

ENVIRONMENTAL CHECKLIST
Terminal 25 South Site Improvements

A. BACKGROUND

1. Name of proposed project, if applicable: Terminal 25 South Site Improvements

2. Name of applicant: Port of Seattle

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

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4. Date checklist prepared: April 28, 2008

5. Agency requesting checklist: Port of Seattle (SEPA File Number: 08-06)

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

The project will be phased such that construction staging and current operations will be moved to accommodate site improvements as needed to allow for operations to continue at the site.

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

There are no future additions, expansion or further activity related to or connected with this proposal.

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

A Geotechnical Report will be completed for this project.

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.

The Port is currently providing for site improvements to the north portion of Terminal 25. Those improvements included a Shoreline Exemption and SEPA Exemption requests, which have been completed and approved.

In addition, a separate environmental and permitting review for an unrelated proposed aquatic area and shoreline fish and wildlife habitat improvement area located on the southeast shoreline of the East Waterway at Terminal 24 (SEPA No. 07-01) are underway.

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

City of Seattle
Shoreline and Master Use Permit and Grading Permit
Building, Grading and Sign Permits
Washington Department of Ecology
NPDES Construction Permit

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.)

Project Background

Rainier Cold Storage operated on the south of the T-25 terminal property for many years until its closure. In 2004, the cold storage buildings were demolished, surface improvements were made, and the site was temporarily used for outdoor storage. The long-term types of uses the Port expected for the site included marine industrial uses

similar to current uses adjacent to the site and previous uses that vacated the site because of damage sustained during the 2001 Nisqually earthquake. The Port discussed plans to lease a portion of their Terminal 25 property to a maritime related cold storage services company in 2004 but the plans did not proceed. Subsequently, an existing maritime related container yard operator requested use of the site for their operations. The site work required for container yard operation in the southern portion of the Terminal 25 property is now proposed.

Project Proposal

Site work required for the southern portion of the Terminal 25 property includes: Demolition of existing utilities and all above grade site elements not required for the new facility and removal of existing pavement; Grade and pave the site as needed; Install seven new light poles (Up to five will be 100-foot light poles, one will be a new 55-foot light pole, and one will be a new 40-foot light pole); Install electrical and communication conduits and fencing; Install public services including sanitary sewer, piping, valves, and up to eight new fire hydrants to meet fire protection and domestic water requirements; Provide two new storm water treatment facilities (underground water quality vaults connected to existing storm drainage outfalls) and associated elements to control the quality of the storm water discharged from the site (each will be connected to a separate existing 18-inch diameter outfall pipe); Provide new facilities/appurtenant structures as required by the tenant including portable buildings, barricades, wash racks, aisle signs, access gates, new entrance sign, and guard sheds or other improvements as determined necessary. Construction will be staged onsite including construction trailers as needed (See Figure 2 – Site Plan (end of document)).

- 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.**

Terminal 25 is located in Seattle on the east shore of the East Waterway on East Marginal Way South. Terminal 25 occupies a portion of the north half of Section 18 Township 24 North, Range 4 East (see Figure 1 Vicinity Map).

TO BE COMPLETED BY APPLICANT

B. ENVIRONMENTAL ELEMENTS

1. Earth

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

The upland part of the project site is flat leading until it reaches the east shore of the East Waterway.

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

The project site is essentially flat for the most part. However, there are grade changes significant enough that some fill will be required to make the south half of the site even with the north half.

- 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.**

The soil of Terminal 25 consists of fill material. The portion of Terminal 25 affected by the current proposal was filled in approximately 1910. The northern portion of Terminal 25 was created with fill material in the early 1970's.

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

Seattle is situated in a moderately active earthquake region where the Juan de Fuca plate is thrust beneath the North American plate along the toe of the continental slope (Galster and Laprade, August 1991). The Uniform Building Code places the Puget Sound area within Seismic Zone 3, which indicates significant seismic risk. The design level earthquake for this zone is magnitude 7.0 to 7.5 with peak ground acceleration of about 0.3g.

The City of Seattle *Environmentally Critical Areas Maps* identify Terminal 25 as an area of liquefaction-prone soils. Liquefaction occurs when loose, saturated and relatively cohesionless soil deposits temporarily lose strength (i.e., take on the physical properties of a slurry) as a result of earthquake shaking. Primary factors controlling the occurrence of liquefaction include intensity and duration of strong ground motion, characteristics of subsurface soil, in-situ stress conditions, and depth to groundwater.

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

Filling and grading will be required to provide for leveling of the site and provision of new pavement. Localized excavation will be necessary to cap underground utilities and remove existing pavement. Excavated soil will be replaced and the affected areas repaved. Trenching for new utilities and stormwater facilities will also be required.

Excavation Quantities: Excavation and Pavement Removal will be a maximum of approximately 13,000 cubic yards; Excavation for reuse on site will be a maximum of approximately 7,500 cubic yards; Total Excavation will be approximately 20,500 cubic yards.

Fill Quantities: Imported Fill Material will be to a maximum of approximately 12,000 cubic yards; On-site fill (see above) to a maximum of 7,500 cubic yards; Total fill will be approximately 19,500 cubic yards.

Imported crushed rock pavement base to a 12-inch compacted depth over the entire surface is required. Asphaltic-concrete pavement to an 8-inch compacted depth will also be required. The crushed rock pavement base will require a maximum of approximately 22,000 cubic yards and asphalt concrete pavement will require a maximum of approximately 30,000 tons. Excavated material will be disposed of in accordance with approved local, state and federal regulations. The source of fill will be from a source approved by local, state and federal agencies.

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

It is possible that erosion potential would increase slightly when the asphalt surface is removed and trenches

are excavated for utility systems and other work. However, erosion impacts are expected to be minimal due to the flatness of the site and shallow excavations proposed.

City of Seattle Standard Temporary Erosion and Sediment Control BMPs (Best Management Practices) will be implemented to ensure that localized excavations are not subject to erosion. They will be consistent with the City of Seattle, Storm Water, Grading, and Drainage Control Ordinance and City of Seattle, Department of Planning and Development, Director's Rule 6-93.

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

The site is proposed to be 100% impervious surface after project construction.

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

Standard Best Management Practices for erosion control would be implemented during construction in compliance with the City of Seattle Stormwater, Grading and Drainage Control Ordinance and City of Seattle, Department of Planning and Development, Director's Rule 6-93.

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 project will generate dust, and the construction equipment and trucks used to haul materials will emit exhaust. Dust and construction vehicle exhaust would be emitted during construction, pavement removal, filling, excavation, and paving activities. Such emissions would be subject to the requirements of the Puget Sound Clean Air Agency that reasonable measures be used to control any emissions to prevent impacts at off-site locations.

The City of Seattle SEPA GHG (Greenhouse Gas) Emissions Worksheet is required for projects conducted in the City of Seattle to assist in the understanding of the climate change impacts of greenhouse gas emissions. The worksheet estimates all GHG emissions that will be created over the life span of a project. This includes emissions associated with obtaining construction materials, fuel used during construction, energy consumed during a buildings operation, and transportation by building occupants. The Total Emissions Worksheet is attached to this SEPA checklist (See Attachment 1 – GHG Emissions Worksheet). Please note that the site is already paved and will be repaved as a site improvement. There is no additional area of pavement proposed.

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

The site is located in an industrial area. Sources of off-site air emissions and odors are primarily generated from industrial and manufacturing activities and vehicle air emissions from principal transportation corridors in the vicinity of the project site. These emissions are not expected to affect this proposal.

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

Contractors would be required to comply with applicable federal, state and local environmental statutes, ordinances and regulations, as specified in Article 13 of the Port's Project Manual and Bid Specifications. This includes complying with Puget Sound Clean Air Agency regulations, which require reasonable precautions to eliminate visible emissions and to prevent impacts on neighboring properties. Construction equipment will be operated and maintained consistent with air emissions requirements. A fugitive dust control plan will be prepared and implemented during construction. Other precautions may include, but are not limited to, watering exposed soils to reduce fugitive dust emissions, and covering loads of soil to be transported offsite. If necessary, mud and dust would be cleaned from public roadways during construction.

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.**

Terminal 25 is located in southeast Elliott Bay adjacent to the east side of the East Waterway.

- 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 located within 200 feet of the shoreline.

- 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 filling or dredging material will be placed in or removed from surface waters.

- 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.

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

The site is not located 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 Terminal 25 project does not involve discharges of waste materials to surface waters.

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.**

No groundwater will be withdrawn and no water will be discharged to groundwater.

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

No such discharges are proposed.

c. Water Runoff (including storm water):

- 1) **Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

Stormwater runoff is currently collected in catchbasins and flows to on-site outfalls that discharge to Elliott Bay (East Waterway). It is possible that catchbasins located on the easternmost portion of the site drain to the City stormwater system. The City system also flows to discharge points on the East Waterway.

The project proposes two new underground storm water quality vaults connected to existing storm drainage outfalls and associated elements to control the quality of the storm water discharged from the site. The vaults will be designed to the appropriate current storm water runoff codes. Each vault will be connected to a separate existing 18-inch diameter outfall pipe.

The project will also provide new storm water conveyance systems discharging into the water quality vaults above designed to all appropriate current storm water runoff codes. There will be approximately 42 new catch basins, 11 new manholes, and various size pipes ranging from 8-inch diameter to 18-inch diameter with approximately half the area draining to each outfall.

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

Waste materials are not expected to enter ground or surface waters (see below).

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

During construction, City of Seattle Standard Temporary Erosion and Sediment Control BMPs such as catchbasin filters will be employed to prevent sediment and demolition debris from entering the stormwater system. Regulated wastes will be disposed in accordance with State regulations intended to prevent the release of waste materials from the site. A fugitive dust control plan will be prepared and implemented during construction. A Spill Prevention Control and Countermeasures (SPCC) plan will be developed and implemented to avoid release of petroleum products from construction equipment to surface waters.

The contractor would be required to comply with applicable federal, state and local environmental statutes, ordinances and regulations. Precautions may include, but not be limited to: requirements to carefully manage and contain petroleum products such as fuels, grease, hydraulic fluids and lubricants; ready access to spill cleanup materials; and use of spill-prevention BMPs.

Standard Best Management Practices for stormwater control would be implemented during construction in compliance with the City of Seattle Stormwater, Grading and Drainage Control Ordinance and City of Seattle, Department of Planning and Development, Director's Rule 6-93.

All stormwater facilities will be designed in accordance to meet standards of the current City of Seattle code and the Department of Ecology 2005 manual.

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, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation landscaping trees and concrete planters

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

The majority of the project site is located in an existing industrial area that is extensively developed and does not contain upland, riparian or wetland vegetation. Previous site activities have resulted in the disturbance of virtually all of the surface areas. Trees and concrete planters are found around the east perimeter of the site.

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

No threatened or endangered plant species are known to be on or near the site.

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

No landscaping is proposed. Some of the existing landscaping and concrete planters may be relocated as a result

of the project. Landscaping will be in accordance with City of Seattle requirements.

5. Animals

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

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

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

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

The built and committed marine cargo use area in existing upland, shore land, and aquatic area at Terminal 25 includes industrial operations and does not include significant upland habitat for birds or mammals. Aquatic area in the adjacent East Waterway provides habitat important to numerous species of resident and migratory fish and wildlife. 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 summarizes information concerning potential adverse effects on fish and wildlife anticipated as a result of the proposed project:

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) Puget Sound steelhead – threatened; (3) Coastal-Puget Sound bull trout- threatened; (4) Stellar sea lion – threatened; (5) leatherback sea turtle – endangered; (6) humpback whale – endangered; and (7) Orca whale – endangered.

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, Puget Sound steelhead and coastal-Puget Sound bull trout are known to use the project area. However, bull trout use the Green/Duwamish River system to a lesser degree than chinook salmon or steelhead trout. Adult bull trout have been identified in the Green/Duwamish river basin and may use this area for foraging, migration, and overwintering; however, there is no indication that the system supports a spawning bull trout population.

Steller sea lions are not common in the project area and typically would not be expected to enter the area when project activities occur. Leatherback sea turtles typically occur in offshore locations and there are no documented sightings within Puget Sound; therefore, it is unlikely that this species uses Elliott Bay or the Duwamish Waterway. 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 affected Steller sea lions or humpback whales.

Puget Sound Orca whales (*Orcinus orca*) were listed under the federal Endangered Species Act as an endangered species on November 12, 2005. Known specifically as the Southern Resident killer whales, they are usually found in northern Puget Sound around the San Juan Islands, but individual whales have been known to be occasionally present in the southern portions of Puget Sound.

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) Orca whale – threatened. The Northwest Region released a final ESA Recovery Plan for Puget Sound killer whales on January 24, 2008. The bald eagle was delisted from the National Endangered Species Threatened list. However, they are still listed as a Washington State Threatened species.

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, steelhead, and bull trout are known to use the project area.

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

During construction, City of Seattle Standard Temporary Erosion and Sediment Control BMPs. Regulated wastes will be disposed in accordance with State regulations intended to prevent the release of waste materials from the site. A fugitive dust control plan will be prepared and implemented during site work. A Spill Prevention Control and Countermeasures (SPCC) plan will be developed and implemented to avoid release of petroleum products from construction equipment to surface waters.

6. Energy and Natural Resources

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

The proposed project will require electricity and fuel to power equipment.

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

The proposed project will not affect the potential use of solar energy by 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 will be used to the extent possible during construction 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.

Construction Hazards - The potential for fire, explosion and release of hazardous substances during site work for the proposed project could be minimized through the use of standard construction practices. Under the terms of the construction contract, the Port's contractor would be required to undertake a number of measures to reduce environmental hazards. Those measures include the following:

- A licensed hazardous waste hauler would transport hazardous waste. Non-hazardous waste solutions would be hauled in conformance with requirements of federal, state, and local regulations.
- All connections to the surface drainage system from the site would be closed in the event of a spill or discharge.
- Erosion control facilities would be installed prior to construction on the site and maintained in working order throughout the project.

1) Describe special emergency services that might be required.

No special emergency services are expected to be required. The Port of Seattle employs trained personnel and provides equipment for responses to security and fire emergencies at Port facilities. Likewise, trained Port staff members respond to accidental releases of hazardous substances on Port properties. Port of Seattle, U.S. Coast Guard, or Fire Department personnel with materials, training and equipment could be required in the event of a discharge of fuel or oil.

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

Construction-Related Spills - The potential exists during construction for accidental spills of petroleum products from the operation of construction equipment and vehicles on the site. The contractor would be

required to implement Best Management Practices (BMPs) to avoid or contain accidental spills. All requirements imposed by city, state and federal codes would be met including the Puget Sound Clean Air Agency regulations.

Potentially hazardous fuels, lubricants, and associated materials used for operation of motorized equipment as part of the proposed project 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 proposed project is not sensitive to noise. The acoustic environment in the vicinity of the project site is dominated by the urban setting and industrial activities. The project site and all adjacent properties are zoned for industrial uses, and the nearest residential in every direction uses are at least 1 mile away. Primary noise sources include traffic on nearby roads and especially Highway 99, East Marginal Way South, South Spokane Street Viaduct and Alaska Way, and industrial operations nearby.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Noise generating equipment or activities expected during the project construction include pavement saw cutting and truck movements. Activities would be subject to the noise limits in the Seattle noise rule, and with compliance with these limits, no significant noise impacts would be expected from construction activities. Noise sources following site improvement would include traffic noise from trucks and other vehicles but is not expected to be significantly different from the current noise.

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

The proposed project will be conducted in accordance with provisions of the City of Seattle Noise Ordinance. 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?

Adjacent to the west of the site is the East Waterway; to the east is East Marginal Way South, Alaskan Way; to the south is Spokane Street and ramps and overpasses to the West Seattle bridge; and to the north are the marine industrial uses on the northern portion of Terminal 25. The area is in the south Elliott Bay/Duwamish industrial area, surrounded by sites and businesses built and committed to water-dependent marine industrial and general industrial uses and activities.

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

The site has never been used for agricultural purposes. It was formerly an aquatic area of the Duwamish Waterway and Elliott Bay that was filled during the early 1900s. Buildings and roads were constructed at the site almost immediately after it was filled.

c. Describe any structures on the site.

There are currently no structures on the site.

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

No structures will be demolished.

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

The site is zoned Heavy Industry (IG1/U 85).

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

Existing comprehensive land use designation for the site is General Industrial – One. The site is part of the Duwamish Manufacturing and Industrial Center, established in the Comprehensive Plan.

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

The City of Seattle Shoreline Master Program designation for Terminal 25 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 indicate the project site is within a liquefaction zone, since the area was created on fill in a portion of former Duwamish estuary tidelands. In the City of Seattle, all submerged lands are considered environmentally sensitive and environmentally critical. Liquefaction zones are considered environmentally sensitive but not environmentally critical areas.

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

The completed project would not provide housing. No new employees will be hired as a result of this project. Existing employees from other sites will be moved to operate at this site.

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

No persons would be displaced by the completed project.

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

No such measures are necessary.

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

The proposed project is consistent with existing plans approved by the City of Seattle and the Port's long-range Seaport facility objectives and consistent with the permitted uses and activities identified in the Seattle Shoreline Master Program.

Future development on the project site will be subject to environmental review to ensure that it is compatible with existing and projected land use plans.

9. Housing

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

No residential uses are present at the project site and no residential occupancy is proposed.

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

No units would be eliminated.

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

No such measures are necessary.

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?

A modular building currently located at Terminal 30 will be moved to Terminal 25. The building is a pre-engineered metal-sided building with a rectangular structure and slightly sloped roof. It measures approximately 480 square feet in area with a height of approximately 20 feet. and is on an engineered foundation.

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

Containers will be stacked on the site as needed. Depending on how high the containers are stacked, there may be obstruction of views from the roadway to the Waterway.

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

No such measures are necessary as the potentially obstructed views are not from SEPA designated areas such as scenic viewpoints, designated viewpoints or designated scenic roads.

11. Light and Glare

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

Temporary lighting may be needed during the early morning or evening hours during the construction period.

Up to seven new light poles are proposed for the site. The facility is proposed to operate 24-hours per day. The completed project would not alter the time of day the terminal is illuminated. Existing light standards located on Terminal 25 may be adjusted as necessary to accommodate terminal operations and state labor requirements.

Traffic related to the proposed operations is a potential source of light and glare. Truck and vehicle headlights would contribute to light levels observable from off-site locations.

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

The project site is located in a highly industrialized, urban area. As the project site is not in the vicinity of any nearby residential neighborhood, light and glare from the site should not be a concern.

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

Existing off-site light sources include nearby transportation corridors and adjacent developed areas. Off-site light sources will not affect the proposed project.

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

Using directional shields on exterior light fixtures and low-intensity lighting fixtures where appropriate is preferred. Lighting levels would conform to all applicable federal, state and local standards.

12. Recreation

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

Recreational facilities in the project area include the Harbor Island Marina and Corporate Center (south end of Harbor Island), T-18 Public Shoreline Access, Spokane Street Fishing Pier (south end of East Waterway on the north side of Southwest Spokane Street), East Waterway Park (southeast corner of East Waterway). East Marginal Way South near the site is a designated bike route.

Table 1 Recreational opportunities in the vicinity of Terminal 25.

<i>Jack Perry Public Access Park</i>	<i>Harbor Island Marina (south end of Harbor Island)</i>
Terminal 30 (Alaskan Way S/East Marginal Way S) 160 feet of shoreline, water access, off-street parking for 8 vehicles, seating, landscaping, hand carried boat launch, informative display of cargo activities, observation of shipping traffic at Terminal 18, benches, parking.	Terminal 102 (private owner/operator; leased from the Port of Seattle) Permanent moorage for 100+ boats, 70 feet of transient moorage, public restrooms, holding tank pump-out facility, fuel dock (diesel and gas), public access to "C" dock from 9 AM to 5 PM.
<i>East Waterway Park - City of Seattle</i>	<i>Spokane Street Bridge Fishing Pier - City of Seattle</i>
(SE corner of East Waterway, south of Southwest Spokane St) Off-street parking for six vehicles, landscaping, and hand-carried boat launch.	(SW Spokane Street and 10th Avenue SW) 410-ft pier extending across East Waterway; paved area with fishing shelters, landscape buffer and screening, no direct access to water, parking for approximately 10 cars.
<i>Harbor Island Marina Corporate Center</i>	<i>Terminal 18 Public Shoreline Access Site</i>
Terminal 102 (south end Harbor Island, south of Spokane Street; leased from the Port of Seattle)	(SW corner Harbor Island at Klickitat Ave. SW) 310 linear ft shoreline access; 1.1 acre landscaped area, off-street

600 feet of shoreline walkway, viewing platforms, benches, landscaped areas, adjacent marina, parking, 24-hour access.	parking for 10 vehicles, 3 picnic shelters, paved shoreline walkway, hand-carried boat launch.
<i>East Waterway</i>	<i>Designated bicycle lanes</i>
Used by recreational fishermen.	Alaskan Way South, East Marginal Way South, Southwest Spokane St.
<i>Duwamish Public Access at Terminal 105</i>	
Including 210 feet of shoreline, 1.3 acres of upland use area, fishing pier, shelter area with 2 covered tables, hand-carried boat launch, and fish and wildlife habitat, with native riparian vegetation landscaping.	

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

The proposed project would not displace recreational facilities.

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

No impacts to existing recreational areas are anticipated as a result of this project, therefore no measures are included that would reduce or control impacts to recreation.

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.

The project site does not contain any structures or objects listed on, or proposed for, national, state or local preservation registers. The possibility that historic or cultural resources are present at the site is low since the present site consists of fill placed in former aquatic area of the Duwamish estuary.

Elliott Bay is a treaty-protected “usual and accustomed” fishing area. Fishing activity in Elliott Bay is managed by the Muckleshoot and Suquamish Tribes, and the Washington Department of Fish and Wildlife (WDFW). Fishing by tribal members in these areas is consistent with past federal government treaties (the treaties of Point Elliott and Medicine Creek), and subsequent federal court decisions. Treaty fishing is an ongoing activity, and thus, a baseline condition within the project area.

Members of the Muckleshoot Indian Tribe and Suquamish 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, from August through February. Treaty fishermen use drift gillnets in Elliott Bay, and set gillnets (occasionally) along the Elliott Bay shoreline. Set nets are often attached to structures or objects along the shoreline, with the waterward end of the net fixed by an underwater anchor. Drift and set gillnets typically float at the surface, with the bottom edge of the net extending vertically in the water column as a curtain. Drift gillnets are attended to by a fisherman, while set gillnets may be left in place unattended.

By virtue of its location on the East Duwamish Waterway, Terminal 25 is within the Tribal treaty fishing areas described above. Vessel activity to and from Terminal 25 may, at times, move through drift and set gillnet fishing areas. The proposed project would not impinge on mitigation measures previously implemented by the Port to support treaty fisheries.

All Port tenants are obligated by lease to meet all applicable local, state, and federal requirements regarding cultural and historical resources.

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:

All site improvements proposed are landside, therefore there is no impact anticipated to offshore fisheries. In the event that construction equipment and/or materials would be delivered by water, and if that is scheduled to occur during a Tribal treaty fishing season opening, this schedule would be coordinated with the Muckleshoot Indian Tribe and Suquamish Indian Tribe Fish Committees to minimize potential conflicts.

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.

Terminal 25 is accessed from East Marginal Way South. The project proposed to utilize the existing site access along East Marginal Way South.

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

There are no bus stops near the site.

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

The proposed project will provide approximately 50 internal parking spaces for terminal operations.

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).

No new roads or street improvements are proposed.

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

Water and rail transportation facilities are located in the project area. The proposed project would not affect them.

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

During construction, roughly 20 to 40 trucks would be expected to enter and leave the site daily with no significant daily peaks in volume. Construction worker trips will peak during morning arrivals and evening departures.

The currently proposed traffic operations at the south end of Terminal 25 were examined in an updated transportation analysis conducted in January 2008 for the Terminal 30 Cargo Reactivation project. The analysis concluded that the current plan for operations would not result in any additional impacts that have not already been disclosed (Draft Technical Memorandum, Terminal 30 Cargo Reactivation Updated Transportation Analysis. Prepared by Heffron Transportation. January 17, 2008).

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

No such measures are expected to be necessary.

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.

The proposed project would not increase the need for public services.

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

No such measures are necessary.

16. Utilities

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

All utilities are available at the site.

- 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.**

Existing utilities at the site will be demolished or abandoned in place as required. Site improvements will provide necessary electrical and communication conduits and wiring to meet current requirements and the needs of a container terminal. Necessary piping, valves, hydrants, etc. to meet the current fire protection and domestic water requirements of a container terminal will also be installed. In addition, sanitary sewer piping, manholes, lift stations, etc. as required will be provided.

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: _____ April 30, 2008

Attachment 1: GHG Emissions Worksheet

Section I: Buildings

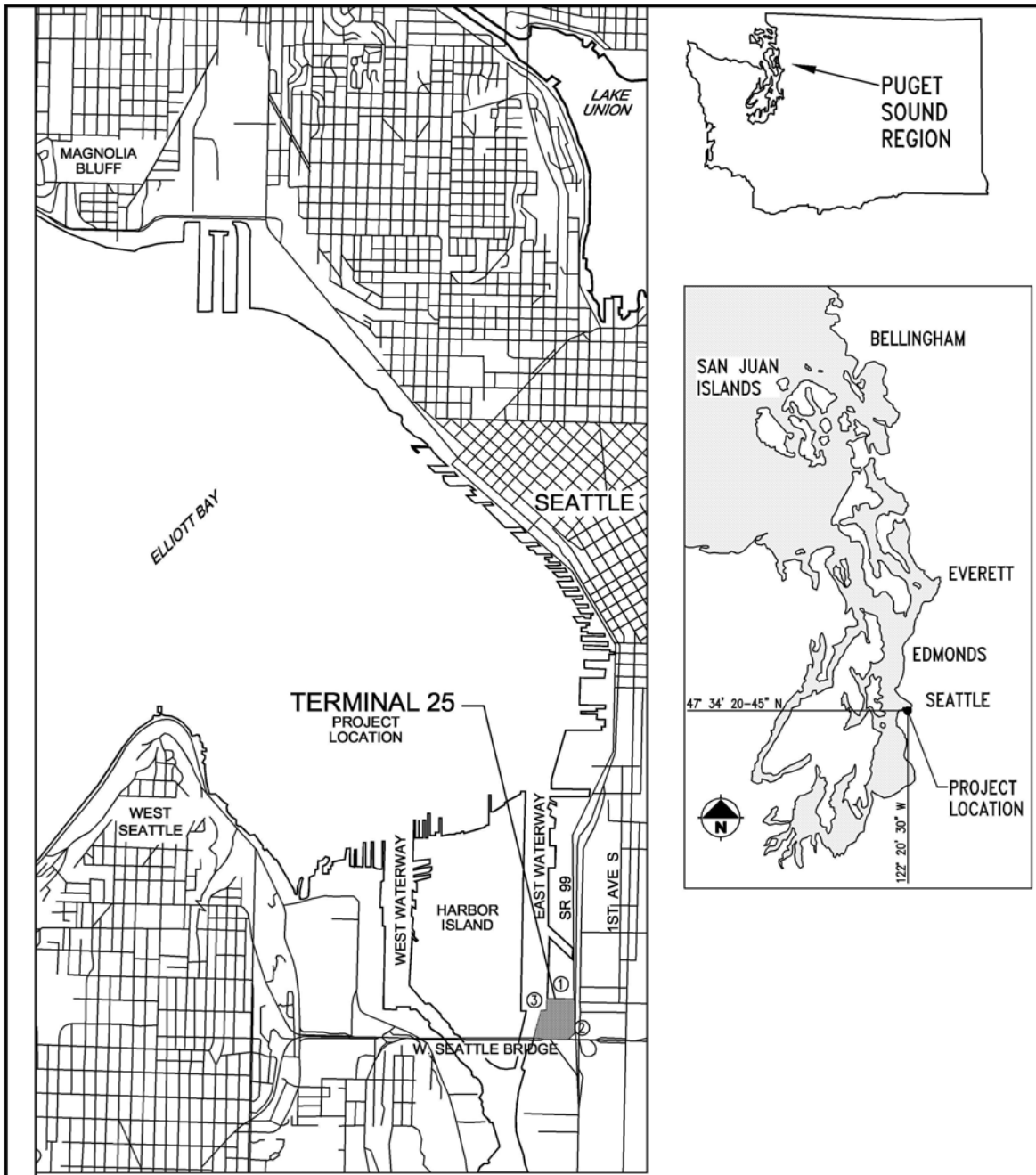
Type (Residential) or Principal Activity (Commercial)	# Units	Square Feet (in thousands of square feet)	Emissions Per Unit or Per Thousand Square Feet (MTCO2e)			Lifespan Emissions (MTCO2e)
			Embodied	Energy	Transportation	
Single-Family Home.....	0		98	672	792	0
Multi-Family Unit in Large Building	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.....**

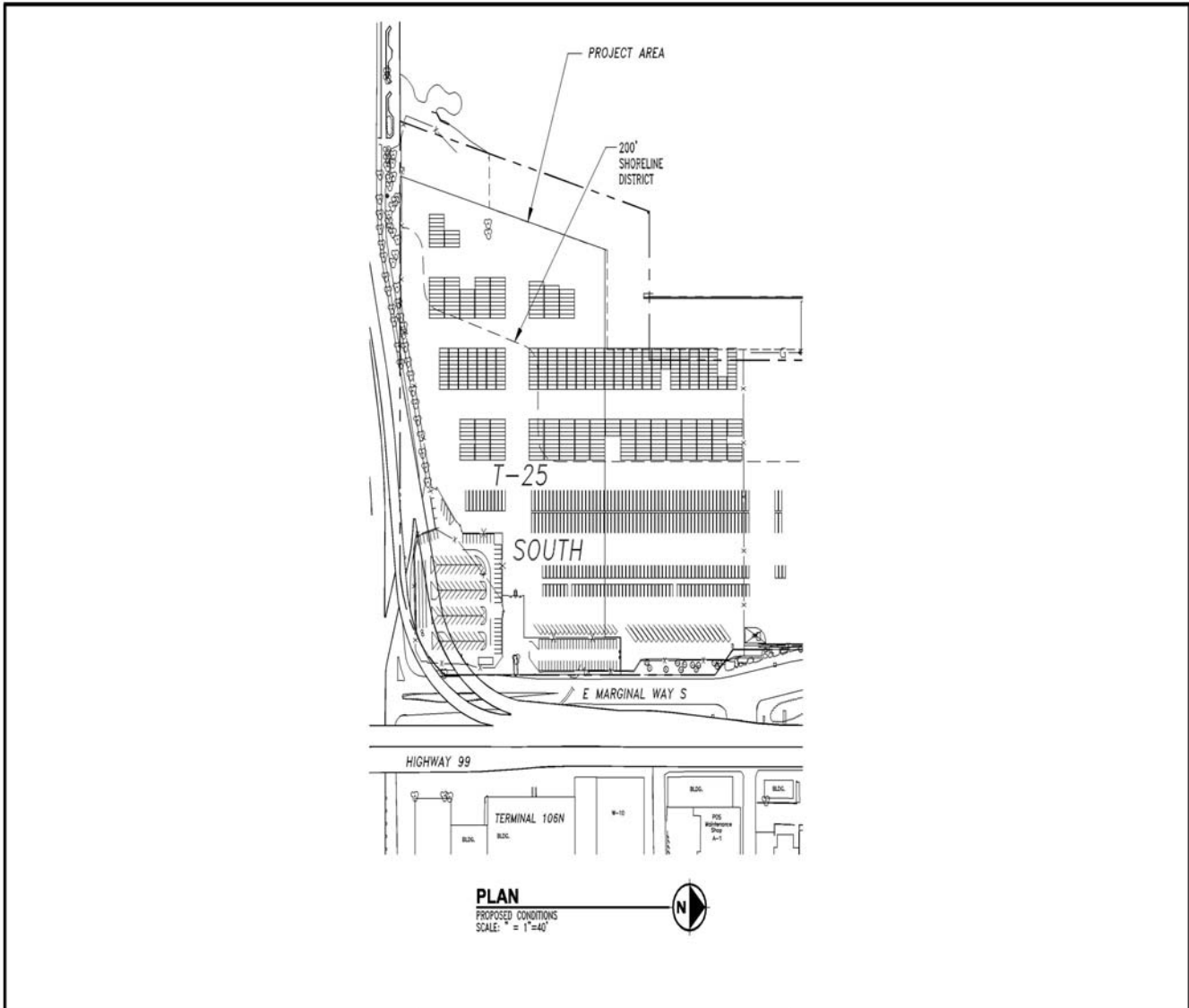
Pavement		435,600.00				2178000
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Total Project Emissions:

2178000



<p>PURPOSE: TERMINAL 25 - SOUTH SITE IMPROVEMENTS.</p> <p>DATUM: MLLW = 0.0 FEET</p> <p>ADJACENT PROPERTY OWNERS:</p> <p>① PORT OF SEATTLE ③ WA. DEPT. OF NATURAL RESOURCES</p> <p>② CITY OF SEATTLE</p>	 <p>Port of Seattle</p> <p>P.O. BOX 1209 SEATTLE, WA 98111</p>	<p>PROJECT DESCRIPTION: TERMINAL 25 SOUTH SITE IMPROVEMENTS</p> <p>SHEET TITLE: LOCATION MAP</p> <p>IN: ELLIOTT BAY, PUGET SOUND</p> <p>AT: PORT OF SEATTLE, TERMINAL 25</p> <p>COUNTY OF: KING STATE OF: WASHINGTON</p> <p>APPLICATION BY: PORT OF SEATTLE</p> <p>SHEET 1 of 2 DATE: 4/25/08</p>
<p><small>Ed: 04-24-2008 Time: 11:18 Dwg: I:\T25\2008-T25 Expansion South\Permit\Drawings\SEPA-PPhase 2\1_LOCATION.DWG Xref: CoE Title Block 8x10</small></p>		



<p>PURPOSE: TERMINAL 25 - SOUTH SITE IMPROVEMENTS.</p> <p>DATUM: MLLW = 0.0 FEET</p> <p>ADJACENT PROPERTY OWNERS: ① PORT OF SEATTLE ③ WASHINGTON DEPARTMENT OF NATURAL RESOURCES ② CITY OF SEATTLE</p> <p><small>kd Date : 04-24-2008 Time : 11:19 Dwg : I:\T25\2008-T25 Expansion South\Permit Drawings\SEPA-Phase 2\2_EXIST PLAN.DWG</small></p>	<p align="center">  Port of Seattle P.O. BOX 1209 SEATTLE, WA 98111 </p> <hr/> <p align="center"> FACILITY ADDRESS: TERMINAL 25 3225 EAST MARGINAL WAY SOUTH SEATTLE, WA 98134 </p>	<p>PROJECT DESCRIPTION: TERMINAL 25 SOUTH SITE IMPROVEMENTS</p> <p>SHEET TITLE: PROPOSED CONDITIONS</p> <p>IN: ELLIOTT BAY, PUGET SOUND AT: PORT OF SEATTLE, TERMINAL 25 COUNTY OF: KING STATE OF: WASHINGTON APPLICATION BY: PORT OF SEATTLE</p> <p>SHEET 2 of 2 DATE: 4/25/08</p>
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