

PURPOSE:

Port of Seattle Stormwater Utility

The Port of Seattle manages its Marine and Airport stormwater systems in accordance with local, state and federal stormwater regulations and requirements, including the Phase I Municipal Stormwater Permit for Marine properties, and the Airport's individual NPDES Wastewater Discharge Permit No. WA-002465-1 issued by the State Department of Ecology. The Port's Century Agenda Goals include meeting or exceeding agency requirements for stormwater leaving Port-owned or operated facilities. Additionally, Green Port Principles in the Century Agenda include implementing stormwater-related policies and programs to enhance the Port's economic competitiveness, and allocating funds to the efforts that will yield the greatest environmental and water quality benefits.

The Port desires to establish its own Stormwater Utility (Utility) and implement a fee to recover the cost of specific stormwater related activities and expenses at the Port. The purpose of the *Proposed Action* (adoption of the "Port of Seattle Stormwater Utility" and formation of a Stormwater Utility) is to help the Port to achieve these goals by using the collected fees to provide services, facilities, systems and programs for surface water and stormwater management and pollution control within the service area leading to improved Puget Sound water quality, and to facilitate compliance with agency requirements for stormwater leaving Port-owned or operated facilities.

SEPA Environmental Checklist

The State Environmental Policy Act (SEPA), Chapter 43.21 RCW, requires that all governmental agencies consider the environmental impacts of a proposal before making decisions. The purpose of this Environmental (SEPA) Checklist is to provide information to help identify impacts from the *Proposed Action* and to help the Port of Seattle (the Port), as lead agency, make appropriate SEPA determinations. The formation of a Special District, such as a Utility, is defined by SEPA regulations (WAC 197-11-704(2)(b)(iv)) as a "nonproject action" (i.e., a governmental action involving decision on policies, plans, or programs that contain standards controlling use or modification of the environment). Nonproject review is conducted at a comprehensive level, addressing cumulative impacts. It provides the basis for future project decisions, and may expedite project analysis and decisions.

The Port of Seattle is preparing a SEPA Checklist for the proposed ***Port of Seattle Stormwater Utility*** in accordance with SEPA regulations. The formation of a Utility is considered under the Special District Formation provisions of SEPA. The Port is not proposing construction of any non-exempt projects at this time; the Port has elected to prepare this Environmental Checklist to conservatively satisfy any SEPA requirements and to help them in their decision-making on the proposal.

With adoption of the Port of Seattle Stormwater Utility Charter and establishment of the Utility, the Port would undertake activities related to the maintenance, repair, and improvement of stormwater infrastructure. Under WAC 197-11-800, most of these activities are classified as categorically exempt from SEPA review, including: minor new construction; fill or excavation of 100 cubic yards throughout the total lifetime of the fill or excavation; repair, remodeling, and maintenance activities; the establishment and collection of liens and service billings; and the adoption or approval of utility, transportation and solid waste disposal rates.

However, with adoption of the Charter, the Port could also undertake activities that are not exempt from SEPA review, including: minor construction that is undertaken wholly or partly on lands covered by water, or that requires a license governing discharges of water that is not exempt under RCW 43.21C.0383. Future non-exempt activities would require additional SEPA analysis.

A. BACKGROUND

1. Name of Proposed Project:

Port of Seattle Stormwater Utility

2. Name of Applicant:

Port of Seattle

3. Address and Phone Number of Applicant and Contact Person:

Port of Seattle

P.O. Box 1209

Seattle, WA 98111

206.787.3127

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Contact: Paul Meyer, Manager Environmental Permitting and Compliance

4. Date Checklist Prepared

August 22, 2014

5. Agency Requesting Checklist

Port of Seattle – SEPA Number: 14-05

6. Proposed Timing or Schedule (including phasing, if applicable):

Port of Seattle developed the Utility Charter scheduled for adoption by the Port of Seattle Commission in September 2014. The implementation of the Utility is expected to begin on January 1, 2015.

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

The Port has engaged and will continue to engage in many activities related to the management of stormwater on its properties that utilize its stormwater infrastructure. Future programs and projects that will occur under the management of the Utility after its implementation include: stormwater Phase I Municipal and Individual permit compliance, stormwater management, utility administration, rate setting, fee collection, stormwater infrastructure repair and maintenance, and stormwater system upgrades.

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

No environmental information has been prepared or will be prepared that is directly related to this proposal. However, the Port maintains environmental information on Port-owned properties. As appropriate, this information was used in preparing this SEPA Checklist, and would be used for the review of any future projects associated with the maintenance, repair, and improvement of the stormwater system under the Stormwater Utility Charter. These projects could require preparation of additional environmental information.

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 proposed **Port of Seattle Stormwater Utility** would require the approval of a resolution to adopt the Utility Charter by the Port of Seattle Commission. The Commission would also set rates for the Utility fee.

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

As noted above, adoption of the "Port of Seattle Stormwater Utility Charter" would require the approval of a resolution by the Port of Seattle Commission. The Port has the authority to create a Utility under RCW 53.08.043, which expressly grants port districts "all of the powers relating to systems of sewerage authorized by RCW 35.67.010 and 35.67.020."

Current and future projects related to the maintenance, repair, and improvement of the stormwater system could require additional permits or approvals. The necessary permits/approvals would be determined and completed on a project-by-project basis.

11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The *Proposed Action* is adoption of the "Port of Seattle Stormwater Utility Charter" to establish the Port of Seattle Stormwater Utility. Adoption of this Charter would allow the Port to establish, operate, furnish, and fund surface water and stormwater services, facilities, systems, and programs, including pollution control and treatment of stormwater within the service area, as authorized by RCW 53.08.040, RCW 53.08.043, RCW 35.67.010, RCW 35.67.020 and other applicable statutes.

The proposed **Port of Seattle Stormwater Utility** service area includes all land within King County owned by the Port of Seattle. The service area includes approximately 2,900 acres of Port-owned property. The proposed Utility would operate with two divisions: the Marine Utility and the Airport Utility. This would accommodate the different geographic locations of these two Port of Seattle divisions, and reflect the divisions' different budgeting; billing; internal management; differing local political jurisdictions; surface and stormwater facilities and drainage; permitting and management responsibilities; and other operational aspects. This SEPA Environmental Checklist considers both the Marine Properties (over 1,300 acres of Port-owned properties; see **Figure 1**) and the Airport (over 1,600 acres of Port-owned properties; see **Figure 2**).

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal

would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The proposed ***Port of Seattle Stormwater Utility*** service area includes all land within King County owned by the Port. The service area encompasses the Port-owned Marine and Airport properties. **Figures 1** and **2** show the Port-owned properties in the proposed Stormwater Utility service area.

Port of Seattle Utility Environmental Checklist

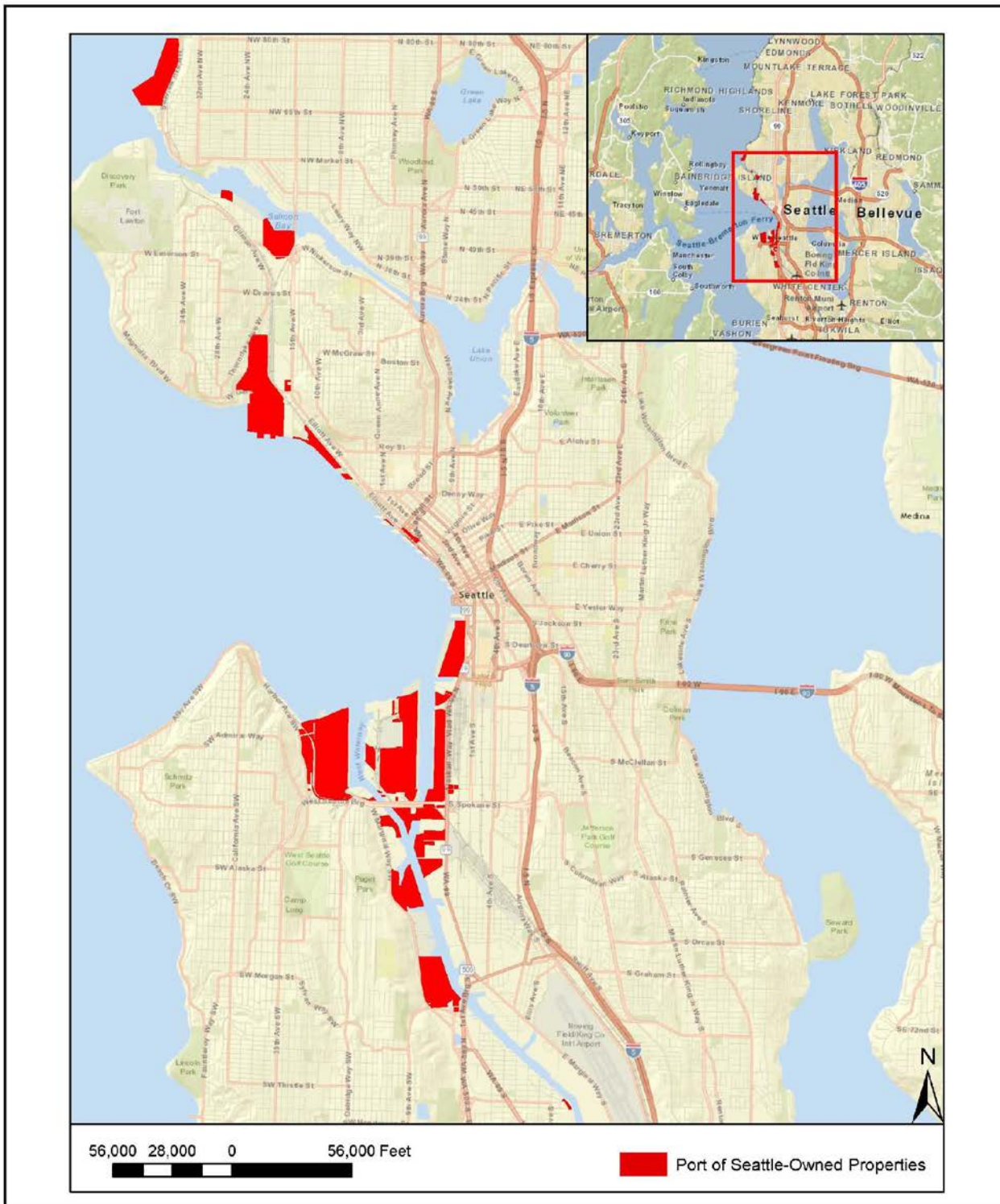


Figure 1
 Marine Properties

Port of Seattle Utility Environmental Checklist

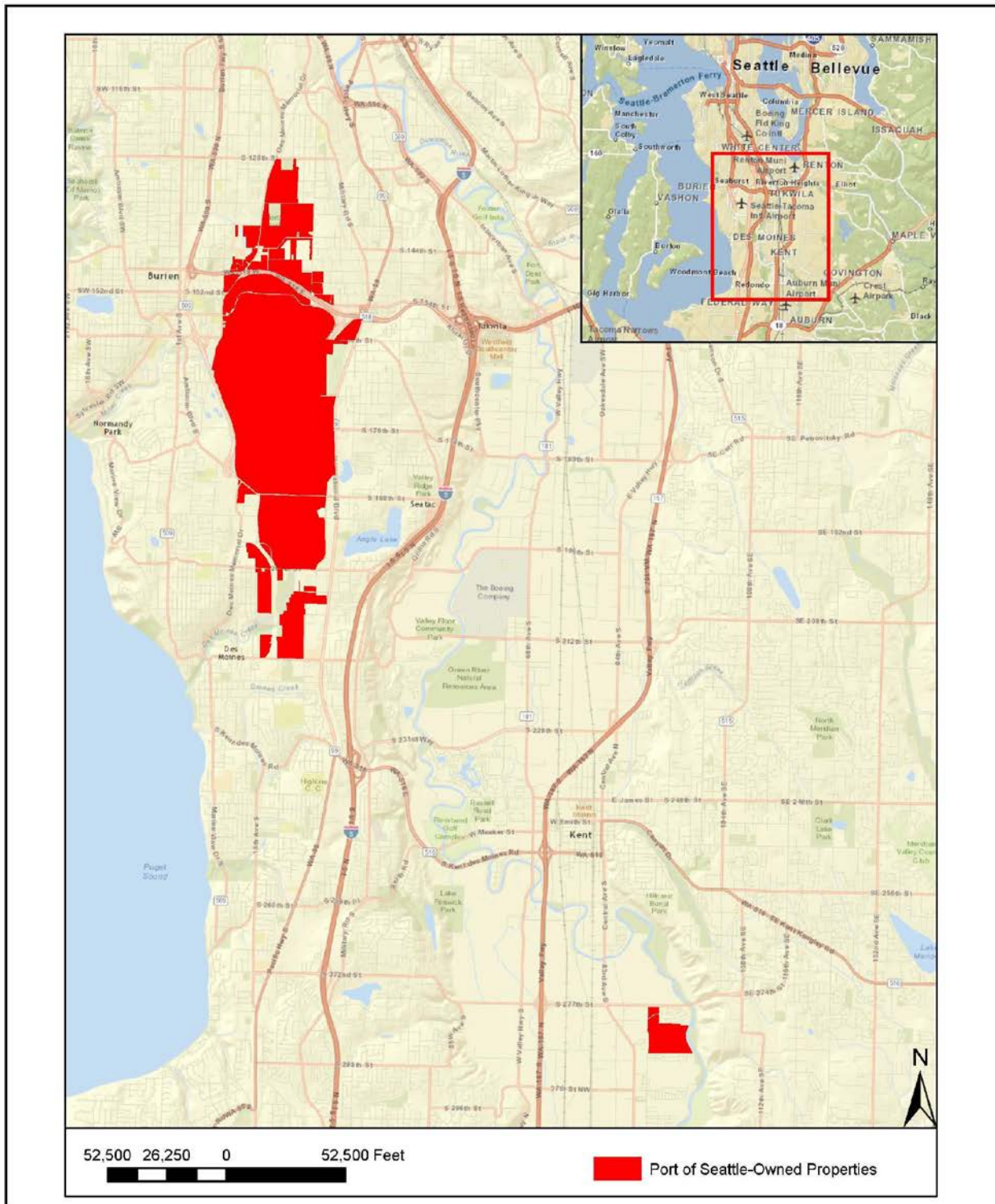


Figure 2
 Airport Properties

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (circle one):

Flat, rolling, hilly, steep slopes, mountainous, other: _____

Marine Properties

The Port of Seattle's Marine properties are generally flat or slightly sloping. Some areas of these properties include steeper slopes and hills.

Airport Properties

The Port of Seattle's Airport properties include the airfield and other flat areas, but also include land along the border of the airfield and other areas that are hilly, with steeper slopes.

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

Marine Properties

Portions of the Marine properties along T-91, Pier 66 uplands, and Kellogg Island contain steep slopes, which are defined as slopes with an incline of 40 percent or more within a vertical elevation change of at least 10 feet.

Airport Properties

Steep slopes are found on the Airport properties to the north of the airfield along S 156th Way, south of the airfield, and along the western and northeastern boundaries of the airfield. Some commercial properties to the north of the airfield also contain areas of steep slopes. Airport properties in the City of Des Moines contain some areas of steep slopes as well.

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

Marine Properties

The Marine properties encompass a substantial area; soils on these properties include fill, silt deposits, glacial soils and potentially other types of soils.

Airport Properties

Similar to the Marine properties, Airport properties encompass a large area and many types of soils. Soil types known at the Airport properties include Alderwood gravelly sandy loam, and urban land, among other soil types.

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

Marine and Airport Properties

The Puget Sound region is a seismically active region, thus the Marine and Airport properties could experience seismic activity. Much of the area of the Port properties is within liquefaction-prone areas (liquefaction is a phenomenon where there is a reduction or complete loss of soil strength due to an increase in water pressure induced by vibrations from a seismic event). No other unstable soils are known to occur on the Port properties.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future Port projects associated with the proposed Stormwater Utility could include maintenance, repair, and improvement activities that could require fill, excavation, and grading. Any required fill would be from an approved source.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future Port projects associated with the proposed Stormwater Utility could result in some potential for erosion, mostly on a short-term basis. These projects would be completed in accordance with all applicable regulations and requirements to reduce erosion. Further SEPA review could be required for certain Port projects.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

At present, the Marine and Airport properties are primarily covered in impervious surfaces. The amount of impervious surfaces on these properties is not expected to substantially change as a result current and future projects associated with the Proposed Action.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle's Stormwater Utility Charter.

As appropriate, current and future projects associated with the proposed Stormwater Utility could implement measures to reduce or control erosion and other impacts to the earth.

2. Air

- a. **What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future Port projects associated with the proposed Stormwater Utility could include maintenance, repair, and improvement activities that could result in some emissions to the air (e.g., from motor vehicles and equipment), mostly on a short-term basis. These projects would be completed in accordance with all applicable regulations and requirements, including those administered by the Environmental Protection Agency (EPA), Washington State Department of Ecology (DOE), and the Puget Sound Clean Air Agency (PSCAA).

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

Marine and Airport Properties

*Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.
Current and future Port projects associated with the proposed Stormwater Utility are not expected to be impacted by any off-site air emissions or odors.*

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

Marine and Airport Properties

*Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.
As applicable, current and future projects associated with the proposed Stormwater Utility could implement measures to reduce dust and odor, and improve energy efficiency.*

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.**

Marine Properties

The Marine properties are generally located on or adjacent to water bodies. Many of the southern Marine properties are located along the Duwamish River and Elliott Bay. Certain northern Marine properties, including Fisherman's Terminal and the Maritime Industrial Center, are located within Salmon Bay. The Shilshole Bay Marina is situated on Puget Sound.

Wetlands are present on some of the Marine properties.

Airport Properties

Some of the Airport properties contain or are located adjacent to waterbodies, including Tub Lake, Lake Reba, Lora Lake, Miller Creek, IWS Lagoon, and Des Moines Creek. There are also many smaller ponds within Airport properties. Portions of the Airport property located in Auburn are located adjacent to the Green River.

Wetlands have been identified by the City of SeaTac along the northern and western edges of the airfield, as well as to the south of the airfield. Smaller wetlands are also found on other Airport properties, including the property in Auburn.

- 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.**

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future Port projects associated with the proposed Stormwater Utility could include maintenance, repair, and improvements to the stormwater system within 200 feet of water bodies in the immediate vicinity of Port properties. These projects would be completed in accordance with all applicable regulations and requirements (e.g., the Washington Department of Ecology Phase 1 Municipal Stormwater General Permit for Seaport/Real Estate Properties and the

Airport's individual NPDES Waste Discharge Permit No. WA-002465-1). Further SEPA review could be required for certain Port projects.

- 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.**

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future Port projects could require the movement of fill or dredge materials in surface waters or wetlands. These projects would be completed in accordance with all applicable regulations and requirements. Further SEPA review could be required for certain Port projects.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future Port projects associated with the proposed Stormwater Utility could require surface water withdrawals or diversions. Any withdrawals or diversions of surface water would be conducted in accordance with all applicable regulations and requirements. Further SEPA review could be required for certain Port projects.

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

Marine Properties

Yes; several of the Marine properties are partially within the 100-year floodplain. The main properties in the floodplain include properties along the Duwamish River (T102, T105, T107, T5), piers along the downtown harbor (Pier 66 and 69), and Shilshole Bay Marina.

Airport Properties

Yes; portions of the Airport properties, including along Miller Creek and areas north of the airfield, are located within the 100-year floodplain. A portion of the Airport property located in Auburn is also within 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.**

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future Port projects associated with the proposed Stormwater Utility could require the discharge of waste materials (e.g., pollutants in stormwater runoff) to surface waters. Any discharge to surface waters would be conducted in accordance with all applicable regulations and requirements. Further SEPA review could be required for certain Port projects. Adoption of the Stormwater Utility Charter, and any current or future maintenance, repair, or improvement projects associated with the Utility, are intended to improve water quality in Puget Sound waters.

b. Ground:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.**

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

It is not anticipated that groundwater would be withdrawn or water discharged to groundwater for current and future Port projects associated with the proposed Stormwater Utility. If any groundwater withdrawal is required, it would be conducted in accordance with all applicable regulations and requirements.

- 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.**

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

It is not anticipated that any waste material would be discharged into the ground for current and future Port projects associated with the proposed Stormwater Utility. If such discharge activities are required, they would be conducted in accordance with all applicable regulations and requirements.

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.**

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

At present and in the future, stormwater generated by surfaces within the proposed Stormwater Utility service area would be collected, treated, and disposed of in accordance with all applicable regulations and requirements.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future Port projects associated with the proposed Stormwater Utility could require the discharge of waste materials (e.g., pollutants in stormwater runoff) to surface waters and ultimately groundwater. Any stormwater discharge activities would be conducted in accordance with all applicable regulations and requirements. Adoption of the proposed Utility Charter, and any

maintenance, repair, and improvement projects associated with the proposed Stormwater Utility, are intended to improve water quality in Puget Sound waters.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

As appropriate, current and future projects associated with the proposed Stormwater Utility could implement measures to reduce or control surface, ground, and runoff water impacts.

Overall, adoption of the Stormwater Utility Charter, and any current or future maintenance, repair, or improvement projects associated with the proposed Stormwater Utility, are intended to improve water quality in Puget Sound waters.

4. Plants

a. Check the types of vegetation found on the site:

Marine Properties

- ☒ *deciduous tree: **alder, maple**, aspen, other*
☒ *evergreen tree: **fir, cedar**, pine, other*
☒ *shrubs*
☒ *grass*
☐ *pasture*
☐ *crop or grain*
☐ *Orchards, vineyards or other permanent crops*
☒ *wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other*
☒ *water plants: water lily, eelgrass, milfoil, other*
☐ *other types of vegetation*

At present Marine properties are primarily covered with impervious surfaces. However, there are small areas of vegetation in some of the properties, as well as properties that serve as parks or are undeveloped. Most of the Marine properties adjoin shoreline areas that support aquatic vegetation. Many of the vegetated areas within Marine properties are small areas along the shoreline, property lines, or adjacent to buildings that are either landscaped or contain weedy species.

The following Marine properties contain parks or larger areas of vegetation:

- Terminal 107 in the Lower Duwamish Waterway provides a publically-accessible park. This park is vegetated with lawn and ornamental plantings, including deciduous and evergreen tree and shrub species.*
- Kellogg Island within the Duwamish River is undeveloped and vegetated in shrub and trees species.*
- A public access area at Terminal 108 includes lawn and landscaped area including tree species; other portions of this property include tree and shrub species and weed or grass species.*

- Terminal 105 Park has a landscaped area along the water, including a lawn, as well as trees and other landscape vegetation.
- Pier 2 contains Jack Block Park, which has areas of landscaping and lawn, and includes several large deciduous and coniferous trees.
- Centennial Park is located along the waterway at Terminal 86. The park includes some tree and shrub landscaping.
- T-91 includes an undeveloped forested area.

Airport Properties

- ☒ deciduous tree: alder, maple, aspen, other
- ☒ evergreen tree: fir, cedar, pine, other
- ☒ shrubs
- ☒ grass
- ☐ pasture
- ☐ crop or grain
- ☐ Orchards, vineyards or other permanent crops
- ☒ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- ☐ water plants: water lily, eelgrass, milfoil, other
- ☐ other types of vegetation

The Airport properties are also largely in impervious surfaces. These properties include limited areas of forested vegetation, open areas, and areas for recreational use. Areas of forested vegetation are found in the North SeaTac Park and other areas north of the airfield; along the western boundary of the airfield; south of the airfield; and south of 200th Street. Wet soil plants and other water plants may be found in areas with ponds, as noted above under water resources. The airfield, Tyee Valley Golf Course, and play fields include lawn areas, and likely include landscape vegetation. The property in Auburn is not developed, and likely includes trees, shrubby species, and wet soil plants. It may also include grassy areas.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter. Current and future Port projects associated with the maintenance, repair, and improvement of the stormwater system under the proposed Stormwater Utility could include activities that would remove or alter vegetation. These projects would be completed in accordance with all necessary regulations and requirements. Further SEPA review could be required for certain Port projects.

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

Marine and Airport Properties

No known threatened or endangered plant species are located on or near the Marine and Airport properties.

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

Marine or Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

As appropriate, current and future projects associated with the proposed Stormwater Utility could include landscaping with native plants, and/or other measures to preserve or enhance vegetation.

5. Animals

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

Marine Properties

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

mammals: deer, bear, elk, beaver, other: rodents, whale, seal/sea lion

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

Airport Properties

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

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

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

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

Marine Properties

*The Marine properties are generally located in urban industrial areas of the City of Seattle. Waters adjacent to some these properties are considered critical habitat for bull trout (*Salvelinus confluentus*), Chinook salmon (*Oncorhynchus tshawytscha*), and killer whale (*Orcinus orca*).*

Airport Properties

No known threatened or endangered animal species are on or near the Airport properties.

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

Marine and Airport Properties

*Water bodies adjacent to some of the Marine and Airport properties are part of the migration routes for species of salmon, including Chinook salmon (*Oncorhynchus tshawytscha*), coho salmon (*Oncorhynchus kisutch*), and sockeye salmon (*Oncorhynchus nerka*). Although the Port properties are not known to be part of an avian migration route, the Pacific Northwest region of the U.S. is part of the Pacific Flyway.*

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future projects associated with the proposed Stormwater Utility could include measures that would preserve or enhance wildlife.

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.**

Marine and Airport Properties

Not applicable. This is a non-project action to adopt of the Port of Seattle Stormwater Utility Charter.

At present, electricity, natural gas, and oil are used on the Marine and Airport properties for heating and manufacturing.

Current and future Port projects associated with the maintenance, repair, and improvement of the stormwater system under the proposed Stormwater Utility could include activities that would require the use of energy.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future Port projects associated with the Proposed Stormwater Utility are not expected to affect the potential use of solar energy on adjacent properties.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:**

Marine and Airport Properties

Not applicable. This is a non-project action to adopt of the Port of Seattle Stormwater Utility Charter.

As appropriate, current and future projects associated with the proposed Stormwater Utility could implement measures to reduce or control energy impacts.

7. Environmental Health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.**

Marine and Airport Properties

Some of the Marine and Airport properties are currently being used for industrial purposes, and include the use and storage of hazardous materials and waste. Given the historical use of certain of the properties, some areas may have soil or water contamination, underground storage tanks or other environmental hazards. Additionally, buildings older than 45 years are present on certain Port properties that may contain asbestos containing materials (ACM) and lead-based paint (LBP).

Current and future Marine and Airport projects could include maintenance, repair, and improvement of the stormwater system under the proposed Stormwater Utility that could result in a risk of exposure to toxic chemicals and hazardous wastes, fire or explosion, and spills, mostly on a short-term basis. These projects would be completed in accordance with all applicable regulations and requirements regarding the use and storage of these materials. Further SEPA review could be required for certain Port projects.

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

Marine and Airport Properties

As noted above, many properties within the Port of Seattle are currently in industrial use, or were in industrial or commercial use in the past. These properties may contain soil and/or water contamination.

- 2) Describe any existing hazardous chemicals / conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

Marine and Airport Properties

Port properties may contain soil and/or water contamination, gas/oil transmission lines, underground storage tanks, and other hazardous chemicals and conditions.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

Marine and Airport Properties

Not applicable. This is a non-project action to adopt of the Port of Seattle Stormwater Utility Charter.

Current and future projects associated with the proposed Stormwater Utility could require the storage or use of hazardous materials for equipment and motor vehicles (e.g., for fueling), and repair and maintenance activities. The storage or use of such materials would be completed in accordance with all applicable regulations and requirements.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt of the Port of Seattle Stormwater Utility Charter.

Current and future projects associated with the proposed Stormwater Utility could require the provision of emergency services.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

As appropriate, current and future projects associated with the proposed Stormwater Utility could implement measures to reduce or control environmental health hazards. Surveys, including site assessments, ACM and LBP surveys, and other hazardous materials surveys, could be conducted, and abatement or remediation plans/programs implemented on a project-by-project basis prior to the initiation of any work.

b. Noise

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

Marine Properties

Noise associated with industrial and commercial activities in the vicinity of the Marine properties area is primarily generated by trains, trucks, ships, and large equipment. These noises would not affect the Proposed Action, which is adoption of the Port of Seattle Stormwater Utility Charter.

Airport Properties

Noise in the vicinity of Airport properties would be predominantly associated with aviation-related activities, including the sounds of jet engines, as well as large equipment, such as trucks. These noises would not affect the Proposed Action to adopt the Port of Seattle Stormwater Utility Charter.

- 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 site.**

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future Marine and Airport projects associated with the proposed Stormwater Utility could include maintenance, repair, and improvement of the stormwater system that could generate noise from equipment and motor vehicles, mostly on a short-term basis. These projects would be completed in accordance with all applicable regulations and laws regarding noise, including the City of Seattle Noise Code for the Marine properties.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

As appropriate, current and future projects associated with the proposed Stormwater Utility could implement measures to reduce or control noise impacts.

8. Land and Shoreline Use

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

Marine Properties

Land uses on the Marine properties are diverse, but generally include industrial and commercial uses associated with Marine properties. Other land uses adjacent to Marine properties include recreational, office and residential uses.

This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter. Current and future Port projects associated with the proposed Stormwater Utility could include maintenance, repair, and improvement of the stormwater system. These projects are not expected to impact existing uses on nearby properties.

Airport Properties

Similar to the Marine properties, land uses are diverse on Airport properties, although most of the land is dedicated to aviation activities at the airfield and supporting activities in the surrounding area. These could include commercial and industrial activities. Some areas within the Airport properties are also used for recreational purposes. The Airport property in Auburn is used for light commercial and public use.

This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter. Current and future Port projects associated with the proposed Stormwater Utility could include maintenance, repair, and improvement of the stormwater system. These projects are not expected to impact existing uses on nearby properties.

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

Marine and Airport Properties

No. Marine and Airport properties have not recently been used as working farm or forest lands.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

There are no working farms or forest lands surrounding the Marine and Airport properties that could affect or be affected by current and future Port projects.

c. Describe any structures on the site.

Marine Properties

Marine properties include structures in a variety of uses. Many structures support industrial activities at the Marine properties, including industrial manufacturing, food processing, cold storage, maintenance and repair, warehousing/storage (including equipment sheds and hazmat storage), and container freight processing. Buildings types include shops, waste disposal facilities, car dumps, workhouses, welding sheds, sampling sheds, car washes, body shops, and storage facilities.

Other buildings in the project area include offices, retail establishments, restrooms, guard and gate houses, marine operations, cargo screening, police and fire department buildings, classrooms, a cruise and conference center, restaurants, car wash, and parking garages.

Airport Properties

The Airport properties include many structures. Most of these structures support aviation activities, including the terminal and other airport structures, such as hangars, parking, commercial properties, and communication facilities. Airport properties may also include buildings associated with recreational uses at the properties. Commercial and industrial buildings are also present in the area.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future Port projects associated with the proposed Stormwater Utility could include maintenance, repair and improvement of the stormwater system. It is not anticipated that these projects would require demolishing any structures.

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

Marine Properties

Most of the Marine properties are zoned for commercial and industrial use. Many are zoned IG1, which is a general industrial zoning classification protecting marine and rail-related industrial areas and heavy and general industrial purposes. Many are also zoned IG2, which are areas with a broader industrial function. Piers and properties along Seattle's downtown waterfront are zoned DH-45, downtown harbor front with a building height restriction of 45 feet. Other zoning on Port properties includes IC-45, which is light industrial zoning.

Airport Properties

The Airport properties are predominantly zoned for Aviation Operation (AVO). These properties also include larger areas zoned for Aviation Commercial (AVC). Other zoning found within the

Airport properties includes Business Park (BP), Community Business (CB), Industrial (I), Aviation Business (ABC) and Mobile Home Park (MHP).

The Airport Properties located within Des Moines are zoned as Residential, Suburban Estates (R-SE) and Business Park (B-P). Properties in the City of Burien are zoned as Airport Industrial 1 (AI-1) and Airport Industrial 2 (AI-2), which are intended for airport-compatible uses. The Airport property in Auburn is zoned as Public Use District (P1), and Residential Use 20 (R-20), 20 dwelling units per acre.

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

Marine Properties

The Marine properties are mostly designated as Industrial Areas, but also Commercial/Mixed Use Areas and Downtown Area.

Airport Properties

The Airport properties within the City of SeaTac are mostly designated as Airport. Other areas in SeaTac are designated as Industrial, and Aviation Business Center. In Burien, the Airport properties are designated Airport Industrial, and Auto Mall/Commercial Retail. A small portion of Airport property is also designated as Professional/Residential in the Burien Comprehensive Plan. In the City of Des Moines, Airport properties are designated as Business Park and Park. In the Auburn Comprehensive Plan, Airport property is designated as Public and Quasi-Public Use, Light Commercial, and High Density Residential.

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

Marine Properties

Marine properties are located within the City's shoreline area. Much of the area in Marine properties along the shoreline is designated Urban Industrial. The shoreline designations of other Port properties include:

- Shilshole Bay Marina – Urban Stable;*
- Fisherman's Terminal and the Marine Center - Urban Marine;*
- The properties along the downtown harbor - Urban Harborfront;*
- Centennial Park and the surrounding land - Conservancy Management; and*
- Kellogg Island in the Duwamish - Conservation Preservation.*

Airport Properties

In Auburn, Airport property is located along the Green River, and is designated as Urban Conservancy in the shoreline master program.

h. Has any part of the site been classified as an “environmentally critical” area by the city or county? If so, specify.

Marine Properties

Certain Marine properties contain environmentally critical areas, including steep slopes, shoreline habitat, wetlands, and floodplains.

Airport Properties

Portions of the Airport properties are designated as environmentally critical areas. In the City of SeaTac, properties include steep slopes, wetlands, and streams. There are no environmentally critical areas on Airport properties within the City of Burien. In Des Moines, there are wetlands,

geologically hazardous areas, steep slopes, and priority habitat areas. In Auburn, Airport property includes areas within the floodplain, and wetlands and streams.

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

Marine and Airport Properties

Not applicable. This is a non-project action for the adoption of the Port of Seattle Stormwater Utility Charter.

Current and future Port projects associated with the proposed Stormwater Utility would require people to work on the projects. It is not known how many workers would be required.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future Marine and Airport projects associated with the proposed Stormwater Utility would not be expected to displace any people.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt of the Port of Seattle Stormwater Utility Charter.

As appropriate, current and future projects associated with the proposed Stormwater Utility could implement measures to address displacement impacts, if displacement occurs.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

As appropriate, current and future projects associated with the Proposed Stormwater Utility could implement mitigation measures to ensure compatibility with existing and projected land uses and plans.

9. Housing

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future Marine and Airport projects associated with the proposed Stormwater Utility could include maintenance, repair and improvement of the stormwater system. These activities would not provide housing.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future Marine and Airport projects associated with the proposed Stormwater Utility would not be expected to eliminate any housing.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

As appropriate, current and future projects associated with the proposed Stormwater Utility could implement measures to address any housing impacts.

10. Aesthetics

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future Marine and Airport projects associated with the proposed Stormwater Utility could include maintenance, repair, and improvement of the stormwater system. These activities are not anticipated to require the construction of structures.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future Marine and Airport projects associated with the proposed Stormwater Utility are not anticipated to require structures that would alter/obstruct views.

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

Marine and Airport Properties

Not applicable. The proposed action is a non-project action to adopt the Port of Seattle's Stormwater Utility Charter.

As appropriate, current and future projects associated with the proposed Stormwater Utility could implement measures to reduce or control aesthetic impacts.

11. Light and Glare

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future Port projects associated with the proposed Stormwater Utility could include maintenance, repair, and improvement of the stormwater system. Motor vehicles associated with these activities could produce light/glare, mainly at times of the year when it is dark in the early morning/late afternoon, and on a short-term basis. These projects would be completed in accordance with all applicable regulations and laws.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle's Stormwater Utility Charter.

Current and future Port projects associated with the proposed Stormwater Utility could generate light/glare from motor vehicles. This light/glare is not expected to interfere with any views in the area.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle's Stormwater Utility Charter.

Existing sources of light and glare in the vicinity of the Port properties, including surface materials on surrounding buildings and motor vehicles travelling on nearby roadways, would not be expected to affect current and future Port projects associated with the proposed Stormwater Utility.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adoption of the Port of Seattle Stormwater Utility Charter.

As appropriate, current and future projects associated with the proposed Stormwater Utility could implement measures to reduce or control impacts associated with light and glare.

12. Recreation

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

Marine Properties

There are ten parks and public access areas with recreational opportunities located on Marine properties: Centennial Park, Jack Block Park, Jack Perry Park, Smith Cove Park, 8th Avenue South Park, Terminal 18 Park, Terminal 102 Park, Terminal 105 Park, Terminal 107 Park, and Terminal 115 Park.

Several parks are located in the vicinity of the Marine properties: West Duwamish Greenbelt, Puget Park, Herring's House Park, Belvedere Park, Waterfront Park, Piers 62 and 63, Victor Steinbrueck Park, Belltown Cottage Park, Olympic Sculpture Park, Myrtle Edwards Park, Kinnear Park, Ursula Judkins Viewpoint, Sunset Hill Park, and Golden Gardens Park.

Four recreational marinas are located on Marine properties: Shilshole Bay Marina, Bell Harbor Marina at Pier 66, the Harbor Island Marina; and the Marina at Fisherman's Terminal.

Airport Properties

Several parks and recreational areas are located on or in the vicinity of Airport properties. In the City of SeaTac, parks in Airport Properties or adjacent to the Airport properties include the North SeaTac Park, SeaTac Community Center, and the Highline SeaTac Botanical Garden. Nearby parks include the Sunset Playfield, Mosier Memorial Park, Des Moines Memorial Park, Mathiason Park, and Angle Lake Park. The Des Moines Creek Park and Trail runs adjacent to Airport properties through the City of Des Moines, and the Steven J. Underwood Memorial Park is also located in the vicinity. In Auburn, the Olson Farm Park, North Green River Park, Riverpoint Park,

Auburn Golf Course, Brannan Park, Isaac Evans Park, and Dykstra Park are all located in the vicinity of Airport properties.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future Marine and Airport projects associated with the proposed Stormwater Utility could include maintenance, repair, and improvement of the stormwater system. These activities are not expected to displace any existing recreational uses.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt of the Port of Seattle Stormwater Utility Charter.

As appropriate, current and future projects associated with the proposed Stormwater Utility could implement measures to reduce or control impacts on recreation.

13. Historic and Cultural Preservation

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.**

Marine Properties

Marine properties and adjacent properties do not contain any buildings or objects that are listed on, or proposed for, national, state or local preservation registers. However, some buildings on these properties are older than 45 years of age and could be eligible for listing as historic structures.

Airport Properties

Similar to the Marine properties, the Airport and adjacent properties contain no buildings or objects that are listed on, or proposed for, national, state or local preservation registers. However, Airport properties include buildings that are 45 years of age or older and could be eligible for listing as historic structures, including several locations identified in the Department of Archaeology and Historic Preservation.

The Airport property located in Auburn is in proximity to the Mary Olson Farm, which has three identified historic sites and is listed on the Historic Register.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

Marine Properties

There are no known historic or archaeological resources on or adjacent to Marine properties. However, given the location of these properties near water bodies, it is possible that historic/archaeological resources are present. Some Marine properties are located within an area identified as a "government meander line buffer area" by the City of Seattle. The government

meander line approximates the historical shoreline and the zone (upland and waterward) of the meander line is the area where there is a greater likelihood of encountering archaeological artifacts.

There are no designated landmarks or buildings potentially eligible for designation on the City of Seattle Landmark Register, the State of Washington Register of Historic Places, or the National Register of Historic Places on or immediately proximate to Marine Properties.

City of Seattle Landmarks located near Marine properties include:

- *Norvell House*
- *Golden Gardens Bath House*
- *Excursion Boat Virginia V*
- *Admiral's House*
- *14th Avenue W Group*
- *Seattle Post Intelligencer Globe*
- *Ainsworth and Dunn Warehouse*
- *Belltown Cottages*
- *Bon Marche Stables*
- *Seattle Empire Laundry Building*
- *Flatiron Building*
- *Duwamish Railroad Bridge*

Airport Properties

Although historic resources are present on Airport properties, there are no designated landmarks on the State of Washington Register of Historic Places, or the National Register of Historic Places on the site. There are also no known archaeological resources on the Airport properties. Two Native American canoes were found in Angle Lake, in proximity to Airport properties, indicating the potential for archaeological resources to be found in the area.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.**

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future projects associated with the associated with the proposed Stormwater Utility could include maintenance, repair, and improvement of the stormwater system. It is not anticipated that these projects would impact any areas with cultural or historic resources.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.**

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

As appropriate, current and future projects associated with the proposed Stormwater Utility could implement measures to address the potential to impact historic and cultural resources.

14. Transportation

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

Marine and Airport Properties

Marine and Airport properties are generally served by public streets and highways.

This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter. Current and future projects associated with the proposed Stormwater Utility could include maintenance, repair, and improvement of the stormwater system. These projects could generate vehicular traffic that would access public streets and/or highways, mostly on a short-term basis.

- b. **Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

Marine and Airport Properties

Some of the Marine and Airport properties are in proximity to public transit, including the public bus systems operated by King County

Metro and Sound Transit. The Airport is also served by light rail.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future projects associated with the proposed Stormwater Utility are not expected to require or eliminate any parking spaces.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future projects associated with the proposed Stormwater Utility are not expected to require any improvements to existing roads or transportation facilities.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future projects associated with the proposed Stormwater Utility at the Marine properties could occur in the immediate vicinity of water or rail transportation. Projects at Airport properties could occur in the immediate vicinity of rail or air transportation.

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

Marine and Airport Properties

Not applicable; this is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future projects associated with the proposed Stormwater Utility could generate vehicular trips, mostly on a short-term basis. It is not known how many trips would be generated, when they would occur, or the percentage of trips that would be trucks.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future projects associated with the Port of Seattle Stormwater Utility are not expected to impact the movement of agricultural or forest products.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

As appropriate, current and future projects associated with the proposed Stormwater Utility could implement measures to reduce or control impacts on transportation.

15. Public Services

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

Current and future projects associated with the proposed Stormwater Utility could include maintenance, repair, and improvement of the stormwater system. These projects could require some additional public services (e.g., fire protection, police protection, public transit, and health care), mostly on a short-term basis.

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

Marine and Airport Properties

Not applicable. This is a non-project action to adopt the Port of Seattle Stormwater Utility Charter.

As appropriate, current and future projects associated with the proposed Stormwater Utility could implement measures to reduce or control impacts on public services.

16. Utilities

- a. Circle utilities currently available at the site:**

Electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

Marine and Airport Properties

All utilities are currently available to the Marine and Airport properties, but not all utilities are available at every site within the Port properties.

- 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 immediate vicinity which might be needed.

Marine and Airport Properties

Not applicable. This is a non-project action to adopt Port of Seattle Stormwater Utility Charter.

Current and future projects associated with the proposed Stormwater Utility could include maintenance, repair, and improvement of the stormwater system. These projects could require utilities, including electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system.

C. SIGNATURES

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

Signature:

Signature on File

Name of signee: Paul Meyer

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

Date submitted: September 18, 2014

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

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

IT IS NOT NECESSARY to use this sheet for project actions.

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of how the extent the proposal or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

As noted in this Environmental Checklist, adoption of the Charter would not affect water resources, air, or environmental health. However, current and future Port projects associated with the proposed Stormwater Utility could include maintenance, repair, and improvement of the stormwater system that could result in discharges to water, air emissions, storage/release of toxic or hazardous substances, and/or noise, mostly on a short-term basis. Many of these projects would be considered categorically exempt under SEPA; however, some could require additional SEPA review.

Improvements made to the stormwater system with future Port projects associated with the Stormwater Utility would improve stormwater management and services for the benefit of Puget Sound and better meet environmental and other requirements affecting the Marine and Airport properties.

Proposed measures to avoid or reduce such increases are:

Not applicable. Adoption of the Charter would not require measures to avoid or reduce such increases. Current and future projects associated with the proposed Stormwater Utility would be completed in accordance with all applicable laws and regulations. As appropriate, these projects could include other measures to protect resources. These measures would be determined on a project-by-project basis.

While these current and future projects could result in impacts to water resources mostly on a short-term basis during construction, they would be completed with the goal of improving water quality within the Puget Sound.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

As noted in this Environmental Checklist, adoption of the Charter would not affect plants, animals, fish, or marine life. However, current and future projects associated with the proposed Stormwater Utility could have adverse impacts on plants and animals, mostly on a short-term basis. Many of these projects would be considered categorically exempt under SEPA; however, some could require additional SEPA review. These projects are intended to improve water quality in Puget Sound, providing benefits to animals, fish, and marine life.

Proposed measures to protect or conserve plants, animals, fish or marine life are:

Not applicable. Adoption of the Charter would not require measures to protect or conserve plants, animals, fish, or marine life. Current and future projects associated with the proposed Stormwater Utility would be completed in accordance with all applicable laws and regulations. As appropriate, these

projects could include other measures to protect or conserve plant, animals, fish or marine life. Specific measures would be determined on a project-by-project basis.

3. How would the proposal be likely to deplete energy or natural resources?

As noted in this Environmental Checklist, adoption of the Charter would not affect energy or natural resources. However, current and future projects associated with the proposed Stormwater Utility could deplete energy or natural resources.

Proposed measures to protect or conserve energy or natural resources are:

Not applicable. Adoption of the Charter would not require measures to protect or conserve energy or natural resources. Current and future projects associated with the proposed Stormwater Utility would be completed in accordance with all applicable laws and regulations. As appropriate, these projects could include other measures to protect or conserve natural resources. Specific measures would be determined on a project-by-project basis.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

As noted in this Environmental Checklist, adoption of the Charter would not use or affect environmentally sensitive areas or areas designated for governmental protection. However, current and future projects associated with the proposed Stormwater Utility could have adverse impacts on these areas, including: parks, wetlands, and floodplains, mostly on a short-term basis. Many of these projects would be considered categorically exempt under SEPA; however, some could require additional SEPA review. These projects are intended to improve water quality in Puget Sound, benefitting many environmentally sensitive areas.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Not applicable. Adoption of the Charter would not require measures to protect such resources or avoid or reduce impacts. Current and future projects associated with the proposed Stormwater Utility would be completed in accordance with all applicable laws and regulations. As appropriate, these projects could include other measures to protect these resources. Specific measures would be determined on a project-by-project basis.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

As noted in this Environmental Checklist, adoption of the Charter would not affect land or shoreline uses. However, current and future projects associated with the proposed Stormwater Utility could result in some impact such uses, mostly on a short-term basis. The proposal would not encourage land or shoreline uses that are incompatible with existing plans.

Proposed measures to reduce shoreline and land use impacts are:

Not applicable. Adoption of the Charter would not require measures to reduce impacts to shoreline or land uses. Current and future projects associated with the proposed Stormwater Utility would be completed in accordance with all applicable laws and regulations. As appropriate, these projects could include other measures to reduce shoreline and land use impacts. Specific measures would be determined on a project-by-project basis.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

As noted in this Environmental Checklist, adoption of the Charter would not affect land or shoreline uses. However, current and future projects associated with the proposed Stormwater Utility could generate additional traffic, and increase demands for public services and utilities, mostly on a short-term basis.

Proposed measures to reduce or respond to such demand(s) are:

Not applicable. Adoption of the Charter would not require measures to reduce or respond to increased demands on transportation or public services and utilities. Current and future projects associated with the proposed Stormwater Utility would be completed in accordance with all applicable laws and regulations. As appropriate, these projects could include other measures to reduce or respond to such demands. Specific measures would be determined on a project-by-project basis.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The Port of Seattle is authorized to form the Stormwater Utility Charter under RCW 53.08.043. The proposed Stormwater Utility Charter would allow the Port to improve water quality in the Puget Sound and to help tenants to better meet ISGP requirements, improving the Port and Port tenant's compliance with local, state, and federal laws and requirements. Additionally, any projects associated with maintenance, repair, or improvements to the Port's stormwater system would be completed in accordance with all applicable laws and regulations.