

**ENVIRONMENTAL CHECKLIST**  
**Port of Seattle**  
**Building W-50 Demolition**

**A. BACKGROUND**

- 1. Name of proposed project, if applicable:** Port of Seattle Building W-50 Demolition
- 2. Name of applicant:** Port of Seattle (SEPA file NO. 15-06)
- 3. Address and phone number of applicant and contact person:**

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- 4. Date checklist prepared:** July 13, 2015
- 5. Agency requesting checklist:** Port of Seattle (the Port)

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

The building is expected to be demolished upon receipt of all required permits. The anticipated project start is Q4 of 2015.

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

At present, no additions, expansion, change of use or further activities that are related to or connected with this proposal are known.

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

Terminal 91 Marine Maintenance North Operations Qualitative Slope Stability Evaluation for Building W-50 Demolition, Seattle, Washington. June 9, 2015. Prepared by Hart Crowser.

Port of Seattle Terminal 30 Relocation Draft Environmental Impact Statement Historic and Cultural Resources Report. Prepared for the Port of Seattle. Prepared by BOLA Architecture + Planning. June 2006.

**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 other applications are known to be pending for governmental approvals of other proposals directly affecting the property covered by this proposal.

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

- City of Seattle—Shoreline Substantial Development/Master Use Permit and associated demolition permit and Request for Relief from Prohibition on Steep Slope Development ECA Exemption
- Washington Department of Archaeology and Historic Preservation (DAHP) review
- Puget Sound Clean Air Agency Demolition Permit

**10. Give 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. (Lead agencies may modify this form to include additional specific information on project description.)**

Project Background

The Port currently operates the marine maintenance north operations (MMNO) on a site on the Terminal 91 uplands property. They need to make improvements to the site to allow for ongoing operations. The MMNO is a contained operation located within the greater Terminal 91 boundary but functions as its own individual site distinctly separate from the greater area. Building W-50 is located adjacent to the existing MMNO trailer that houses the marine maintenance staff. Building W-50 is structurally unsound and is not able to be used by the Port or tenants anymore. The demolition of Building W-50 would allow the Port to reconfigure the site and make improvements to allow the maintenance staff to operate more effectively.

Project Description

The project involves the following elements: 1) Building Demolition; 2) Paving; 3) Utility and Drainage Improvements; and 4) Appurtenant Structures and Lighting. Each of the elements is described in more detail below:

1. Building Demolition – The project proposes to demolish the existing 24,222 square foot warehouse building (W-50) and leaving the concrete foundation slab in place. The appurtenant structures in the right-of-way will be removed.
2. Paving - A thin wedge of asphalt is proposed to be applied over the slab surface. Work will include curb work as necessary. The building foundation (slab-on-grade) is to remain to be used as a storage area.
3. Utility and Drainage Improvements – The project proposes to identify utility abandonment, relocation and improvement needs (side sewer, water, electrical, etc.). The proposal will provide for storm drainage to flow toward the existing stormwater system and other utility upgrades as needed. If underground storage tanks are encountered, they may be removed.
4. Appurtenant Structures and Lighting – The proposal includes the installation of chain-link perimeter fencing after demolition and the extension of an ecology block wall and security fence along the south and west edges of the existing building. Modular structures and lighting will be provided onsite as needed to support the marine maintenance staff and operations.

**11. 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, 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 is located at 2001 West Garfield Street, Seattle, WA 98119 on the Terminal 91 property of the Port of Seattle in King County, WA. The Parcel# is 232503-9107. It is located at the western most portion of Terminal 91 adjacent to the Magnolia Bridge. The vicinity map is provided in Figure 1. The legal description is provided in Figure 2.

## B. ENVIRONMENTAL ELEMENTS

### 1. Earth

- a. **General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other \_\_\_\_\_.**

The site is essentially flat. See additional information below.

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

The steepest slope on the site is less than two percent. However, its western edge is near the toe of a steep slope with a grade change of approximately 150 feet over 250 feet horizontally. The grade change is not uniform; some portions are at or near vertical and other portions are nearly horizontal.

- 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 site consists entirely of filled upland and has no previous, existing, or potential agricultural use.

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

The project site is subject to liquefaction and is identified by City of Seattle Critical Area maps as within a liquefaction zone. Liquefaction potential zones are considered environmentally sensitive but not environmentally critical areas. A landslide occurred in the 2000's immediately upslope of the property.

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

Trenching for utilities and excavation removal of underground storage tanks may be required. The amount of excavation for these activities and for grading and other site improvements is not expected to exceed 10,000 cubic yards. Fill for site work is not expected to exceed 10,000 cubic yards.

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

Minimal soil erosion from construction is anticipated. Best Management Practices (BMPs) for control of potential sources of erosion will be implemented during all demolition and construction activities as consistent with the City of Seattle Stormwater, Grading, and Drainage Control Ordinance and Department of Planning and Development Director's Rules.

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

Approximately 100% of the project area would be covered with impervious surfaces after completion of the project.

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

Standard BMPs that are both in general accordance with the Washington State Stormwater Management Manual for Western Washington, and are consistent with the City of Seattle Stormwater, Grading and Drainage Code requirements, would be implemented during the

proposed project demolition activities. Implementation of these requirements would result in no significant potential adverse soil erosion impacts.

## 2. Air

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

### Construction

The proposed project would result in air pollutant emissions related to demolition of the building and emissions from construction equipment and vehicles.

### Greenhouse Gas Emissions

With regard to Greenhouse Gas (GHG) emissions, the scale of global climate change is so large and the number of contributing factors so numerous that any single project's effects on the involved systems can, at best, only be evaluated on a cumulative basis. As such, it is not anticipated that any single development project, especially one of the minor scale of the proposed project, would cause any discernible impact relative to global climate change.

See Figure 3 for the Greenhouse Gas Emissions worksheet.

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

The proposed project would not be sensitive to emissions from other sources in the vicinity, and facility operational sources would not be constrained by other emissions in the vicinity except to the degree that they would have to comply with applicable ambient air quality standards.

- c. **Proposed measures to reduce or control emissions or other impacts to air, if any.**

### Construction

Although significant air quality impacts are not anticipated due to the demolition of the building, contractors would be required to comply with all relevant federal, state, and local air quality rules.

## 3. Water

- a. Surface Water

- 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 yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

The proposed project site is located in the vicinity of Elliott Bay.

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

The project is not located within 200 feet of the water.

- 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 dredging or fill activities are proposed.

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

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

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

The proposed project is located in non-flow restricted flood plain area.

**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 does not include discharge of waste materials to surface waters.

**b. Ground Water**

**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 require groundwater to be withdrawn from water wells used for drinking water or other purposes.

**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.**

The proposed project does not include any discharge of waste material to groundwater at the site.

**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.**

No significant changes to the existing stormwater drainage systems are proposed. Final development of the proposed project would utilize existing stormwater collection, conveyance, treatment, and discharge infrastructure as much as practicable, although some temporary rerouting and installation of temporary conveyance systems might be needed during construction activities. Similar to current conditions, the proposed project would convey and treat stormwater runoff for discharge as currently designed and permitted. The proposed project does not include changes in the amount of upland impervious surface areas. Volumes and rates of stormwater runoff would be similar to the existing condition.

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

The proposed project would not result in waste materials directly entering groundwater.

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

The proposed project would not alter or affect drainage patterns in the vicinity of the site.

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

Potential water-related impacts resulting from the proposed project include control and management of stormwater runoff during construction activities and control of any releases of debris.

Standard construction BMPs would be used to control and manage stormwater runoff during project construction activities. Implementation of the BMPs would be in general accordance with the Washington State Stormwater Management Manual for Western Washington, and would also be consistent with the City of Seattle Stormwater, Grading and Drainage Code requirements.

Implementation of the BMPs, a Spill Prevention, Control and Countermeasure (SPCC) plan and other additional requirements included as part of the Port's stormwater permit would result in the mitigation of any potential adverse impacts to stormwater runoff quality and control.

#### 4. Plants

**a. Check or circle types of vegetation found on the site:**

- deciduous tree: alder, maple, aspen, other**  
 **evergreen tree: fir, cedar, pine, other**  
 **shrubs**  
 **grass**  
 **pasture**  
 **crop or grain**  
 **wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other**  
 **wet plants: water lily, eelgrass, milfoil, other**  
 **other types of vegetation: English ivy and invasive blackberries**

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

No existing landscape vegetation is proposed to be removed or altered other than some potential brush removal of invasive blackberries and ivy near the building.

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

No threatened or endangered plant species are known to be in the project area.

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

No landscaping is proposed or required for the proposed project.

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

There are a variety of noxious weeds and invasive species adjacent to the site including English ivy and invasive blackberries.

#### 5. Animals

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

**birds:**  hawk,  heron,  eagle,  songbirds, **other:**

**mammals:** deer, bear, elk, beaver, **other:**

**fish:**  bass,  salmon,  trout,  herring,  shellfish, **other:**

The built and committed area includes existing upland uses includes active warehouse, and cruise and fishing industrial operations and does not include significant upland habitat for birds or mammals.

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

There are no known threatened or endangered species known to be on or near the site.

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

The Puget Sound area is part of the Pacific Flyway. Birds that inhabit the area vary seasonally due to migrations. The proposed project site is covered with structures and pavement, and located in a highly urbanized area. It offers no habitat attractive or essential to migrating birds.

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

In the absence of adverse impacts on animal species, no mitigating measures are proposed.

**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.**

Diesel and gasoline-powered equipment would be used during demolition of the building.

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

The proposed project would have no adverse effect on potential use of solar energy at 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?**

Fuel-efficient electrical and motorized equipment would be used to the extent possible as part of the proposed project.

**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.**

The proposed project does not include any new functional or operational activities and would not result in the potential for additional environmental health hazards.

Building demolition would be conducted following a hazardous building materials survey to identify the presence of such materials [e.g., asbestos-containing building material (ACBM) or lead-based paint]. Any such materials would then need to be removed or stabilized prior to demolition.

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

There is no known contamination on the site from present and past uses. However, there may be an underground storage tank encountered at the site that requires removal.

**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 existing hazardous chemicals or conditions that might affect the building demolition.

**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.**

Vehicles and equipment used for demolition activities would include the use of fuels, oils, lubricants, and other petroleum-related products within the proposed project area. These

potentially hazardous materials would be subject to applicable local, state, and federal regulations and guidance pertaining to use, handling, and storage.

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

No special emergency services are anticipated for the proposed project.

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

Potentially hazardous fuels, lubricants, and associated materials used for operation of motorized equipment as part of the demolition activities for the proposed project would be subject to existing local, state, federal, and Port controls and requirements for use, handling, and storage, with the objective of avoiding potential environmental health exposures and hazards.

An asbestos-containing building material (ACBM) and lead-based paint survey of structures planned for demolition would be performed by an Asbestos Hazard Emergency Response Act (AHERA)-certified building inspector. Proper abatement measures needed to prevent the release of these materials during demolition would be implemented.

Stormwater runoff discharges will be monitored to ensure that it meets all permit requirements and applicable water quality standards.

**d. Noise**

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

The site is in an industrial area and existing sources of noise at the site include motor-driven vehicles, particularly heavy trucks and industrial equipment.

**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 examples: traffic, construction, operation, other)? Indicate what hours noise would come from the site.**

The proposed project would create construction activity and equipment noises related to demolition of the building and related construction work. These short-term noise effects are expected to occur only during daytime hours. The project site is located within the city of Seattle, Washington, and the noise limits included in the Seattle noise ordinance (Seattle Municipal Code Chapter 25.08) apply to noise related to this project.

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

The proposed project would include practices to reduce construction noise. Examples include using properly sized and maintained mufflers, engine intake silencers, engine enclosures, and turning off idle equipment. Construction contracts would specify that mufflers be in good working order and that engine enclosures be used on equipment when the engine is the dominant source of noise.

**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.**

Terminal 91 is established with a mix of industrial and transportation uses, including a cruise ship terminal south of the Magnolia Bridge, and cruise terminal accessory parking, warehouse, and outdoor storage uses north of the Bridge. The W-50 building is located within a portion of the site currently used by the Port of Seattle as the Marine Maintenance North Operations facility. Terminal 91 is located at the south margin of the Interbay industrial area, surrounded by sites and businesses built and committed to marine industrial use and general industrial uses and activities including parking for cruise operations. There is a bicycle pathway that runs through



the Terminal as part of the larger Elliott Bay Trail. The Magnolia Bridge and City-owned property are located adjacent to the site.

- 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 site has no history of agricultural use.

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

W-50 Building is a 24,222 square foot building, single story, traditional shed form, and wood framed warehouse. It was made of prefabricated elements, which were provided along with on-site instructions, as a package purchased by the Navy for wartime construction. There is also a trailer on the site for marine maintenance personnel.

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

Yes, the W-50 building will be demolished down to the foundation slab.

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

The existing zoning classification is Heavy Industrial (IG1/U 45)

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

Existing comprehensive land use designations for the site include Heavy Industrial, General Industrial, and Manufacturing.

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

The proposal area is not within the shoreline.

- h. Has any part of the site been classified as critical area by the city or county? If so, specify.**

The proposal area is identified on City of Seattle GIS Critical Area Map layers as having the following environmentally critical areas: steep slope, potential liquefaction zone; potential slide area, known slide area, and archaeological buffer.

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

There are currently approximately 20 persons working at the Marine Maintenance North Operations site. There may be an increase in staff members at the site. The total number of workers should not increase by more than 30 people. No residential uses are present at the project site and no residential occupancy is proposed.

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

The completed project would not result in displacement of workers or residents.

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

No displacement of residents or workers would result from the proposal; therefore, no measures for avoiding or reducing displacement impacts are needed.

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

The project is consistent with the Port's long-range facility objectives.

**m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:**

No agricultural or forest lands of commercial significance would be impacted by the proposed activities on site.

**9. Housing**

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

No housing units would be provided by the project.

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

No housing units would be eliminated by the project.

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

No housing units would be provided or eliminated. Therefore, there would be no measures to reduce or control 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?**

No structures are proposed for the site as part of this project.

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

The existing warehouse would be removed with the foundation slab in place. No views in the immediate vicinity would be obstructed.

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

No significant changes in view conditions from public viewpoints are anticipated and no offsetting aesthetic measures are included in the present proposal.

**11. Light and Glare**

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

The proposal is not expected to alter existing light or glare conditions at the project site.

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

No change in light or glare conditions is anticipated, and no safety hazards or interference with views will result from the proposed project.

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

No off-site sources of light and glare in the area are expected to adversely affect the present proposal.

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

No adverse effects from the planned construction are expected, therefore, no mitigation measures are proposed.

## 12. Recreation

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

There are three public shoreline access locations in the area of the proposed project: (1) Smith Cove Park: Located adjacent to Terminal 91, west of Pier 91, with approximately 0.8 acres landscape upland area and approximately 520 linear feet of shoreline. (2) Terminal 91 Pedestrian/Bicycle Pathway: Including two landscaped corridors, with paved pathway. East-side - approximately 0.7 acres, 3800 feet in length, with landscape vegetation. West-side - approximately 1.4 acres, 3950 feet in length. (3) Centennial Park—approximately 10.5 acres and 4100 linear feet of shoreline, southeast of Terminal 91.

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

The proposed project would not displace existing recreational uses in the project area over the long-term. Any temporary changes in recreational access during demolition would be coordinated beforehand.

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

Temporary re-routing or closure of bicycle trails during construction will be coordinated with the public. No negative effects on existing recreation are anticipated as a result of the project.

## 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 located on or next the site? If so, specifically describe.

No local, state, or federal listed historic or cultural buildings, structures, or sites are located on or near the project site and no sites appear eligible for listing on or near the project site.

Built in 1945, the Navy developed the W-50 warehouse during World War II as part of the Supply Depot Operations and provided salvage storage for the 13<sup>th</sup> Naval District. The warehouse was expanded in 1946 and the exterior was re-sided in asbestos siding in 1963 (Port of Seattle, 2006). After that, the warehouse was occupied by Norpac, a cargo packing and shipping company, and then was used by Northwest Harvest, a nonprofit food collection and distribution agency. The land around the W-50 building is now used for Port of Seattle maintenance operations. The W-50 warehouse building has been vacant since the departure of Northwest Harvest.

POS Building 50 is an example of a modest modular warehouse building dating from World War II. It does not appear to have sufficient historic or architectural integrity for listing on the NRHP, but it may have community significance. (Port of Seattle, 2006).

### 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 known archaeological sites are located within the site. Based on archival research, analysis of historical maps, study of geologic and geotechnical data and the results of previous archaeological research in the vicinity, there is the possibility of finding archaeologically significant materials at the site during construction excavation, despite the previous modifications in Smith Cove associated with industrial and urban development. North of Piers 90 and 91, there appears to have been relatively little modification to former shorelines and the surface of the tidal flats; instead, most of the area has been subjected to filling to bring the surface above high tide. Given the landscape setting, the ethnographic accounts, and historical accounts, the area is considered to have potential for harboring archaeological materials related to prehistoric and ethnohistoric land use (Port of Seattle 2006).

- 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 archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.**

Methods used to assess the potential impacts to cultural and historic resources included:

- Review of the Terminal 30 Terminal Relocation Draft Environmental Impact Statement for the project site. Appendix I. Prepared by BOLA Architecture + Planning. 2006.
- Review of the Department of Archaeology and Historic Preservation's Washington Information System for Architectural and Archaeological Records Database on January 18, 2015.
- Review of King County and City Landmarks List and Technical Paper No. 6, revised January 2015, on January 18, 2015.
- Review of Seattle Department of Neighborhood's database of historical properties on February 2, 2015.

- 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 following recommendations, included in Director's Rule 2-98 (SMC), would be implemented:

- Contractors and subcontractors would be supplied with copies of regulations regarding archaeological resources with the understanding that crews will comply with those regulations;
- Inadvertent discovery protocol should be implemented when appropriate;
- The project would abide by state and local regulations governing the discovery and excavation of archaeological resources.

See City of Seattle *Appendix A: Additional Information to Determine Whether a Structure Appears to Meet any of the Criteria for Landmark Designation*.

#### **14. Transportation**

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

The project site is served by a vehicle entrance near West Galer Street, via a grade-separation overpass and vehicle ramp (also known as the Galer Street Overpass) connection to Elliott Avenue West. The Galer Street Overpass connects with the Seattle street grid via Elliott Avenue West, with direct links to all city arterial traffic routes.

- 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?**

Public transit routes are present at Elliott Avenue West, near the Elliott Avenue West and West Galer Street intersection.

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

There are currently 17 parking spaces provided near the warehouse. The project does not propose to 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).**

No changes to the existing transportation system would be needed to accommodate the proposed project.

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

No changes in adjacent rail or air transportation will result from the proposed project.

- 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 nonpassenger vehicles). What data or transportation models were used to make these estimates?**

During construction, it is expected that vehicle use will include truck trips necessary for material hauling (including removal of materials and delivery of construction materials) and construction employee trips. Materials removed during demolition are expected to be trucked off of the site.

No change in the volume of vehicles serving Terminal 91 post project is expected.

- 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.**

No.

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

No negative effects on transportation in the area of the project site are anticipated. Vehicle parking for personnel will be accommodated at the project site. No measures to reduce or control potential negative effects on transportation are required.

#### 15. Public Services

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

No increase in public services is anticipated as a result of the proposed project.

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

No measures for offsetting, reducing or controlling negative effects on public services are required.

#### 16. Utilities

- a. **Circle utilities currently available at the site:** electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

- b. **Describe the utilities that are proposed for the project, the utility providing the service and the general construction activities on the site or in the immediate vicinity that might be needed.**

No utilities are proposed for the project. Utilities serving the building will be capped in place. Stormwater goes to Port owned and operated facilities as regulated under the existing NPDES permit.

#### 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: Signature on File

Name of Signee: Paul Meyer

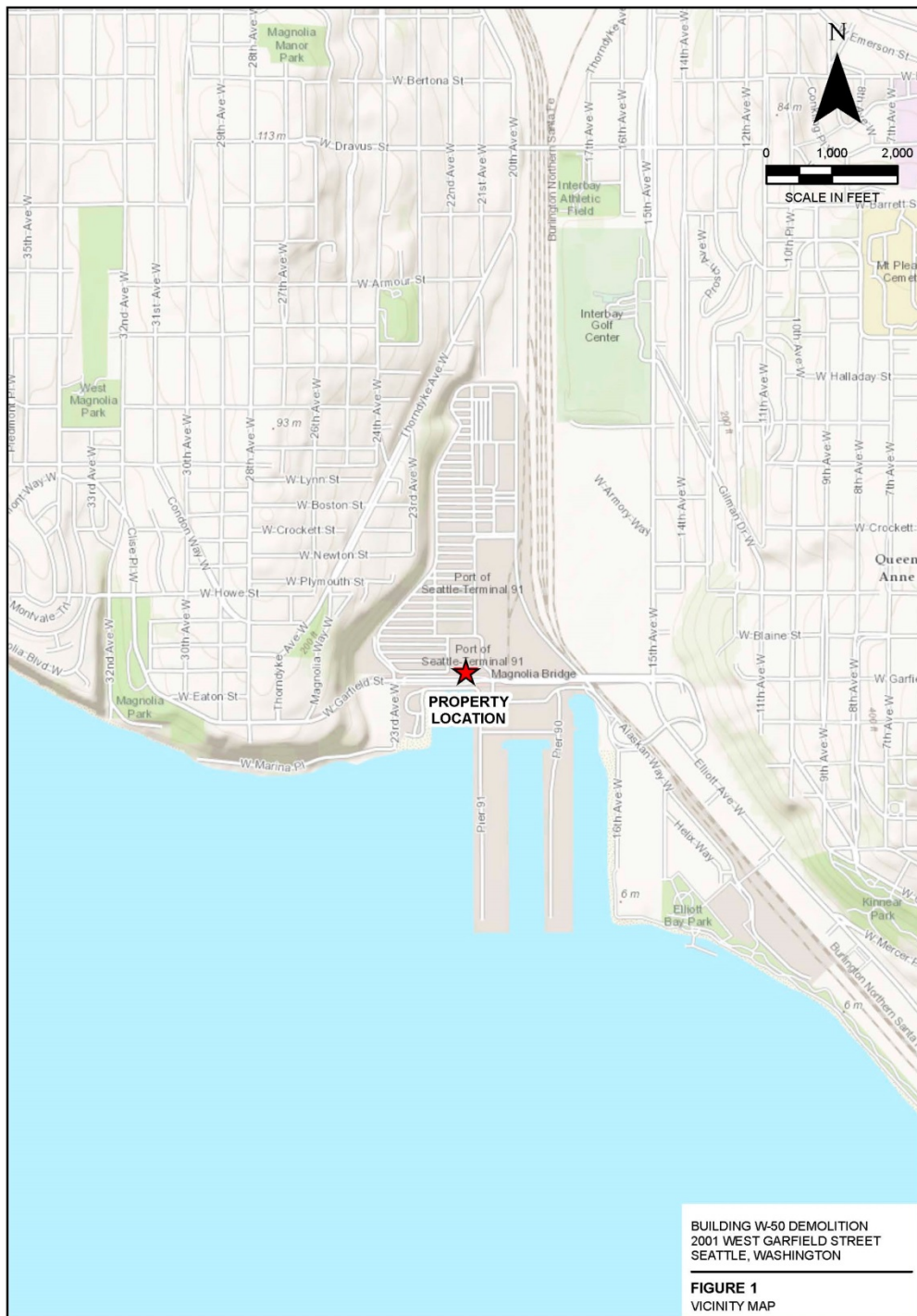
Position and Agency/Organization: Manager, Environmental Permitting and Compliance

Date Submitted: 7/13/15

## REFERENCES

- City of Seattle Parks and Recreation Department. <http://www.seattle.gov/parks/parkspaces/index.htm>
- City of Seattle Stormwater Code 22.800-22.808.
- City of Seattle Strategic Planning Office, *Seattle's Comprehensive Plan - Toward a Sustainable Seattle*. Revised 2004. Amended 2013.
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- King County. 2013. King County Comprehensive Plan 2012 (2013 Update), King County Department of Permitting and Environmental Review.
- Port of Seattle Review of the Terminal 30 Terminal Relocation Draft Environmental Impact Statement for the project site. Appendix I. Prepared by BOLA Architecture + Planning. 2006.
- Revised Code of Washington (RCW). State Environmental Policy Act (SEPA).

Figure 1 Vicinity Map



**Figure 2 – Legal Description**

<b>Terminal 91 Site</b>	
<b>2001 West Garfield Street</b>	
<b>Parcels and Legal Description</b>	
<b>Parcel</b>	<b>Legal</b>
<p><b>766620-1146</b>  <b>766620-1530</b>  <b>232503-9018</b></p>	<p><b>Remnant Parcel as Described on LBA 3016217, KCR 20131105900005):</b>                  THAT PORTION OF THE EAST ½ AND OF THE SOUTHWEST ¼ OF SECTION 23, AND OF THE EAST ½ AND OF THE NORTHWEST ¼ OF SECTION 26, ALL IN TOWNSHIP 25 NORTH, RANGE 3 EAST, W.M., KING COUNTY, WASHINGTON. BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS                  COMMENCING AT A CITY OF SEATTLE MONUMENT LOCATED AT THE CENTERLINE INTERSECTION OF 15<sup>TH</sup> AVENUE WEST AND WEST GARFIELD ST., AND WHICH BEARS SOUTH 00°59'02" WEST, A DISTANCE OF 4777.28 FEET FROM A CITY OF SEATTLE MONUMENT LOCATED AT THE CENTERLINE INTERSECTION OF 15<sup>TH</sup> AVENUE WEST AND WEST BARRETT STREET; THENCE NORTH 88°59'57" WEST, ALONG THE CENTERLINE OF WEST GARFIELD STREET A DISTANCE OF 713.10 FEET; THENCE SOUTH 01°00'03" WEST, 50.00 FEET TO THE SOUTH MARGIN OF WEST GARFIELD STREET AND THE POINT OF BEGINNING; THENCE NORTH 88°59'57" WEST ALONG SAID SOUTH MARGIN, A DISTANCE OF 128.39 FEET TO THE EXTENDED EAST LINE OF THE WEST 310.20 FEET OF BLOCK 136-138 OF THE MAP OF SEATTLE TIDE LANDS; THENCE SOUTH 01°00'03" WEST, ALONG SAID EXTENDED EAST LINE, A DISTANCE OF 2548.37 FEET; THENCE NORTH 88°59'57" WEST 310.20 FEET TO THE EAST LINE OF SMITH'S COVE WATERWAY; THENCE NORTH 01°00'03" EAST, 208.93 FEET TO THE INNER HARBOR LINE; THENCE NORTH 81°11'16" WEST ALONG THE INNER HARBOR LINE, 325.39' FEET; THENCE SOUTH 01°00'03" WEST, 253.50 FEET; THENCE NORTH 88°59'57" WEST, 369.03 FEET; THENCE NORTH 01°00'03" EAST, 303.95 FEET TO THE INNER HARBOR LINE; THENCE NORTH 81°11'16" WEST, ALONG THE INNER HARBOR LINE, A DISTANCE OF 203.69 FEET TO THE EXTENDED EAST LINE OF BLOCKS 117, 118 AND 119, SEATTLE TIDE LANDS; THENCE NORTH 01°00'03" EAST ALONG SAID EAST LINE, 2213.41 FEET TO THE NORTHEAST CORNER OF SAID BLOCK 117; THENCE NORTH 88°59'57" WEST, ALONG THE NORTH LINE OF SAID BLOCK 117 FOR A DISTANCE OF 130.36 FEET; THENCE NORTH 01°00'03" EAST, 100.00 FEET TO THE SOUTH LINE OF BLOCK 116, MAP OF SEATTLE TIDE LANDS; THENCE NORTH 88°59'57" WEST ALONG SAID SOUTH LINE (ALSO KNOWN AS THE NORTH MARGIN OF WEST GARFIELD STREET) A DISTANCE OF 443.68 FEET TO THE SOUTHEASTERLY MARGIN OF JOLIET AVENUE WEST; THENCE NORTH 19°41'12" EAST, ALONG SAID SOUTHEASTERLY MARGIN, 3267.07 FEET TO THE SOUTH MARGIN OF WEST HALLADAY STREET; THENCE SOUTH 88°52'12" EAST, ALONG SAID SOUTH MARGIN 134.64 FEET; THENCE SOUTH 39°17'48" EAST, 133.98 FEET; THENCE SOUTH 01°00'03" WEST, 54.74 FEET; THENCE SOUTH 50°17'03" EAST, 4.29 FEET; THENCE SOUTH 01°00'03" 1797.05 FEET TO A POINT OF CURVATURE; THENCE SOUTHEASTERLY ALONG A CURVE TO THE LEFT HAVING A CENTRAL ANGLE OF 41°02'01" AND A RADIUS OF 1165.78 FEET, FOR A DISTANCE OF 834.90 FEET; THENCE SOUTH 40°01'58" EAST, 493.85 FEET; THENCE SOUTH 35°50'26" EAST 112.12 FEET TO THE POINT OF BEGINNING.</p>
<b>TOGETHER WITH</b>	
<p><b>766620-1153</b></p>	<p><b>(Parcel C of LBA 3016217, KCR 20131105900005):</b>                  THOSE PORTIONS OF BLOCK 117, 118, 118 AND 119, SEATTLE TIDE LANDS, VOLUME 1, PAGES 19 AND 20, TOGETHER WITH THOSE PORTIONS OF WEST</p>



<b>Terminal 91 Site</b> <b>2001 West Garfield Street</b> <b>Parcels and Legal Description</b>	
<b>Parcel</b>	<b>Legal</b>
	LEE STREET AND OF PUGET AVENUE WEST ATTACHED THERETO, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF SAID BLOCK 117; THENCE SOUTH 01'00'03" WEST, ALONG THE EAST LINE OF SAID BLOCK 117, FOR A DISTANCE OF 44.94 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING ALONG THE EAST LINE OF SAID BLOCKS 117, 118, AND 119 FOR A DISTANCE OF 2168.47 FEET TO THE INNER HARBOR LINE; THENCE NORTH 81'11'16" WEST, ALONG THE INNER HARBOR LINE FOR A DISTANCE OF 333.10 FEET TO THE SOUTHERLY EXTENSION OF THE WEST LINE OF LOTS 10 THROUGH 12 OF SAID BLOCK 117, AND OF LOTS 10 THROUGH 18 OF SAID BLOCK 118; THENCE NORTH 01'00'03" EAST, ALONG SAID EXTENDED LINE FOR A DISTANCE OF 1514.66 FEET; THENCE SOUTH 72'34'04" EAST, 45.20 FEET; THENCE SOUTH 87'52'13" EAST, 36.39 FEET; THENCE NORTH 59'01'15" EAST, 28.49 FEET; THENCE NORTH 19'44'06" EAST, 13.67 FEET; THENCE NORTH 01'35'23" WEST, 162.34 FEET; THENCE NORTH 01'05'18" EAST, 150.97 FEET; THENCE NORTH 00'13'16" EAST, 120.99 FEET; THENCE NORTH 01'32'43" WEST, 74.99 FEET; THENCE NORTH 71'01'44" EAST, 248.76 FEET TO THE POINT OF BEGINNING.
<b>TOGETHER WITH</b>	
<b>232503-9107*</b>	BAAP ON N LN OF S 660 FT OF SE 1/4 OF SW 1/4 SD STR AAP 1067.47 FT E OF W LN SD SE 1/4 OF SW 1/4 TH E ALG SD N LN TO WLY MGN OF JOLIET AVE W TH SLY ALG SD MGN TO N MGN OF W GARFIELD ST TH WLY ALG SD N MGN TO E LN OF W 1067.47 FT OF SE 1/4 OF SW 1/4 SD STR TH N ALG SD E LN TO THE POB TGW POR VAC W GARFIELD ST ADJ LESS POR OF ABOVE DESC PROP AS DESC IN DEED REC #7606300880.
<b>TOGETHER WITH</b>	
<b>232503-9013*</b>	ALL TH PART OF N 620 FT OF LOT 4 E OF HYDE PARK ADD & W OF A LN 150 FT WLY FR & PARL TO MEAN LN EX N P RY COS R/W.
<b>TOGETHER WITH</b>	
<b>232503-9012*</b>	ELY 150 FT OF N 620 FT OF GL 4 LESS ST.
<b>TOGETHER WITH</b>	
<b>277160-4890</b>	LOTS 17-18, BLOCK 199, GILMANS ADDITION.
<b>TOGETHER WITH</b>	
<b>277160-5385</b>	GILMANS ADD UNP RES B A TR OF LAND DESC AS FOL BEG AT SE COR B 177 GILMANS ADD TH RUNG W TO E LN OF 23RD AVE W TH S TO N LN OF BLK 199 GILMANS ADD EXT D E TH W ALG SD LN EXT D TO NE COR SD BK 199 TH S TO SE COR SD BK TH E TO MEANDER LN TH NE LY ALG SD MEANDER LN TO PT OF BEG LESS ST
<b>TOGETHER WITH</b>	
<b>277160-0650</b>	GILMANS ADD BLKS 157 158 161 & 177 TGW ALL CONDEMNED LY WITHIN
<b>TOGETHER WITH</b>	
<b>232503-9046</b>	100 FT R/W FRONTING ON GL 2 EX STS & ALLEYS DEEDED TO CITY OF SEATTLE.
<b>TOGETHER WITH</b>	
<b>766620-1715</b>	SEATTLE TIDE LDS PORS OF BLKS 135, 139, 140 & 147 & OF VAC STS & ALLEYS ADJ LY WITHIN NE 1/4 26-25-3 & SE 1/4 23-25-3 DAF BEG NXN C/L VAC 17TH

**Terminal 91 Site**  
**2001 West Garfield Street**  
**Parcels and Legal Description**

<b>Parcel</b>	<b>Legal</b>
	AVE W WITH NWLY PROD OF SWLY MGN ALASKAN WY W TH SLY ALG C/L OF SD VAC 17TH AVE W TO INNER HARBOR LN TH ELY ALG SD INNER HARBOR LN TO NXN WITH SLY PROD OF WLY MGN OF 16TH AVE W TH N ALG SD WLY MGN & ITS SLY PROD TO N MGN W GALER ST TH E ALG SD N MGN TO SELY LN LOT 4 IN BLK 135 TH NELY ALG SD SELY LN TO SWLY MGN ALASKAN WAY W TH NWLY ALG SD SWLY MGN & ITS NWLY PROD TO POB LESS POR DEEDED TO CITY OF SEATTLE FOR RD UNDER REC NO 20020328002018

**Figure 3 – Greenhouse Gas Emissions Worksheet**

City of Seattle Department of Neighborhoods Historic Buildings and SEPA

**APPENDIX A**

**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 (MTCO2e)			Lifespan Emissions (MTCO2e)
			Embodied	Energy	Transportation	
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

**Section II: Pavement**

Pavement.....		20,000.00				100000
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**Total Project Emissions:**

<b>100000</b>
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**ADDITIONAL INFORMATION TO DETERMINE WHETHER A STRUCTURE APPEARS TO MEET ANY OF THE CRITERIA FOR LANDMARK DESIGNATION (2- TO 3-PAGE RESPONSE ANTICIPATED):**

**Physical Description:** Provide a physical description of both the interior and exterior of the structure(s).

**INVENTORY NO. P91 - 7 SURVEY NO. 9**

Warehouse #50 - Navy Depot Warehouse / Northwest Harvest Warehouse

Historic/Common Name: US Navy/Northwest Harvest /POS Building #50

Parcel No: 7666201146

Address: 2001 West Garfield Street, Terminal 90/91, Seattle WA 98119

Historic /Current Use: Warehouse

Date of Construction: 1945

**Architectural Description:** Although it dates from the mid-20th century, this 16,300 square foot building is a single story, traditional shed form, and wood framed warehouse. It was made of prefabricated elements, which were provided along with on-site instructions, as a package purchased by the Navy for wartime construction. Its features a gable roof and gable roof monitor, or continuous cupola, which contains small wood frame clerestory windows. A series of windows are provided at the ground level in the primary gable ended east façade, which was framed for large garage openings as well. Besides open warehouse storage space, the building contained a small office, lavatories and lunchroom located at the east end. Other than the clerestory windows along the monitor roof, the only other windows were those provided on the east where the personnel facilities were located. The building plan provides for three long bays, with a center 25' wide aisle and two 18' clear side aisles. The wood framed structure is set on poured-in-place concrete footings, although a description from 1974 noted that it then had an asphalt floor. The building form is rectangular with overall dimensions of 66' by 300'. The design was a simple one, with repetitive details and small framing members provided for easy on-site construction by relatively unskilled crews.

During active use by the Navy, this warehouse and the adjacent yard immediately to the north of it provided salvage storage for the entire 13<sup>th</sup> Naval District. Salvage materials included all surplus materials from office supplies to auto parts to construction materials. Some materials were processed here and then shipped to a facility in California for restoration. In 1946 the existing mezzanine floor at the east end was extended by an additional 49' to provide additional storage space. In 1963, the exterior was re-sided in asbestos siding over the existing plywood siding. At this time, the large (16' x 14') sliding warehouse door in the west facade and two similar doors located on the south façade were removed and the openings infilled with siding. Two similar doors remained on the north facade

**Architect or Builder: Provide information about the architect/builder; i.e., regarding education, career, other works in Seattle. If other structures were built in Seattle, indicate whether they remain and their location.**

Plan and detail drawings, material lists, and assembly instructions for both buildings in this series, all ranging in dates from 1943 thru 1945, indicate "A. Smith" as the designer for the J. H. Bluechel Company, then located at 5050 East Marginal Way, Seattle.

**Statement of Significance: Current and past uses and owners of the structure(s). The role these uses and/or owners played in the community, city, state or nation.**

The Navy developed this warehouse for the Naval Base and Supply Depot Operations. The structure is a prefabricated design that was manufactured and supplied by the J. H. Bluechel Company, Seattle. The building plans and materials for Warehouse # 50 are from the "Loctwall Warehouse" series of building

designs. This design was designated as a “Type P 66 Warehouse.” At least three other warehouses, Buildings #154, 155 and #167, were built during this time at the Naval Supply Depot using the same “Type P 66” design. Buildings #157 and #158 were also from the Loctwall Warehouse series, but were a smaller plan type, designated as “Type W 40 x 100 A,” which provided modular units for a 40’ by 100’ structure. (None of the other “Type P” warehouses remain on the site).

In 1974 Norpac, a cargo packaging and shipping company, was the tenant of the building and yard and used the facility for its offices and operations. Some alterations and upgrades were made to the building at that time for the company's offices. The warehouse was then leased by Northwest Harvest, a nonprofit food collection and distribution agency. The warehouse has been vacant for several years.

POS Building #50 is an example of a modest modular warehouse building dating from World War II. It does not appear to have sufficient historic or architectural integrity for listing on the NRHP, but it may have community significance.

**Photographs: Clear exterior photos of all elevations of the building; interior photos of major or significant spaces; available historic photos; neighborhood context photos.**



Above, an oblique view of the Northwest Harvest Warehouse, POS Building W-50, east and north facades.



Western edge of Building W-50, with ecology blocks north of the building (looking south).

### **Bibliography of sources**

King County Tax Parcel and Assessor's Records

*Kroll Map of Seattle*, 1912-1920, 1940-1960

Port of Seattle Archives, T90-91 Navy Drawings

Port of Seattle Archives, Photo Collections

Records of the 13<sup>th</sup> Naval District, Real Property Case Disposal Files, T90/91 (National Archives and Records Adm., Pacific Alaska Division, Seattle)

City of Seattle DPD Microfilm records

**From: POS Terminal 30, Container Terminal Re-Use and Cruise Terminal Relocation DEIS  
Historic and Cultural Resources Report July 17, 2006. Prepared by BOLA Architecture + Planning.**