

**SEATTLE PUBLIC UTILITIES
SEPA ENVIRONMENTAL CHECKLIST**

This SEPA environmental review of Seattle Public Utilities’ South Spoils Yard Project has been conducted in accord with the Washington State Environmental Policy Act (SEPA) (Revised Code of Washington [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:

South Spoils Yard Project (C600676)

2. Name of applicant:

Seattle Public Utilities (SPU)

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

Jeremy Nichols, Project Manager
Seattle Public Utilities
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Seattle, WA 98124-4018
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4. Date checklist prepared:

June 25, 2024

5. Agency requesting checklist:

City of Seattle’s Seattle Public Utilities

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

Construction is scheduled to start March 2026 and conclude approximately in September 2026.

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, expansion, or additional activity related to or connected with this proposal. For purposes of this Checklist, the project is presumed to require up to 80 working days and would be operated and maintained for 50 years.

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

- HWA GeoSciences, Inc. 2023 (December 1). Geotechnical Report, SPU South Spoils Yard.

- Cultural Resource Consultants. 2023 (June 22). Cultural Resources Assessment for the SPU Spoils Yard Project, Seattle, King County, Washington. (Not subject to public disclosure, consistent with RCW 42.17.300.)
- DCG/Watershed. 2023 (June 30). Arborist Report – SPU South Spoils Yard.

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.

No such applications are known at this time.

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

- Seattle Department of Construction & Inspections (SDCI): Master Use Permit and Construction Permit
- SDCI and others: Trade Permits including Mechanical, Electrical, and Plumbing
- Seattle Department of Transportation (SDOT): Street Improvement Permit (SIP) and Traffic Control Plans
- King County Wastewater Treatment Division: Wastewater Discharge Permit
- Washington State Department of Ecology (Ecology): Construction Stormwater General Permit coverage

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 owns and maintains nearly 1,700 miles of pipes in the City of Seattle’s drinking water distribution system and service area, supplying about 1.5 million people with drinking water. SPU’s in-City field crews operate and maintain the utility’s water distribution system of pipelines, valves, meters, hydrants, and pump stations. In that capacity, crews excavate pipelines to make repairs and alter water services—activities that disrupt roadways and impact customers. To guarantee emergency response actions can occur at any time and to minimize the duration of such disruptions, backfill material must be readily available without restriction. For this reason, SPU maintains North and South Seattle service area material stockpile yards. These yards also serve a role for trucks to dispose of contaminated and excess soil and pavement rubble removed from work sites.

SPU proposes to construct its South Spoils Yard Project, which includes site redevelopment to accommodate a new spoils yard for present and future emergency repairs and public safety. This critical infrastructure facility in the City of Seattle’s Industrial District would operate 24 hours per day, every day of the year. The project would be constructed on a 1.73-acre site comprising four parcels owned by SPU. Redevelopment would construct tensile fabric structures (pre-manufactured “hoop” fabric-covered roof structures) for material and site operation storage. Site improvements would meet all requirements for SIP, stormwater management, and SPU security.

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 site address is 3626 Airport Way S, Seattle, WA 98134 and comprises four contiguous tax parcels: 788610-0917; 788610-1010; 788610-0916; and 788610-0918. Legal descriptions are provided below.

788610-0916: SOUTH SEATTLE ADD E OF R/W & POR VAC ST LESS ST HWY

788610-0917: SOUTH SEATTLE ADD ALL OF LOTS 10 THRU 12 & POR OF LOTS 1 THRU 3 LY WLY OF A LN PLW & DISTANT 8.5 FT WLY (MEASURED AT R/A) FROM C/L OF THE MOST WLY SPUR TRACK AS NOW CONSTRUCTED TGW ALLEY ADJOINING SD LOTS AS VACATED BY ORDINANCE NO 45130 & TGW ALL THAT POR OF 80 FT VACATED COURT ST LY BETWEEN BLKS 25 & 26 & LY BETWEEN E LN OF AIRPORT WAY & A LN PLW & DISTANT 8.5 FT WLY (MEASURED AT R/A AND/OR RADIALLY) FROM C/L OF SD SPUR TRACK EXC THAT POR THOF CONVEYED TO STATE OF WASHINGTON FOR PRIMARY STATE HWY NO 1 BY DEED RECORDED UNDER AUDITORS FILE #5035982

788610-0918: SOUTH SEATTLE ADD RR R/W OVER BLKS 25 & 26 TGW R/W OVER POR VAC ST ADJ

788610-1010: SOUTH SEATTLE ADD E OF R/W & POR VAC STS ADD LESS ST HWY

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 flat with slopes less than 1%.

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.**

Soils consist of fill materials overlying native alluvium. The site was previously part of the Duwamish River estuary. Currently, the site is covered with fill materials varying from about 7½ to 10 feet deep overlying native alluvial sediments. Fill material consists of dark brown to black, silty sand with rounded gravel and red brick debris. Alluvium generally consists of soft to hard, dark gray, sandy lean clay with rounded gravels; medium dense, dark gray silty gravel with sand; and loose-to-medium dense, poorly

graded sand with silt. Sediment materials from Pre-Olympia formations underlie the alluvium and consist of lean clays with variable sand content. These clays are moderately plastic with a hard relative consistency. The Pre-Olympia Formation consists of non-glacial materials predating the last major glaciation; they were overridden by the most recent glacial advances and are over-consolidated.

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

There are no surface indications or recorded history of unstable soils in the immediate vicinity. However, the entire project site is in a mapped liquefaction-prone Environmentally Critical Area (ECA) due to previous fill materials placed atop liquefiable alluvial sediments.

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.

The project site would be graded and paved for parking, tensile fabric structures, and site storage, and would include landscape improvements. Unsuitable soil materials would be exported from the site and replaced with imported structural fill consisting of pit-run or quarry-run rock, crushed rock, crushed gravel, and/or sand. The project would disturb approximately 226,068 cubic feet of ground (the upper 3 feet of soil across the site).

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

Erosion is not anticipated as a direct result of clearing or construction activities on the subject site, due to the flatness of the site. Temporary erosion control measures would be implemented to minimize potential erosion during construction.

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

Approximately 70% of the redeveloped site would be covered with high tensile fabric structures and impervious surfaces.

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

A temporary erosion control plan would be prepared and implemented during construction in accord with Ecology (Ecology) and the City of Seattle erosion and sediment control requirements. Measures would include a temporary construction exit, filter fabric fence, temporary drainage ditches, wattles, straw bales, and catch basin inlet protection.

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, uncombusted

hydrocarbons, hydrogen sulfide, carbon dioxide, and water vapor). Emissions during construction would also include dust from ground-disturbing activities and exhaust (carbon monoxide, sulfur, and particulates) from construction equipment and are expected to be minimal, localized, and temporary.

This project would generate greenhouse gas (GHG) emissions through construction activity only. GHG emission calculations are shown in Attachment C and summarized in Table 1. One metric ton metric ton of carbon dioxide emission (MTCO_{2e}) is equal to 2,205 pounds. This project would generate GHG emissions during the estimated 80 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 site. Estimates are also based on typical transportation and construction equipment used for this type of work. Embodied energy in materials used in this project has not been estimated as part of this SEPA environmental review due to the difficulty and inaccuracy of calculating such estimates.

During project operation, the project is not expected to result in increased GHG emissions as compared with pre-project levels because vehicles already use a site for the purposes for which this project is being constructed. Construction of this project is not expected to increase or decrease such vehicle trips. Maintenance or replacement of the completed project over its approximate 50-year lifespan would be reviewed as separate projects under SEPA and are not evaluated in this Checklist.

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		
Paving	9,591,750	4,350
Construction Activities (Diesel)	87,269.9	39.6
Construction Activities (Gasoline)	15,552	7.1
Long-term Maintenance (Diesel)	0	0
Long-term Maintenance (Gasoline)	0	0
Total GHG Emissions	9,694,571.9	4,396.7

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 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. A typical fog cannon would be installed and used to provide dust mitigation during use of the completed project.

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, wetlands, or watercourses on or in the vicinity of the project site.

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

The project would not require any work over, in, or adjacent to (within 200 feet) waterbodies, watercourses, or wetlands.

- (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 materials would be placed in, or dredged from, waterbodies, watercourses, or wetlands.

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

There would be no withdrawals or diversions of surface water.

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

The project site is not in an identified 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 materials will be discharged into the ground. Decant water from wet spoils would be discharged to the City's sewer system.

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 from tensile fabric structures, concrete walks, asphalt pavement, and landscaped areas would be collected by roof drains and catch basins and then directed through water quality treatment and detention systems before discharging to the City of Seattle's storm drain system. Stormwater leaving the site flows to the Duwamish Waterway through City and County drainage infrastructure. The Duwamish Waterway ultimately confluences with Elliott Bay of Puget Sound. Decant water from wet spoils would be discharged to the City's sewer system.

- (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 proposal would not alter drainage patterns.

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

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. Permanent measures to reduce and control runoff from the completed project would include catch basins, bioretention swales, bioretention ponds, storm drainage, and water quality treatment. Stormwater and contaminated spoil materials would be managed per City of Seattle and State of Washington standards, as applicable.

4. Plants

a. Types of vegetation found on the site:

<input checked="" type="checkbox"/> Deciduous trees:	<input type="checkbox"/> Alder	<input checked="" type="checkbox"/> Maple	<input type="checkbox"/> Aspen	<input type="checkbox"/> Other:
<input checked="" type="checkbox"/> Evergreen trees:	<input type="checkbox"/> Fir	<input type="checkbox"/> Cedar	<input type="checkbox"/> Pine	<input checked="" type="checkbox"/> Other: deodar cedar
<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 checked="" type="checkbox"/> Other types of vegetation:	weeds such as Himalayan blackberry and English ivy			

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

Portions of the development site are vegetated with weedy grasses and invasive species such as English ivy (*Hedera helix*) and Himalayan blackberry (*Rubus bifrons*), which would be removed during the redevelopment process. Two deodar cedars (*Cedrus deodara*; 18- and 32-inch diameter at standard height [DSH]) and one big-leaf maple (*Acer macrophyllum*; 21-inches DSH) are located off the project site immediately north of the property line of parcel 7886100917. The root zones and canopies of those trees would be protected during construction.

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. The project site has been disturbed by development and redevelopment over the last 100 years and has been extensively excavated, filled, paved, or occupied by street, utility, railroad, and other constructed features.

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

Proposed landscaping would include plant materials native to the low elevation Puget Sound region as well as non-native ornamental species. Proposed landscaping would include:

- Street Trees (deciduous species, number and species to be determined [TBD])
- On-site columnar trees (number and species TBD)
- On-site Meadow Mix and/or shrub and groundcover mix
- Off-site Meadow Mix and/or shrub and groundcover mix
- Bio-retention plantings using mixes including rushes (*Juncus*) and/or sedges (*Carex*) species

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

English ivy and Himalayan blackberry are invasive species known to occur on and near the project site. The King County Noxious Weed Program (available at King County iMap interactive online mapping program, <http://gismaps.kingcounty.gov/iMap/>) identifies no noxious weeds in the project location.

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 is within the Pacific Flyway migratory corridor and the project area is known to host a wide variety of transient, resident, and migratory waterfowl, songbirds, and raptors. In addition to boxes checked, some commonly observed species include transient geese, ducks, crows, pigeons, and gulls.

Mammals: Deer Bear Elk Beaver
 Other: The geographic extent of the project encompasses presence and habitats for a variety of 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: These and other fish species are present in the Duwamish Waterway, Puget Sound, and Lake Washington. However, the project location is more than 5,000 feet from Elliott Bay, the nearest fish-bearing water.

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 May 28, 2024, no federal Endangered Species Act-listed species -identified priority species are known from or near the project site.

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

King County is within the Pacific Flyway for migratory birds. Migrating species of geese and ducks can be found in lakes, ponds, wetlands and waterways of the area. Key rest stops are not known to be on or near this site based on Audubon Society Migration Maps.

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

The project would include landscaping that would increase the functional habitat value of vegetation on the redevelopment site.

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

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

6. Energy and Natural Resources

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

No additional kinds of energy would be required to meet the constructed project's energy needs, beyond the electrical and gas energy already used for existing sewer, stormwater, and lighting and heating systems of the existing development.

- 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:**

Washington State energy code requirements would be met when designing the site improvements and lighting. Otherwise, the project proposes no conservation features to reduce or control energy 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:**

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

The project site historically has been used for industrial purposes. Initial sampling for contamination detected arsenic at 115 milligrams per kilogram (mg/Kg) and lead at 113 mg/Kg. The arsenic detection is above Ecology's Model Toxic Control Act (MTCA) Method A soil cleanup level for unrestricted use which is 20 mg/Kg. The lead detect is below the MTCA Method A soil clean up level of 250 mg/Kg, but above Ecology's Category 1 unrestricted use disposal guidelines of 17 mg/Kg. Follow-up analysis of the sample for arsenic and lead used the Toxicity Characteristic Leaching Procedure (TCLP), which simulates leaching conditions of waste if they were to be disposed of at a landfill. TCLP results showed arsenic and lead were both non-detect.

Total chromium was detected at 32 mg/Kg, which is below the cleanup level of 2,000 mg/Kg for trivalent chromium. Barium and cadmium were detected at concentrations of 79.5 and 1.10 mg/Kg, respectively. Both metal detects are below the MTCA soil cleanup levels. Xylene was also detected at a concentration of 0.0023 mg/Kg, which is below the MTCA Method A soil cleanup level of 9 mg/Kg and Category 1 disposal guideline of <0.015 mg/Kg.

MTCA soil cleanup levels may not apply at this site, and Category 1 guidelines are generally for use in handling soils from petroleum cleanups and also may not apply at this site. In addition, these samples were not collected for environmental site investigation and therefore were not collected per Ecology site investigation

standards. Prior to project construction, SPU will conduct environmental site assessments that meet current standards for investigating potential contamination.

Small amounts of materials likely to be present during construction, mainly 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.

(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 is potential to encounter prior hazardous materials contamination during construction, as described in the response at Part B.7.a(1). According to the National Pipeline Mapping System (NPMS) public viewer, the nearest hazardous liquid pipeline is one block (500 feet) west of the project site along 7th Ave S and S Charleston St. While the NPMS does not specify the hazardous liquid conveyed in this pipeline, RCW 81.88.010 defines a hazardous liquid to be petroleum, petroleum products, or anhydrous ammonia.

To address potential contamination that may be encountered on-site, as described above, prior to and/or during construction SPU would ensure discovered hazardous materials are cleaned up or appropriately contained as legally required. As design progresses, site plans would be developed detailing the area of contamination to the extent known, the type of contamination, and remediation actions. Soils excavated for off-site transport and potentially affected by contaminants would be characterized for waste profiling and disposed at a Subtitle D landfill or as otherwise required by law.

(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 and during the operating life of the completed project include:

- Petroleum products associated with vehicular, and equipment use, including fuel, lubricants, hydraulic fluids, and form-release oils
- Paints, 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. Possible fire or medic services could be required during project 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. 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. Existing site noise includes traffic on the West Seattle Bridge viaduct and on Interstate 5 and other adjacent roadways. Numerous travel lanes, on-ramps, and exit ramps are located within 1,000 feet of the project site.

(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. The completed project would generate additional noise from vehicles using the new facility and from equipment used to operate and maintain the new facility.

(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 operation and maintenance of the facility, except for during any 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.

Current uses for the site and adjacent properties include warehouse, light industrial, vacant industrial, and rights-of-way for utilities and streets. The work would not change land uses on nearby or adjacent properties or street rights-of-way. However, the proposed work could result in short-term, temporary street lane and sidewalk closures, and/or route detours for streets or sidewalks that would be experienced by individuals who live, work, or visit destinations 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 nonforest use?

The project site has not been 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.

Two existing structures are located on the project site: one Quonset-style building and one warehouse building. Railroad tracks traversing north to south through the project site are no longer in service.

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

All existing structures on site would be demolished under SDCI Demolition / Deconstruction Permit #6939446-DM. All debris currently on-site would be removed and properly disposed.

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

The project site is zoned Maritime Manufacturing and Logistics (MML) zone U/85. This zone is in existing industrial areas with a concentration of core and legacy industrial and

maritime uses including manufacturing, warehousing, shipping, and logistics activities and is well-served with truck, rail, and maritime or freight infrastructure.

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

The project site is designated Manufacturing/Industrial Center.

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

The 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 is in a Liquefaction-prone ECA.

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

The new facility would not be staffed routinely. Rather, the number of workers on-site would correspond with individuals temporarily visiting to load or unload materials or operate and maintain the facility. During this temporary visit, two workers would be anticipated on-site at any given time. No one would reside 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 not change 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?**

The high-tensile fabric hoop structures would be 30 feet high and constructed of concrete eco-blocks, high-tensile fabric, and a steel truss frame.

- 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:**

View screening and street improvements would be done in compliance with City of Seattle design standards.

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 temporarily produce light and glare. The completed project would feature typical parking lot and site lighting that would be directed downward and away from adjacent properties. Building-mounted and pole-mounted security lighting would be provided around the perimeter of the high tensile structures and project site.

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

Glare resulting from the proposed project is not anticipated to create safety hazards or interfere with views, and the project will comply with all relevant standards.

- 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?

The project is on parcels and adjacent to street rights-of-way in industrial areas, so recreational use of the project location and adjacent areas is limited.

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

Proposed work would not permanently displace existing recreational uses. Access to streets and parking areas affected by project construction would be more challenging during construction, but SPU would require the project contractor to maintain safe pedestrian and vehicle access at all times.

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/access may be required during construction. The work may be required to submit, obtain approval for, and implement Traffic Control Plans that maintain pedestrian and bicycle access through or around the project site during construction. The project would attempt to make detours as brief as possible.

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.

The two existing buildings on the project site are more than 45 years old, but are not listed in national, state, or local preservation registers nor eligible to be so listed.

1. Parcel #788610-0917

Year Built: 1947 (77 years)
Building Net Square Footage: 4,100 sf
Construction Class: Prefab Steel
Present Use: Warehouse

2. Parcel #788610-1010

Year Built: 1963 (61 years)
Building Net Square Footage: 4,885 sf
Construction Class: Prefab Steel
Present Use: Industrial (Light)

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. Cultural resource field investigations

were conducted for the proposed project and are documented in the project's cultural resources assessment (CRA report).

- 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.**

A CRA was conducted for this project site and included field investigations. The CRA describes the methods used and resources consulted in that analysis.

- 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 disturb previously disturbed and filled ground, which importantly reduces the chance of encountering contextually significant archaeological materials. However, while intact archaeological materials are not likely to be encountered in the upper fill deposit, different filling episodes were identified during the CRA. Boundaries between fill episodes and boundaries between the fill and alluvial/intertidal deposits are archaeologically sensitive, as are the alluvial deposits themselves. As such, the project would take place in an ethno-historically sensitive location and both county and statewide predictive models assess the project location as a risk for the discovery of archaeological resources. Furthermore, post-contact archaeological sites have been identified at fill episode and fill/intertidal transitions in the vicinity of this project. As a result, archaeological monitoring will be conducted for all project-related ground-disturbing activity occurring at or below four feet below the ground surface, the earliest depth where different fill episodes were identified during field investigations. If project construction activities in non-monitored areas inadvertently discover archaeological materials, project staff would follow the inadvertent discovery protocol described in the CRA.

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.**

Public streets include Airport Way S, S Charlestown St, and 9th Ave S. Proposed access to site includes the re-use of existing access via Airport Way S and S Charlestown 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 site is currently accessed via King County Metro Route 124 on Airport Way S.

- 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).**

This project will require a Street Improvement Plan that includes these street improvements:

- curb cuts
- sidewalks

- curb ramps (concrete and asphalt)
- pedestrian crossings
- catch basins

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 does not require the use of, nor will it occur in the immediate vicinity of water, rail, or air transportation systems. Railroad tracks traversing north to south through the project site are no longer in service and were evaluated as part of the project's CRA.

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?

Transport of materials and equipment during construction would generate an estimated 750 round trips. The completed project would experience average traffic volumes of 6 heavy truck and/or truck-trailer visits and 4 commercial non-passenger vehicles per day (counting arrival and departure as 2 trips), with most traffic occurring between 8 a.m. and 4 p.m.

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 any transportation-related permanent impacts. Temporary lane closures or detours affecting vehicle and pedestrian routes/access may be required during construction. The work may be required to submit, obtain approval for, and implement Traffic Control Plans that maintain pedestrian and bicycle access through or around the project site during construction. The following measures would be used to reduce or control transportation impacts during construction:

- SPU would require the contractor to submit a traffic control plan for approval and enforcement by SPU and SDOT.
- SPU would conduct public outreach before and during construction to notify residents, local agencies, Metro, 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 may not be available at all times, but temporary closures would be minimized and detour routes would be properly and clearly 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. The project would be required at all times to accommodate emergency access for buildings accessed via affected streets. Emergency access would comply with relevant policies administered by SDOT as part of its street use 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. No mitigation is being proposed because the project would not increase impacts on public services.

16. Utilities

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

- | | | | |
|--|--|---|--|
| <input type="checkbox"/> None | | | |
| <input checked="" type="checkbox"/> Electricity | <input checked="" type="checkbox"/> Natural gas | <input checked="" type="checkbox"/> Water | <input checked="" type="checkbox"/> Refuse service |
| <input checked="" type="checkbox"/> Telephone | <input checked="" type="checkbox"/> Sanitary sewer | <input type="checkbox"/> Septic system | |
| <input checked="" type="checkbox"/> Other: 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.**

No interruptions of utilities or services are anticipated during project construction. No new utilities are being proposed. Utilities serving the completed project would include:

- Electricity (Seattle City Light)
- Natural Gas (PSE)
- Water (SPU)
- Refuse Service (SPU)
- Telephone/Data (Comcast, Ziply, and Astound)

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: _____
Jeremy Nichols
Project Manager

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

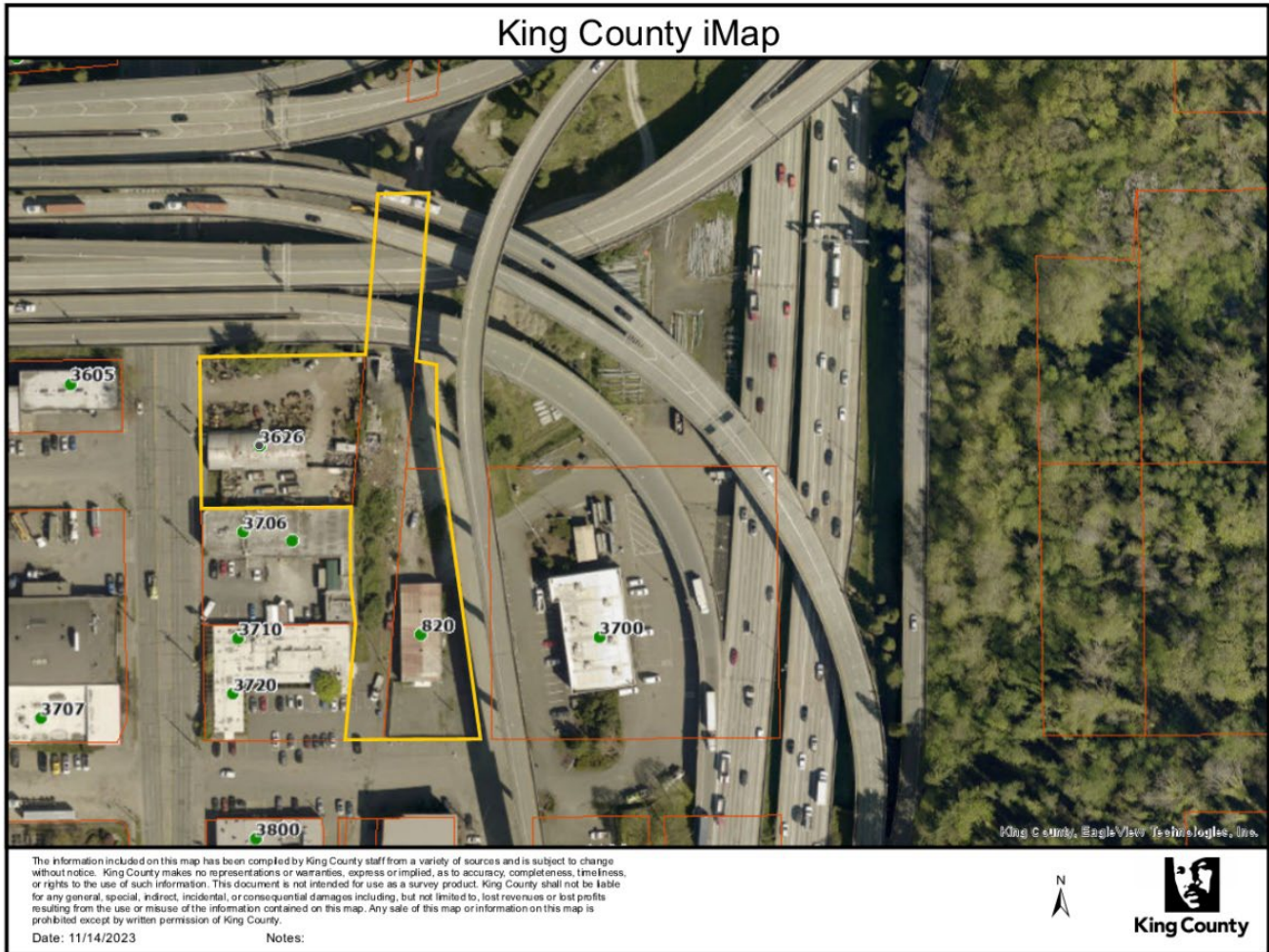
Attachment A – Vicinity Map



VICINITY MAP
NTS



Attachment B – Site Map



Attachment C – Photographs



Attachment C – Photographs (continued)



Seattle Public Utilities South Spoils Yard Project

SEPA Environmental Checklist

Attachment D – Greenhouse Gas Emissions Worksheet

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

Section II: Pavement						
						Emissions (MTCO ₂ e)
Pavement (sidewalk, asphalt patch)						
Concrete Pad (50 MTCO ₂ e/1,000 sq. ft. of pavement at a depth of 6 inches)		87,000				4,350
TOTAL Section II Pavement						

Section III: Construction						
						Emissions (MTCO ₂ e)
(See detailed calculations below)						
TOTAL Section III Construction						46.7

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

TOTAL GREENHOUSE GAS (GHG) EMISSIONS FOR PROJECT (MTCO₂e)						4,396.7
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Attachment D – Greenhouse Gas Emissions Worksheet, continued

Section III Construction Details		
Construction: Diesel		
Equipment	Diesel (gallons)	Assumptions
Excavator	840	120 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
Concrete/Asphalt Truck	200	20 round trips x 50 miles/round trip ÷ 5mpg
Front-end Loader	1,540	220 hours x 7 gallons/hour (345 hp engine)
Support Box Truck with hydraulic lift	167	50 working days x 1 round trip/day x 20 miles/round trip ÷ 6 mpg
Road Roller	140	40 hours X 3.5 gallons/hour
Subtotal Diesel Gallons	3,287	
GHG Emissions in lbs CO₂e	87,269.9	26.55 lbs CO ₂ e per gallon of diesel
GHG Emissions in metric tons CO₂e	39.6	1,000 lbs = 0.45359237 metric tons

Construction: Gasoline		
Equipment	Gasoline (gallons)	Assumptions
Pick-up Trucks or Crew Vans	640	80 working days x 4 vehicles x 2 round-trip/day x 20 miles/round trip ÷ 20 mpg
Subtotal Gasoline Gallons	640	
GHG Emissions in lbs CO₂e	15,552	24.3 lbs CO ₂ e per gallon of gasoline
GHG Emissions in metric tons CO₂e	7.1	1,000 lbs = 0.45359237 metric tons

Construction Summary		
Activity	CO ₂ e in pounds	CO ₂ e in metric tons
Diesel	87,269.9	39.6
Gasoline	15,552	7.1
Total for Construction	102,821.9	46.7

Section IV Long-Term Operations and Maintenance Details		
Operations and Maintenance: Diesel		
Equipment	Diesel (gallons)	Assumptions
Subtotal Diesel Gallons		
GHG Emissions in lbs CO₂e		26.55 lbs CO ₂ e per gallon of diesel
GHG Emissions in metric tons CO₂e		1,000 lbs = 0.45359237 metric tons

Operations and Maintenance: Gasoline		
Equipment	Gasoline (gallons)	Assumptions
Subtotal Gasoline Gallons		
GHG Emissions in lbs CO₂e		24.3 lbs CO ₂ e per gallon of gasoline
GHG Emissions in metric tons CO₂e		1,000 lbs = 0.45359237 metric tons

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