

SEPA ENVIRONMENTAL CHECKLIST

*South Park Public Shoreline Access Site Improvements
West Shoreline Duwamish Waterway
Eighth Avenue South and South Portland Street*

A. BACKGROUND

1. Name of proposed project, if applicable:

South Public Shoreline Access Improvements—Duwamish Waterway west shoreline at Eighth Avenue South and South Portland Street

2. Name of applicant: Port of Seattle

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

Geo. Blomberg
Health, Environmental, and Risk Services
Port of Seattle
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Seattle, Washington 98111
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4. Date checklist prepared: January 3, 2006

5. Agency requesting checklist: Port of Seattle: Port of Seattle (SEPA Number: 06-01)

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

The proposed project includes grading and excavation (limited to area above mean higher high water), landscape construction activities, and placement of irrigation and lighting utilities. Improvements proposed for the site, water-ward of the mean higher high water contour will be limited to removal of rubble and derelict structures, followed by installation of large wood debris. Pending approval by participating city, state, and federal agencies, installation of public shoreline access and native riparian habitat improvements would be completed in April 2007.

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 current plans for additions, expansion or further changes in shoreline area at the proposed South Park public shoreline access site beyond the scope of the present proposal. No other construction activities or improvements are related to this proposal.

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

The Port is preparing an evaluation of soil conditions in upland area at the project site for the purpose of (1) determining if contaminated soils are present at the site and (2) identifying the potential for re-use of soils graded or redistributed at the site. A copy of the soil

evaluation may be obtained from the Port for review (Contact G. Blomberg, at 206-728-3194 or by email at blomberg.g@portseattle.org).

Please note that the present proposal, construction of approximately 17,000 square feet of public shoreline access improvements east of the intersection of Eighth Avenue South and South Portland Street, is related to the port's proposal for construction of a cargo bridge connection between Terminal 25 and Terminal 30, in the East Waterway, in southeast Elliott Bay, approximately 3.3 miles distant. Placement of a piling supported, grade-level structure bridging the existing Slip 27 vessel moorage area, aquatic area separating Terminal 25 and Terminal 30, requires shoreline and land use approvals from the City of Seattle, as well as authorizations from state and federal agencies. Aquatic area in Slip 27 includes port ownership and street right-of-way, South Forest Street, controlled by the City of Seattle. As a result, the port has submitted a petition to the City of Seattle for vacation of South Forest Street Clerk's File Number 307732. Placement of public shoreline access improvements at the South Park site is an essential element of decision-making for vacation of South Forest Street. The proposed cargo bridge structure at Terminal 25/Terminal 30, therefore, results in the present public shoreline access site proposal.

The port distributed a SEPA determination of non-significance for the proposed Terminal 25/Terminal 30 connecting bridge in September 2005. Copies of the Terminal 25/Terminal 30 connecting bridge (SEPA File Number 05-18) are available from the port (Contact: G. Blomberg, at 206-728-3194 or email at blomberg.g@portseattle.org).

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

There are no other known applications pending for governmental approvals for other development actions or proposals in the vicinity of the proposed South Park public shoreline access site. Item (8) above, notes that placement of a piling supported bridge in aquatic area separating the Terminal 25/Terminal 30 site will entail use of existing public right-of-way consisting of South Forest Street, unimproved aquatic right-of-way controlled by the City of Seattle. The present proposal for placement of public shoreline access improvements in South Park is linked with the port's proposed piling supported bridge at Terminal 25/Terminal 30. The pending vacation request for South Forest Street right-of-way is linked with public access improvements adjacent to the South Portland Street/Eighth Avenue South intersection in South Park.

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

- City of Seattle – Shoreline Substantial Development/Master Use Permit
- City of Seattle—street vacation request
- Washington Department of Fish and Wildlife – Hydraulic Project Approval
- US Army Corps of Engineers – Section 10/404 Permit
- Washington Department of Ecology – Section 401 Water Quality Certification.

11. 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.)

The present proposal includes construction of approximately 17,000 square feet of public shoreline access improvements on the west shoreline of the Duwamish Waterway, near river mile 3.3, in the South Park community. The proposed public shoreline access site is adjacent to and east of the South Portland Street/Eighth Avenue South intersection. The proposed public use/open space site is publicly-owned, with approximately 13,000 square feet, including approximately 345 feet of Duwamish Waterway shoreline, in port ownership and approximately 4,000 square feet east of the South Portland Street/Eighth Avenue South intersection controlled by the City of Seattle.

Public shoreline access improvements proposed for the site include: (1) sign panels: identifying and interpreting the area as a public shoreline park; (2) grading and excavation: replacing existing eroded, rubble-filled bank line area with a re-shaped gradual slope extending land-ward from the existing toe-of-slope; (3) landscaping: emphasizing use of native riparian trees and shrubs for the purpose of shoreline stabilization and for enhancement of shoreline and aquatic area habitat value; (4) site construction: including lighting, tables and seating, street curb and entry improvements (including sidewalk, curb-cut ramps, load-unload pull-out, and cross-walk), and a site activities area; and, (5) shoreline pathway: including unimpeded access to tables, seating and activity area, as well as a route to a hand-carried boat launch.

Plans for the present public shoreline access improvements are based on conceptual design information included in the 1985 Comprehensive Public Access Plan for the Duwamish Waterway. The 1985 public access plan, jointly approved by the City of Seattle and the port, listed the following site improvements: (1) site location signs, identifying the area as a shoreline park; (2) landscaping, including native grasses, ground cover, and irrigation; (3) picnicking, including two tables; and (4) shoreline path, asphalt path protected with bollards, connecting the South Portland Street/Eighth Avenue South intersection with South Riverside Drive. The need to stabilize the existing eroded and rubble-strewn bank line was also identified in the 1985 plan.

The proposed public shoreline access improvements include the design concepts listed in the 1985 plan, with three important design updates and revisions derived from discussions with citizens, City of Seattle staff, and the port's experience with public shoreline access site planning and construction at three recently completed public use areas in the Duwamish Waterway.

First, all public use improvements at the site must acknowledge the need for the safety of visitors to the site. Proposed site plans emphasize un-impeded line of sight throughout the

site, including entering the site from adjacent street locations and at shoreline activity and pathway areas. Lighting has also been added to the site plans in the interest of public safety.

Second, physical improvements at the site include up to 1200 square feet, near the South Portland Street/Eighth Avenue South entrance, arranged as an activities area. This focus point, located between street right-of-way and the shoreline, will include a concrete perimeter incorporating seating and pathway areas. The area will be arranged as a shoreline viewpoint as well serving as area for site interpretation, informal play and un-structured neighborhood/user activities. Surfaces at the activity focus site and forming site pathways will be a combination of cast in place concrete and compacted crushed rock. Approximately 180 linear feet of barrier-free pathway is proposed.

The third and most substantial change in the present plans, compared with the 1985 plan, relates to bank line stabilization. The 1985 plan noted the need for adding riprap at the site in order to control bank erosion. Present plans include removal of existing rubble and debris throughout the project shoreline and re-shaping the land-ward margin of the existing abrupt eroding bank line, establishing a gradual slope shoreline suitable for placement of native trees and shrubs. Up to 550 cubic yards of excavation, land-ward of mean higher high water (MHHW, approximately 11.3 feet above mean lower low water, MLLW) is planned, removing previously placed fill and construction/demolition debris. A stable replacement toe-of-slope and a new top-of-slope will be created. The gradual constructed slope will include soil and mulch appropriate for planting of native trees and shrubs, functioning as vegetative bank line stabilization in place of riprap stabilization. Large woody debris will be installed at the new toe-of-slope, aiding to stabilize the bank line during establishment of riparian plants and providing additional shoreline environment complexity. The north margin of the site will include an elevated berm approximately 150 feet in length, fifteen feet wide at the base and up to four feet in height. The replacement shoreline and berm will receive dense plantings of native trees and shrubs. The entire site will be served by irrigation as required for establishing and sustaining all native planting areas.

Please refer to attached plan and section view drawings, illustrating the proposed public shoreline access improvements.

- 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, 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 South Park public shoreline access site is located on the west bank line of the Duwamish Waterway, river mile 3.3. The proposed public shoreline access site is east of the intersection of South Portland Street and Eighth Avenue South. The site is located in the west half of Section 29, Township 24 North, Range 4 East, King County, Washington. Since

no commercial, industrial, or residential uses have occupied the proposed public shoreline access site, a street address has not been established for the location.

TO BE COMPLETED BY APPLICANT

B. ENVIRONMENTAL ELEMENTS

1. Earth

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

The South Park public shoreline access site is located on the west shoreline of the Duwamish Waterway, approximately 3.3 miles south of the south tip of Harbor Island. The site is approximately 0.75 miles south (upstream in the Duwamish Waterway) from the First Avenue South Bridge across the Duwamish Waterway and approximately 0.5 miles north of the South Park Bridge. No upland structures are present at the project site and in-water structures are limited to existing derelict creosote piling and concrete and rubble riprap. A METRO pump station building, approximately 12 feet high and approximately 325 square feet, located approximately 25 feet north of the east margin of South Portland Street is adjacent to the project site, located on a separate parcel.

The proposed public shoreline access site improvements include approximately 17,000 square feet, oriented as a slender shoreline site approximately 345 feet long, between the South Portland Street/Eighth Avenue South intersection and the South Riverside Drive public right-of-way. The shoreline access improvement site includes upland elevations generally between 13 and 15 feet above MLLW, with the exception of landscape mound, approximately six feet above site grade, at the south central portion of the site. The bank line at the site is abrupt and eroded, with concrete rubble and derelict creosote piling, extending from a top-of-bank elevation at approximately plus 14 feet MLLW to a toe-of-slope elevation between plus 10 and 11 feet MLLW. Waterward of the toe-of-slope intertidal mud/sand substrate is present, with the MLLW contour approximately 40 to 70 feet water ward and parallel to the toe-of-slope.

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

The steepest slopes at the proposed public shoreline access site are in the eroded bank line, between elevation plus 15 and plus 10 feet MLLW. The slope profile is nearly vertical throughout the entire project shoreline, approximately 345 linear feet.

- 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 prime farmland.**

All existing upland area at the public shoreline access project site consists of filled former tideland area of the Duwamish River estuary. Fill at the site consists of

sediments dredged from the previous tideland area, excavated in the first two decades of the last century in order to create deep draft navigational access in the Duwamish Waterway, and more recently placed fill materials from adjacent upland locations. The site included in the present proposal 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.

As a filled former aquatic area site, the proposed shoreline access 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.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

No dredging or filling of existing aquatic area is proposed. Removal of up to 550 cubic yards of existing shoreline fill material is proposed as a partial remedy for the existing actively eroding bank line. Excavation would extend land-ward of the MHHW contour and replace the existing nearly vertical bank line with an approximately 1:3 slope, appropriate for subsequent placement of stabilizing native riparian trees and shrubs. It is anticipated that the toe of the proposed gradual shoreline slope will be further stabilized by installation of toe-of-slope rock barrier. Immediately land ward of the MHHW contour at the site, a trench approximately 1.5 feet deep and two feet wide will be excavated and filled with fractured rock smaller than six inches in diameter. The sub-surface filled trench will then be covered with imported top soil and mulch and planted with native riparian vegetation. Fill material placed as a toe-of-slope stabilizing trench landward of the MHHW contour will be limited to up to 45 cubic yards of fractured rock. Finally, the toe-of-slope will also receive large woody debris, held in place with sub-surface cables and rock. Up to 15 large woody debris installations may be included in the project. Limited removal of riprap, rubble, and derelict wooden piling is anticipated between plus eight feet and 11.3 feet MLLW.

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

No erosion due to the proposed project, in existing upland area or adjacent aquatic area, is anticipated. All construction activities will take place in existing upland areas or during periods of low water, in the case of placement of large woody debris.

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

Approximately 2,100 square feet of the proposed public shoreline access site will consist of continuous concrete surface or compacted crushed rock in order to

accomplish durable activity area and pathway structures and improvements. The present site has no impervious surface, with the proposed improvements including up to 12 percent of the project area as constructed impervious surface.

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

Best management practices 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 Rule 6-93. New impervious surface areas adjacent to existing street right-of-way area will be sloped to drain to an existing right-of-way catch basin and shoreline concrete and crushed rock surface areas will be designed to make maximum use of on-site infiltration, minimizing storm water runoff to the Duwamish Waterway.

Re-shaping existing eroded shoreline areas in order to create more gradual transition slopes between MHHW and the relocated top-of-bank will entail up to 550 cubic yards of excavation of bank line and shoreline areas above approximately plus 11.4 feet MLLW. During excavation the water-ward portion of the site will be isolated with a floating debris boom and floating sedimentation curtain. All exposed soil surfaces will be protected with from storm water-related sediment disruption through use of temporary straw bails and straw and graded slopes will be stabilized by application of plant material based erosion control fabric, mats, and formed plant material logs. Finally, all re-shaped bank line and excavated upland areas will receive native riparian plants as a long-term soil stabilization measure.

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.

The proposed activity is limited to the following construction activities: (1) removal of up to 550 cubic yards of previously placed fill material following by re-grading of the site; (2) stabilizing the new shoreline slope with a sub-surface toe-of-slope trench, including up to 45 cubic yards of rock fill; (3) placement of concrete or other impervious structures as activity area or pathway improvements; (4) installation of up to three lighting fixtures with supporting poles; (5) installation of seating and tables; and (6) placement of up to 145 cubic yards of topsoil and mulch and subsequent installation of native riparian vegetation.

Air emissions are expected from vehicles and equipment used during excavation, grading, and installation of structures at the public shoreline access site. Equipment

anticipated for use at the site will include motor-powered construction machinery and heavy trucks.

Please note that air emissions resulting from the completed public shoreline access site will be limited to maintenance vehicles and vehicles used by site visitors. Air emissions from the finished public shoreline access site are not expected to change significantly in comparison with past activities at the site.

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

No off-site sources of air emissions are present that have the potential to adversely affect the present proposal.

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

Motor-powered equipment used for the proposed construction activities and subsequent maintenance operations will be operated and maintained consistent with existing air emissions requirements.

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

The proposed project site is located on the west margin of the Duwamish Waterway, in the area of river mile 3.3. Please note that the Duwamish Waterway is included in the Green/Duwamish watershed (WRIA 9).

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 proposed project will take place in existing shoreline area. Excavation, grading, and construction activities will take place within 200 feet of the shoreline. Re-shaping of the existing eroded shoreline is proposed land-ward of the MHHW contour, while construction activities proposed for area between MHHW and plus nine feet MLLW will be limited to removal of existing riprap, concrete rubble, and derelict creosote piling and installation of large woody debris.

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 is proposed. Fill activities in areas affected by tidal waters or in areas water-ward of MHHW are limited to placement of a clean sand cap material,

approximately six inches in depth, in areas where creosote piling structures are removed in the area adjacent to the re-sloped bank line and in area at the water-ward margin of the proposed hand-carried boat launch. Approximately ten cubic yards of clean sand will be required to establish a sand cap in aquatic area affected by extraction of existing creosote piling and up to five cubic yards of sand and one and one-half inch-minus natural aggregate will be applied at the lower margin of the hand-carried boat launch, above MHHW.

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

No surface water withdrawals or diversions are proposed as part of the proposed project.

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

The proposed South Park public shoreline access project will take place in existing shoreland area. The proposed project includes re-shaping the existing eroded bank line, in areas above the MHHW contour. Therefore, the extent of extreme high water, water levels greater than approximately 11.3 feet above MLLW, may shift land-ward between five and ten feet laterally. The more gradual shoreline slope created at the site will, therefore, result in a modest increase in area subject to fluctuations in the 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 does not include discharge of waste materials to aquatic area in the adjacent Duwamish Waterway.

Two aspects of the proposed project are important to note regarding potential releases of contaminants to aquatic area in the Duwamish Waterway. First, all operating equipment at the site will be subject to best management practices (BMPs) and Spill Prevention, Containment and Countermeasures (SPCC) plans implemented to avoid and minimize potential releases of fuel and petroleum products used by construction equipment to the marine environment. Second, proposed demolition and construction activities will be controlled by best management practices intended to avoid and minimize potential releases of fugitive materials to the aquatic environment.

Please refer to Section B.3.d. below for additional information concerning avoiding and minimizing potential adverse effects to aquatic area in the Duwamish Waterway, aquatic area important to fish and wildlife habitat.

b. Ground:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.**

The proposed project, including excavation of up to 550 cubic yards of existing fill material, with off-site disposal of up to 375 cubic yards of excavated soils does not include withdrawal of groundwater or discharge of materials to groundwater at the project site.

- 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 ground water 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.**

Public shoreline access improvements at the South Park site have the potential to create storm water runoff during construction and as a result of continuing presence of the site improvements during subsequent years. Excavation and grading activities necessary to re-shape existing eroded bank line areas will be controlled using silt curtains, debris booms and plant materials, including woven mats and fabric. These erosion control practices are expected to minimize and avoid potential discharges of storm water to the Duwamish Waterway.

The proposed public shoreline access site improvements will be in use as a permanent public use and open space area. Following construction, the public shoreline access site will include a combination of native shoreline vegetation cover and concrete paving or crushed rock pathway surfaces. Approximately 89 percent of the site surface will be stabilized with native riparian vegetation. Placement of native vegetation will be accompanied by use of plant material fabric and mats to prevent erosion during plant establishment. Approximately 11 percent of the site will include concrete sidewalks and crushed rock pathway installations. The need for safe and durable long-term public use requires limited use of concrete sidewalk and pathway areas, as well as crushed rock pathway surfaces. Site design will ensure that storm drainage from these surfaces infiltrates or flows through vegetated areas before reaching surface water in the Duwamish Waterway as much

as possible. Please note that storm water from the public use area improvements located adjacent to South Portland Street/Eighth Avenue South public right-of-way area will be directed to an existing storm drain located in City right-of-way.

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

Only minimal volumes of waste materials will be generated during excavation, grading, and construction activities. These materials will be confined and collected as they appear, with the objective of avoiding and minimizing releases of debris to surface water.

Please note that motorized equipment used for construction activities at the proposed public shoreline access site will be subject to stringent controls prohibiting discharge of deleterious materials to the aquatic environment.

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

All construction activities will be controlled to avoid and minimize potential releases of debris to the aquatic environment. Motorized equipment used to perform excavation and grading activities will be subject to prudent best management practices and stringent discharge controls.

Potential adverse effects on water quality and wildlife are expected to be limited to temporary, localized turbidity increases in the Duwamish Waterway in the vicinity of extraction of up to 15 existing derelict creosote piling. Creosote piling will be extracted and completely removed. Removal of creosote piling will entail loosening the piling using vibrating equipment, followed by extraction/pulling of the piling vertically from the substrate. In addition, removal of concrete debris and rubble from the eroded shoreline may result in temporary and limited turbidity.

Potential adverse effects will be minimized during construction by the following in-water construction controls and best management practices:

- All in-water construction activities will be limited to periods determined by participating state and federal agencies to avoid potential adverse effects on migratory fish.
- Best management practices, spill response procedures, and erosion and sediment control measures will be implemented during all phases of construction, in shoreline and upland locations, to avoid discharges and prevent entry of debris to surface waters. All construction debris, including treated wood fragments present during extraction of derelict creosote piling will be captured and prevented from entering the aquatic area.

- Clean sand will be placed as a protective cap in locations where creosote timber pilings are removed. The clean sand cap will be placed directly on the substrate affected by piling removal at a depth of approximately six inches, comprising a continuous clean sand layer in the substrate footprint of each removed piling. It is anticipated that up to ten cubic yards of clean sand cap material will be used to cover locations where creosote piling are extracted.

In addition, placement of a toe-of-slope, below grade slope stabilization trench, immediately landward of MHHW, will be accomplished during low water periods, avoiding and minimizing potential releases of sediment at the site. Similarly, placement of up to 15 pieces of large woody debris for the purpose of shoreline stabilization at the site will entail anchoring of the material in shoreline area above MHHW, with construction during low water periods.

No dredging is proposed and placement of clean fill material is proposed only for the purpose of isolating sediments in areas where derelict creosote piling are removed.

All activities affecting area water-ward of MHHW will be coordinated with Treaty tribe fishing access in order to avoid and minimize potential effects on usual and accustomed fishing activities in the Duwamish Waterway.

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
 water plants: water lily, eelgrass, milfoil, other
 other types of vegetation

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

Present upland and bank line conditions at the proposed public shoreline access site include trees, shrubs, annual grasses, and weedy vegetation. Shoreland area water-ward of the South Portland Street/Eighth Avenue South intersection has been improved during the past decade through the effort of concerned citizen volunteers. A landscape mound, approximately 25 feet in diameter and approximately four feet in height, was placed at the south portion of the site to create a viewpoint. Approximately 30 trees, up to 20 feet in height, consisting of Lombardy poplar and a single small cedar and a single non-native maple, are present in the area surrounding the viewpoint mound. Approximately 15 native shrubs and non-native shrubs and plants are also present. The success of the existing trees and shrubs is due to the

commitment of concerned citizens. The remaining portion of upland area at the site, approximately 70 percent of the site area, includes grasses and non-native ivy and blackberry vines. No other significant vegetation is present in the area. Please note that the base of the eroding bank line includes several isolated emergent plants, consisting of sedge and rush vegetation, with a total area of less than five square feet.

The proposed public shoreline access project includes re-shaping the existing eroded bank line to create native riparian and shoreline planting area throughout the entire 345 length of the site. Re-grading the present shoreline will require removal of the existing mound viewpoint, the majority of trees and shrubs placed by citizen volunteers, and invasive non-native vegetation.

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:

The objective of the proposed public shoreline access project is to combine public use with environmental restoration. Present plans for the site include re-shaping existing eroded bank line conditions to create a gradual shoreline slope in place of a nearly vertical, unstable bank line. The re-shaped slope, beginning at the MHHW contour and extending land-ward to approximately plus 15 feet MLLW will be stabilized with native riparian vegetation. In addition, upland area, where re-grading is not proposed, will be cleared of non-native vegetation and improved to receive native riparian plantings as landscape improvements.

Re-shaped bank line areas and upland areas identified for clearing and planting will receive up to 225 cubic yards of top soil and mulch. Exposed slope areas will be protected with woven plant material, consisting of approximately 2700 square feet of coir erosion control fabric, with the lower extent of exposed slope areas held in place with processed plant material sections formed as coir fabric logs. Soil, mulch, and coir materials at the re-shaped bank line will be held in position with approximately 950 native willow plant stakes (at two feet spacing). Additional native vegetation will include approximately 20 large replacement trees (five to six feet in height), approximately 900 native shrubs (two gallon size, spaced with intervals of two feet), and native ground cover plants (one gallon size, one foot spacing, approximately 4800 plants). The plant material fabric will serve to prevent erosion during the period required for plant establishment. Approximately 6500 linear feet of irrigation system will be installed at the site to ensure success of the native plantings.

5. Animals

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

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

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

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

The proposed South Park public shoreline access site includes approximately 17,000 square feet of shoreline, including approximately 345 linear feet. The existing upland and shoreline have been significantly altered by past filling activities. Upland area at the site does not include significant upland habitat for birds or mammals. Aquatic area in the adjacent Duwamish Waterway, connecting with the East and West Waterway in south Elliott Bay, approximately 3.3 miles downstream, and upstream to the Green/Duwamish River, provides habitat important to numerous species of resident and migratory fish and wildlife.

The proposed South Park public shoreline access improvements are intended to remove a modest amount of rubble and derelict treated wood piling from upper intertidal area at the project site, followed by re-shaping of the existing eroded bank line in order to place dense plantings of native riparian trees and shrubs. In combination, these improvements are expected to enhance the aquatic resource value of existing adjacent intertidal and shallow subtidal area of the Duwamish Waterway. These actions will, therefore, provide the potential for positive aquatic area effects, offsetting any potential negative effects due to temporary in-water construction included in the proposed project.

The proposed bank line restoration and re-vegetation activities included in the public shoreline access project include minimal in-water construction activities. These activities will, however, require review by City of Seattle, state, and federal agencies. In recent years, development and construction activities in marine and estuarine locations in Puget Sound have been the subject of increased scrutiny as a result of Endangered Species Act listings, with particular concern for the life cycle and aquatic habitat requirements of Chinook salmon. The following provides summary information concerning potential adverse effects on fish and wildlife due to the public shoreline access improvement project, emphasizing fish and wildlife of particular concern.

Species listed under the Endangered Species Act (ESA) that may be present in the vicinity of the proposed public shoreline access improvement project include: (1) Puget Sound Chinook salmon – threatened; (2) bull trout- threatened; (3) Stellar sea lion – threatened; (4) humpback whale – endangered; and (5) bald eagle – threatened. Please note that the Puget Sound resident killer whale population has been listed for addition to ESA listed species. The approval process for adding killer whale for ESA protection is not yet complete.

South Elliott Bay, the East Waterway and West Waterway, and the Duwamish Waterway are part of a migration corridor important to anadromous salmon species, serving as a connection between Elliott Bay and the Green/Duwamish watershed. In particular, Puget Sound Chinook and bull trout are known to use the project area.

Removal of a small number of derelict creosote piling removal and removal of existing shoreline rubble and debris, followed by re-habilitation of the existing eroded bankline, are not expected to result in direct effects, indirect effects, or cumulative effects on ESA-listed species of concern in the Duwamish Waterway. Piling removal activities have the potential

to temporarily increase turbidity in the water column habitat that could be occupied by sub-adult or adult salmonids, but no adverse effects are expected. Because specific project timing and piling construction methods will be used to control potential adverse effects, turbidity is not expected to affect juvenile Chinook salmon or bull trout.

Extraction of existing creosote timber and removal of shoreline rubble and debris will disturb some subtidal and intertidal benthic infauna, but effects on these populations would be temporary and are not expected to adversely affect Chinook salmon or bull trout.

Bald eagles that may be present in the project area, and their prey, could be temporarily disturbed by piling removal and shoreline construction activities. However, bald eagles that have been observed near the project area appear to be habituated to a relatively high level of human activity, and restoration of the existing pier and other improvements is not expected to adversely affect eagles. Further, given the large feeding territories occupied by bald eagles, temporary disturbance of prey at the relatively compact work site affecting less than 0.5 acres of combined upland and aquatic area along the west bank line of the Duwamish Waterway is not expected to impair foraging opportunities for these birds. The nearest known bald eagle nest site is approximately 5.5 miles north and west of the project site.

Steller sea lions are not common in the project area and typically would not be expected to enter the area when piling extraction activities occur. Humpback whales are unlikely to be present in the project area at any time. There are no direct, indirect, or cumulative effects due to the proposed project that are expected to adversely affect Steller sea lions or humpback whales.

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

Species listed under the Endangered Species Act (ESA) that may be present in the vicinity of the proposed project include: (1) Puget Sound Chinook salmon – threatened; (2) bull trout- threatened; (3) Stellar sea lion – threatened; (4) humpback whale – endangered; and (5) bald eagle – threatened. Killer whales may also be present in the vicinity of the project.

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

South Elliott Bay, the East and West Waterways, and the Duwamish Waterway, comprise a portion of the migration corridor important to anadromous salmon species, linking Elliott Bay and the Green/Duwamish watershed. In particular, Puget Sound Chinook and bull trout are known to use the project area.

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

Measures to avoid and minimize potential adverse effects on ESA species of concern and, as a result, function as conservation measures, may include a combination of the following:

- Timing restrictions specifying allowable in-water work periods. Piling extraction, removal rubble and debris, and shoreline re-shaping activities would take place only

between August 15 and February 15, or other period determined by state and federal agencies.

- Water quality standards and procedures that limit the effect of turbidity to a defined mixing zone, stipulate limits for chemical constituents, dissolved oxygen, and other parameters, implemented by the Washington Department of Ecology.
- Best management practices (BMPs) required to reduce the potential for construction-related potential affects on aquatic species and their habitats, including: (1) prevention of releases of petroleum products, chemical, or other toxic or deleterious materials to the water; (2) immediate stop of work to report and contain any spills or releases, and, (3) preparation and application of a Spill Prevention, Control, and Countermeasure (SPCC) plan for use through the piling removal and installation activities.

Upland area at the proposed public shoreline access site is the result of more than 80 years of past development and fill activities Intertidal mud/sand substrate (extending water ward from plus 11.3 feet MLLW to minus four feet MLLW) is a relic band of native sediment exposed during construction of the Duwamish Waterway. Subtidal aquatic area (water depths greater than minus four feet MLLW) water-ward of the project site is the result of past waterway dredging actions.

Two proposed development actions have the potential to alter existing intertidal and subtidal aquatic area at the project site. First, extraction of up to 15 derelict creosote piling and removal of up to 45 cubic yards of riprap rubble and debris, followed by placement of clean sand fill material as a protective sediment layer, will improve intertidal habitat conditions between plus 11.3 feet and plus eight feet MLLW. Second, re-habilitation of up to 345 linear feet of bank line by eliminating erosion and replacing an abrupt bank profile with a gradually sloping stable bank line, densely planted with native riparian vegetation, will enhance the biological resource value of adjacent intertidal and shallow subtidal aquatic areas.

It is anticipated that the proposed public shoreline access improvements, including riparian area re-habilitation, will improve aquatic resource conditions in approximately 0.9 acres adjacent to the project site.

Please also see Section B.3.d. (Water) above for measures to avoid and minimize potential adverse effects on water resources important to the life forms noted above.

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 significant change in use of energy is anticipated to result from the proposed public shoreline access improvements. Up to three area lights will be installed at the site,

allowing for night time security, with minimal associated power requirements. No structures or other energy-requiring facilities are included in the proposed project.

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

The proposed project will have no adverse effect on potential use of solar energy at adjacent sites.

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 will be used to the extent possible during construction of the proposed project. Please note that the proposed project includes public use as recreational and does not include operations at the site with requirements for energy use.

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 operations or activities with the potential to produce hazardous materials or waste products at the site. Please note that the public shoreline access site has no history of past industrial use and the potential for hazardous materials due to past industrial practices at the site is minimal. However, the location has been altered in the past 80 years through placement of fill material, elevating the site from upper intertidal elevation, approximately plus ten to 11 feet MLLW to approximately 14 to 15 feet above MLLW. Item A.8 indicates that previously placed fill material at the site has been evaluated for potential presence of contamination. Soil test results will determine the necessity for placement of excavation materials at an off-site controlled landfill or if excavation materials may be safely re-used at the site in preparation of landscape berms.

Please note that motorized equipment used for construction activities may include potentially hazardous materials in the form of fuel, lubricants, and associated materials. These materials will be subject to local, state, and federal controls and regulations pertaining to use, handling, and storage. No increase in exposure is anticipated.

1) Describe special emergency services that might be required.

No special emergency services are anticipated or necessary due to the proposed project.

2) 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 proposed construction activity will be subject to

existing local, state, and federal controls for use, handling, and storage, with the objective of avoiding potential environmental health exposure and hazards.

b. Noise

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

The South Park public shoreline access project site is located on the west shoreline of the Duwamish Waterway, near river mile 3.3, between the First Avenue South and South Park bridge crossings of the Duwamish Waterway. The site is in the Duwamish 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 example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Short-term noise levels will be affected at the site during construction. Noise-generating construction equipment will include piling demolition/extraction activities, excavation and grading, hauling of construction materials to and from the site, and installation concrete structures.

Construction activities are expected to take place during normal working hours. It is expected that noise generated from construction equipment will be within existing industrial area day time baseline levels and noise levels are not expected to exceed industrial noise code standards implemented by City of Seattle.

No significant increase in noise resulting from public use of the site is expected to result from the proposed project.

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

All motorized construction equipment will be maintained and operated consistent with prudent measures to control potential noise emissions.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The proposed public shoreline access site is located in the Duwamish industrial area, surrounded by sites and businesses built and committed to general industrial uses and activities.

b. Has the site been used for agriculture? If so, describe.

The project site, as filled, former aquatic area, has no historic agricultural use.

c. Describe any structures on the site.

The existing approximately 0.4 acre shoreline site includes a single upland structure, a METRO pump station located at the southwest margin of the improvement area. A sub-

surface telecommunications cable crosses the Duwamish Waterway at this location, reaching a landfall near the middle of the project shoreline.

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

The proposed project includes only limited demolition, including removal of derelict creosote piling and shoreline riprap and rubble.

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

The existing zoning classification is Heavy Industrial (IG1/U 65)

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 present City of Seattle Shoreline Master Program designation for the site is Urban Industrial (UI).

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

City of Seattle Critical Area Maps indicates that the project site is within a liquefaction zone, since the area was created on fill in a portion of former Duwamish estuary tidelands. Liquefaction zones are considered environmentally sensitive but not environmentally critical areas.

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

No residential uses are present at the project site and no residential occupancy is proposed. No workers would be employed at the finished public shoreline access site.

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

The completed project is not expected to result in displacement of workers.

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

No displacement of residents will result from the proposed project; therefore, no measures for avoiding or reducing displacement impacts are included in the present proposal.

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

The proposed public shoreline access site is consistent with existing plans approved by the City of Seattle and the port, linking marine industrial development in the East Waterway with public shoreline access improvements in South Park. Public use at the proposed location is intended to be consistent with adjacent industrial uses and activities, while serving as a community asset for the nearby South Park neighborhood. The project is consistent with the port's long-range Seaport facility objectives and consistent with the permitted uses and activities identified in the Seattle Shoreline Master Program.

9. Housing

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

No housing units are included in the proposed 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 due to the proposed project.

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

Since no housing resources will be affected, no measures to reduce or control adverse effects on housing are included in the present proposal.

10. Aesthetics

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

Proposed public shoreline access improvements include grade-level construction throughout, with the exception of up to three new security lights. It is anticipated that light poles will be limited to 20 feet above-grade.

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

No adverse effects on views of adjacent water and shoreline areas are expected to result from the proposed public shoreline access improvements. Please note that one of the objectives of the proposed public shoreline access improvement project is to provide improved shoreline views/perspectives.

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

No significant changes in view conditions at the site 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?**

Up to three security-light fixtures, mounted up to 20 feet above finished grade elevation are proposed.

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

Lighting installed at the proposed project site is for the purpose of site user security and safety. Lights will be limited to 20 feet in height and fitted with down-look fixtures to minimize potential off-site light and glare.

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 of the project site are expected to adversely affect the present proposal.

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

Proposed light fixtures will include measures to direct light to public use areas, minimizing introduction of light to adjacent areas.

12. Recreation

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

The Port of Seattle has constructed and maintains three public shoreline access sites in the Duwamish Waterway downstream from the proposed South Park public shoreline access site: (1) Duwamish Public Access at Terminal 105, 4260 West Marginal Way Southwest—including 210 feet of shoreline, 1.3 acres, fishing pier, covered tables, hand-carried boat launch, and fish and wildlife habitat; (2) Diagonal Avenue South Public Access at Terminal 108, west of East Marginal Way South on Diagonal Avenue—including 1.2 acres with 700 feet of shoreline, interpretive signs, hand-carried boat launch, and fish and wildlife habitat restoration area; and, (3) Duwamish Public Access at Terminal 107, 4700 West Marginal Way Southwest—including 7.2 acres, wildlife observation, shoreline pathway, tables and benches, interpretive information, and fish and wildlife habitat restoration areas. Additional public use areas near the project site include: (1) public right-of-way at the east shoreline Eighth Avenue South street-end; (2) public shoreline access at Duwamish Waterway Park (approximately 950 feet upstream from the present project site on the west margin of the Duwamish Waterway); and, (3) fish and wildlife habitat restoration sites in the area of Turning Basin Number Three, approximately two miles upstream of the project site.

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

The proposed project will not alter or disrupt existing public shoreline or recreational uses in the project area.

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

As described above, the proposed public shoreline access site improvements result from the port's proposal for vacation of a portion of the South Forest Street right-of-way, located in submerged area of the East Waterway, west of East Marginal Way South. The City of Seattle and the port anticipated vacation of South Forest Street and included conceptual plans for public shoreline access improvements linked with South Forest Street in a 1985 jointly approved plan, Comprehensive Public Access Plan for the Duwamish Waterway.

The 1985 plan identifies shoreline area at the present project site and the port is now proposing to implement the public shoreline access plans identified previously. The proposed public shoreline access improvements will take place coincident with marine

cargo bridge construction proposed in existing South Forest Street right-of-way, separating Terminal 25 and Terminal 30 on the East Waterway.

13. Historic and Cultural Preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.**

No listed historic or cultural resource sites are known to be present at or adjacent to the project site. The possibility that historic or cultural resources are present at the site is low since the present shoreline site consists of fill placed in former aquatic area of the Duwamish estuary.

Please note that aquatic area in the vicinity of the project site consists of Treat-protected "usual and accustomed" fishing area. The Muckleshoot Indian Tribe, together with the Washington Department of Fish and Wildlife, manages fishing activity in this area. Fishing by Tribal members in this area is consistent with past federal government treaties and subsequent court decisions. Treaty fishing is an ongoing activity, and thus, a baseline condition within this area.

Members of the Muckleshoot Indian Tribe harvest Chinook, coho, chum, and steelhead salmon in the Elliott Bay/Duwamish traditional fishing areas during summer, fall, and winter of each year, generally from August through February. The South Park public shoreline access site is an active set net fishing area.

- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.**

No landmarks or evidence of historic, archaeological, scientific, or cultural features of importance are known to be at the project site or potentially affected by project actions.

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

No potential adverse effects on historic resources are anticipated and no measures are proposed to reduce or control such effects.

The port acknowledges the need to evaluate the present proposal in detail with the Muckleshoot Indian Tribe to determine actions necessary to avoid and minimize potential negative effects on Treaty fishing access. It is important that construction activities necessary for the proposed project avoid and minimize potential disruption of Treaty fishing activities. Construction activities will also be coordinated with fishing periods in order to minimize potential disruption of fishing locations.

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 South Park public shoreline access site is located on the west margin of the Duwamish Waterway, in the South Park neighborhood. The site is east of Highway 99, south of the

First Avenue South Bridge, and north of the South Park Bridge. The street grid in South Park provides connections to adjacent arterial traffic routes and the highway network.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

No public transit is located adjacent to the proposed public shoreline access site.

c. How many parking spaces would the completed project have? How many would the project eliminate?

The proposed project does not include on-site parking and will not alter off-site parking areas located in adjacent South Portland Street and Eighth Avenue South right-of-way. Street improvements at the South Portland Street/Eighth Avenue South intersection will provide area for vehicle loading/unloading adjacent to a new sidewalk entrance.

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

The proposed project includes approximately 80 linear feet of new right-of-way margin sidewalk and an improved vehicle pull out for the purpose of loading/unloading.

e. Will the project use (or occur in 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. It is important to note that the proposed project is not expected to result in significant changes in vehicle use patterns or the number of vehicles in the area.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

No significant change in the volume vehicles in the area is expected.

During construction, it is expected that vehicle use will include truck trips necessary for material hauling (including removal of demolition materials and delivery of construction materials) and construction employee trips. The total number of construction vehicle trips is not expected to exceed 25 trips per day.

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

No negative effects on transportation in the area of the project site are anticipated. No additional measures for reduction/minimization of potential adverse transportation effects are included in the project.

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.

The project site is adjacent to electric, water, sewer, and telephone service.

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.

The proposed public shoreline access site improvements include extending electrical and water service to the site.

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**

Date Submitted: January 30, 2006

