ENVIRONMENTAL CHECKLIST
Port of Seattle
Shilshole Bay Marina
Upland Improvement Project

A. BACKGROUND

1. Name of proposed project, if applicable:

Port of Seattle Shilshole Bay Marina Upland Improvement Project

2. Name of applicant: Port of Seattle (SEPA File Number 17-08)

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

Paul Meyer

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4. Date checklist prepared: July 7, 2017

5. Agency requesting checklist: Port of Seattle (the Port)

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

Construction of Shilshole Bay Marina upland improvements is proposed for fall 2017, pending City of Seattle shoreline and building permit authorizations. Implementation would be phased during several construction seasons in order to minimize and avoid disruption of marina services and public use, with completion expected in late 2019.

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

No plans for expansion or change of use related to or connected with the present proposal are pending. Please note, a future improvement in existing Shilshole Bay Marina upland area, consisting of an approximately 6500 square feet restaurant building, at a location previously identified and approved in 2004 marina redevelopment land use authorizations as a restaurant site, will be constructed. Separate restaurant building design and details are being prepared for evaluation and submittal for shoreline and building permit review.

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

- Shilshole Bay Marina Restroom Buildings Analysis. Prepared for the Port of Seattle by Mithun. July 22, 2002.
- Shilshole Bay Marina Buildings A-1, M-1, M-2, M-3, M-4, M-5, M-6, M-7, M-8 Regulated Materials Inspection for Port Construction Services. Prepared for Port of Seattle by Argus Pacific. February 6, 2004.

- Preliminary Design Report, M-4 Service Building – Shilshole Bay Marina. Prepared by Boyle & Wagoner Architects. Port of Seattle by. October 14, 1998.
- The Johnson Partnership. January 24, 2003. Shilshole Bay Marina project Section 106 summary. Prepared for the Port of Seattle, Seattle, WA.
- Port of Seattle Shilshole Bay Marina Land Side Redevelopment Analysis. Prepared for the Port of Seattle. Prepared by Heartland, KPFF, Mithun, and Gamble Hadley LLC. March 2001.
- GeoEngineers. Shilshole Bay Marina – Offshore redevelopment, summary of subsurface explorations and preliminary recommendations. Prepared for Port of Seattle. September 18, 2002.
- GeoEngineers. Geotechnical Data Report Shilshole Landside Redevelopment Project. Prepared for Port of Seattle. October 2, 2002.

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.

At present, no applications for governmental approvals of other proposals directly affecting publicly-owned port property at Shilshole Bay Marina included in the present proposal are pending.

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

- City of Seattle—Shoreline Substantial Development/Master Use Permit and associated demolition, grading and building permits
- Puget Sound Clean Air Agency, Notice of Demolition

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.)

Background Information

Shilshole Bay Marina—existing conditions: The site proposed for upland improvements, Shilshole Bay Marina, is located at the northeast margin of Shilshole Bay, north of the entrance to Salmon Bay and the Lake Washington Ship Canal. The proposed upland improvements are located in publicly-owned port property, within the existing Shilshole Bay Marina site.

Upland, shoreline, and aquatic areas at the present Shilshole Bay Marina site have been used as a combined commercial/recreational marina for more than 55 years. The marina includes approximately 15.4 acres upland area and approximately 84 acres aquatic area, providing moorage for approximately 1600 recreational and commercial boats, with associated marina use/service buildings, maintenance structures, administrative/retail and commercial buildings, and vehicle access/parking areas. The existing configuration of aquatic area moorage structures is the result of substantial rehabilitation and reorganization of marina facilities, completed in 2004-2005. Additional redevelopment completed in 2004-2005 included demolition of the former two-story upland administrative, retail, and restaurant main marina building, constructed 1962, approximately 39,000 total square feet (approximately 17,700 square feet building footprint) and replacement with a single-story, approximately 12,160 square feet, administrative/retail building.

Existing upland marina use/service, boat storage and maintenance areas, public use/pedestrian access, and vehicle access/parking areas consist of paved impervious surface, comprising approximately 97 percent of total upland area at the marina site. Permanently installed and maintained landscape vegetation is present at building margins, in curbed parking area borders, and adjacent to street right-of-way at the east margin of the site.

Aquatic area at Shilshole Bay Marina, approximately 84 acres, includes 21 principal finger piers, consisting of linked moorage floats, accommodating approximately 1600 recreational and commercial vessels. Moorage for approximately 45 large vessels is present at the south portion of the marina, adjacent to piling supported pier areas. The south portion of the marina includes an approximately 0.8 acre timber pier serving vessel haul-out and boat repair and maintenance uses. A central load/unload marina float provides fuel and sanitary sewer service. The north portion of the marina includes a dry boat storage area, used for small sail, and hand-powered boats. An adjacent piling-supported transfer pier and crane, allows transfer of boats to a system of two floating ramps and three low-free-board, small boat haul-out floats.

Existing upland area at the Shilshole Bay Marina site is served by storm drainage and sanitary sewer lines, with water service and electrical/communication lines present. These utilities include above and below grade installations.

The marina site, including the proposed upland improvements project area, has been in continuous use as a recreational boat moorage, dock and upland boat yard for nearly six decades. No substantial sub-tidal, inter-tidal or riparian vegetation is present at the marina or in the immediate project site. Only limited algal and sessile invertebrate growth is present, attached to vertical surfaces of the existing moorage floats and dock support piling. No substantial macro algae is present and no marsh vegetation is present.

Shilshole Bay Marina includes substantial combined recreational and small commercial boat moorage facilities, with moorage and navigational access provided by a fractured stone break-water at the west perimeter of the site. The break-water is approximately 4,400 feet in length, constructed in sub-tidal aquatic area, with a ridge elevation approximately 17-18 feet above MLLW. No substantial algal, emergent, or riparian vegetation is present on or in the area of the break-water. The east perimeter of the marina moorage area is stabilized with a vertical concrete bulkhead, approximately 3450 feet long, extending from a bulkhead bottom elevation, approximately plus eight to 10 feet MLLW, to existing built upland environment elevations between 16 and 19 feet above MLLW. A riprap slope, approximately 1.75:1, protects the lower edge of the concrete bulkhead, extending down-slope from the vertical bulkhead toe to sub-tidal marina moorage elevations, minus 12 to minus 19 feet MLLW. Inter-tidal riprap elevations at the east portion of the marina shoreline include limited areas of algae growth and moderate densities of sessile and mobile invertebrates.

The existing Shilshole Bay Marina upland and moorage areas and protective break-water were constructed in 1957. The present marina site is approximately 400 linear feet west of the historic shoreline at the east margin of Shilshole Bay. The marina is located in former deep inter-tidal and shallow sub-tidal aquatic area. More than 55 years ago, following construction of the existing water-ward break-water and land-ward vertical concrete bulkhead, deep inter-tidal and shallow sub-tidal areas were dredged to create conditions appropriate for navigational access and to create a sub-tidal moorage basin adequate for light-draft vessels. Dredged deep inter-tidal and shallow

sub-tidal sediments were used to create approximately 15 acres of filled upland area, the location of the present upland marina facilities.

As a former aquatic area site, altered by dredging and fill activities for the purpose of marina construction, no previous development uses and activities took place at the Shilshole Bay Marina site. No previous marine cargo or industrial uses occupied the area. Prior to 1915-1918 east Shilshole Bay was used as a temporary anchorage, subject to tidal and weather conditions, for commercial vessels serving industrial locations in Salmon Bay. Following construction of the Lake Washington Ship Canal and navigation locks, the site was used as a holding area for vessels and cargo shipments waiting for access to the ship canal locks.

The entire upland area at Shilshole Bay Marina is open to public access. An eight to 12 feet wide top-of-bank, top-of-bulkhead, concrete walkway is present along the east shoreline at the marina, providing approximately 4,900 linear feet of public shoreline access. Dock A, at the southwest margin of the marina, approximately 920 linear feet, is open to public use, as an over-water public shoreline access location. Small boat moorage floats at the north end of the marina are also publicly accessible. Please note, however, that all moorage floats in the central portion of the marina, with the exception of the central load/unload, fuel, and sanitary sewer pump-out float, are reserved for access by moorage tenants, with restrictive fencing and security gates located at each moorage dock access ramp.

Project Description

The proposed upland improvements project consists of demolition or re-use/conversion of four existing restroom/utility buildings and construction of three replacement customer service facilities, serving as combined restroom, shower, and laundry buildings. In addition, an approximately 6,500 square feet restaurant building will subsequently be constructed in a shore land location, approximately 125 feet southwest of the existing marina administration office and business building. The restaurant use and location were included in 2004 City of Seattle shoreline development permit approvals for comprehensive marina renovations. Construction of the restaurant building, identified in 2004 as a development action in City of Seattle shoreline authorizations for marina renovations, was deferred. The present upland improvements proposal also includes repair and maintenance of existing paved vehicle access areas and modifications to existing utility services. The present proposal is restricted to existing upland area, with no changes to existing aquatic area structures and no in-water actions proposed. Proposed Shilshole Bay Marina upland improvements are described below.

Building Demolition: two combined restroom/utility buildings

Existing combined restroom/utility buildings M-4 (830 square feet) and M-6 (830 square feet) are proposed for demolition. Features at the M-4 and M-6 locations that may be demolished or relocated include light poles and fixtures, pavement, foundations, fencing, and waste/recycling areas. Landscape containers and curbed planters will be removed, repaired, replaced, or relocated.

Re-use/Conversion: two existing restrooms to utility buildings

Existing restroom buildings M-2 (830 square feet) and M-5 (830 square feet) are proposed for conversion to marina services/utility buildings, providing necessary covered, secure space for collecting and holding solid waste, recycled material, and materials and equipment necessary for marina operation and maintenance tasks. No change in existing building footprint or height dimensions is proposed. Conversion of two restroom buildings to utility buildings is expected to include repair and maintenance of existing exterior conditions, interior modifications, and revised doorways.

Customer Service Facilities - The proposal includes the construction of three new customer service facility buildings serving as combined restroom, shower, and laundry facilities. Two of the customer service buildings will replace demolished restroom/utility buildings. Restroom/utility building M-4 (830 square feet) will be demolished and replaced by a new central combined customer service facility approximately 2700 square feet, re-using the M-4 building designation. The replacement structure will be located in existing adjacent paved vehicle parking area, approximately 75 feet north of the demolished M-4 structure. Restroom/utility building M-6 (830 square feet) will be demolished and replaced by a new approximately 780 square feet combined north restroom/shower building, re-using the M-6 building designation, constructed in paved vehicle parking area immediately adjacent to the demolished building M-6 footprint. A third customer service facility, south combined customer service facility, designated as building M-3, 2700 square feet, will be constructed as a replacement for the existing M-2 restroom, converted for use as a marine services/utility building. The new M-3 building will be installed in existing paved vehicle parking area approximately 100 feet north of the converted M-2 building. It is expected that the replacement and new customer service and restroom buildings will include solar panels, bike storage, security lighting and cameras, and trash and recycling features. Please note that the new and replacement buildings will be constructed to allow for future flexibility, allowing for re-organization and use as utility, storage, administration, or tenant space, depending on future public and moorage conditions and needs.

Restaurant Building: A restaurant building and use will be constructed in a shore land location approximately 125 feet southwest of the existing marina administration office and business building. The proposed restaurant building is expected to include approximately 6,500 square feet combined use area (approximately 5,000 square feet indoor and approximately 1,500 square feet outdoor raised deck area), with approximately 250 total seating capacity. The building height is expected to be approximately 30 feet above grade. The building would include, landscape improvements, entrance and customer circulation walkway areas, and accessory delivery and waste/re-cycle areas. The proposed restaurant will be located in area identified in 2004 in City of Seattle substantial shoreline development approvals for renovation of Shilshole Bay Marina facilities. Shoreline permit approval in 2004 included a 5,000 square feet, free-standing restaurant building. Although construction of the restaurant was deferred, 2004 marina renovation project approvals noted an approximately 7,200 square feet “restaurant building pad”, reserved for future construction. Please note, design of the proposed restaurant is not complete and building details will be presented as separate shoreline substantial development and building permit actions submittals.

Grading: A total of approximately 25,000 cubic yards excavation and grading is expected to be required for the proposed Shilshole Bay Marina upland improvements. Excavation and grading will include foundation demolition and construction, utility trenching, and landscape area restoration. Approximately 5,000 cubic yards of imported fill material for use in upland construction is expected.

Repaving: Existing pavement in vehicle access and parking areas has been in place for 15 to 30 years. The present project includes pavement rehabilitation and replacement, as use and present pavement condition require, throughout upland vehicle use areas at the Shilshole Bay Marina site. Approximately 9.5 acres of existing pavement may be rehabilitated, with portions of the asphalt profile removed and replaced with new asphalt surface. Approximately 0.9 acres of existing pavement is significantly deteriorated, exceeding the service life of the pavement, and requires replacement, including removal of the asphalt surface, re-compaction of pavement ballast, and applying replacement asphalt surface. Pavement replacement includes re-use of the demolished building M-4 and M-6 locations for vehicle access and parking. Demolition of these existing impervious surface buildings locations will be followed by paving as vehicle use area.

Utilities: Building and site utilities will be improved or newly installed, as appropriate to support proposed building re-use and new construction. Building mechanical and electrical work may include HVAC systems, plumbing systems, fire suppression, domestic water and waste water piping, building environmental controls, lighting, electric power, and telecommunications installations required for marina users and tenants. Site utilities would connect to replacement or new buildings, including an approximately 6,500 square feet restaurant building site, principally consisting of replacement or new water and sanitary sewer lines, electrical power, and telecommunications mains and sub-mains. A new gas line (approximately 250 feet) would be installed at the proposed south customer service building, M-3, location and a new gas line (approximately 50 feet) would be provided for the restaurant building. Refuse and recycling compactors would be moved as necessary to accommodate all proposed upland improvements.

Landscaping: Existing landscaping in all building and vehicle assess/parking areas affected by the proposed upland improvements will be replaced, avoiding any loss of landscape vegetation features.

Construction Staging: Several areas would be required for staging construction materials and equipment necessary for the proposed upland improvements. Trailers would be provided on the site for contractor offices as needed during demolition and construction. Haul routes would be established for materials and equipment. It is anticipated that construction staging areas will be enclosed with temporary, portable security fencing.

Additional minor upland improvements at Shilshole Bay Marina: Future marina improvements are expected to include the following minor site alterations: (1) installing an approximately 100 square feet concrete pad appropriate for receiving a specialized, secure, contained modular structure for holding and aggregating paint, solvent, and petroleum products received from moorage tenants, pending transfer to approved off-site recycling and disposal facilities; (2) installation of equipment for approximately ten electric vehicle charging stations, with capability to serve approximately 80 vehicles; (3) repair and maintenance of shoreline walkway railings and moorage float wheel-cart stations, including cart station islands in vehicle parking areas; (4) installation of information kiosks, located as appropriate for moorage tenants, with each kiosk approximately 200-230 square feet.

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.

Shilshole Bay Marina is located in the City of Seattle, at the east margin of Shilshole Bay, north of West Point, near the entrance to the Lake Washington Ship Canal and Ballard locks. Multi-level residential development is located at the south margin of the marina, with the Eddie Vine Boat Ramp (City of Seattle) and Golden Gardens Park (City of Seattle) bordering the north margin of the marina. The east perimeter of the marina is collinear with Seaview Avenue Southwest. Street address: 7001 Seaview Avenue NW, Seattle, Washington (refer to Figure 1).

B. ENVIRONMENTAL ELEMENTS

1. Earth

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

The upland portion of Shilshole Bay Marina is generally level, elevation approximately plus 16 to 19 feet above mean lower low water (MLLW). Upland area consists of filled former aquatic area, landward of an approximately 3450 feet long concrete panel, piling supported bulkhead, constructed by the Port of Seattle 1959-1962.

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

The bulkhead stabilized marina shoreline consists of vertical concrete panels. The rip-rap stabilized slope area, water-ward of the concrete bulkhead includes constructed slope approximately 1.75:1 to 2:1 (horizontal: vertical). Existing upland area in use for marina services and vehicle access includes slopes equal to or less than two percent, accommodating impervious surface storm water collection needs.

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.

Upland area at Shilshole Bay Marina, between the shoreline concrete bulkhead and Seaview Avenue Northwest was created by placing sand and fine-grain materials dredged from the present marina mooring basin east of the seawall, creating approximately 15.4 acres filled upland marina use area coincident with providing approximately 84 acres sub-tidal protected recreational and commercial moorage area. Marina construction was completed in the early in the early 1960s. Soils beneath the paved surface in area proposed for upland improvements are silt and fine sands.

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

There are no surface indications or history of unstable soils in existing marina upland area.

As a filled former aquatic area site, the Shilshole Bay Marina project site is subject to liquefaction. The City of Seattle *Environmentally Critical Areas Maps* (January 3, 2017) identify Shilshole Bay Marina as an area of liquefaction-prone soils. Liquefaction potential zones are considered environmentally sensitive but not environmentally critical areas.

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.

Re-use of existing buildings and construction of replacement and new buildings will require excavation and grading necessary for removal of foundations, placement of new foundations, installation of utilities, and changes in location and configuration of landscape areas. A total of approximately 25,000 cubic yards excavation and grading is proposed. Construction of improvements will emphasize re-use of excavated materials, minimizing off-site disposal and imported fill requirements. It is expected that up to 5,000 cubic yards of imported fill material will be required.

Demolition debris (generally including asphalt, concrete, building materials) would be transferred offsite for recycling or disposal at a facility permitted to receive such materials.

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

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

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

The majority of upland area at Shilshole Bay marina is paved and surfaced as necessary for location and use of customer service buildings, to accommodate vehicle access and parking, to provide for access to moorage areas, and to allow for pedestrian shoreline access. Approximately 97 percent of the total Shilshole Bay Marina upland area is covered with impervious surfaces.

Unpaved surfaces at the marina site include landscaping and trees in parking area borders. In addition, up-paved area includes the location identified in 2004 for construction of an approximately 6500 square feet restaurant building. Because plans for restaurant construction were deferred, approximately 9,900 square feet of upland area, in the footprint of the former 17,700 square feet marina administration, retail, and restaurant building, demolished and replaced with an approximately 12,160 square foot marine administration/retail building in 2004, has been used as temporary public open-space, planted with native shrubs, ground-cover, and turf. The temporary, 9,900 square feet planted open space area would be partially re-occupied by the proposed combined 6,500 square feet new restaurant and outdoor raised deck seating area.

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

Best management practices prescribed by the Washington State Stormwater Management Manual for Western Washington, and consistent with the City of Seattle Stormwater, Grading and Drainage Code requirements, will be implemented during proposed project excavation and grading activities. Implementation of these requirements, combined with the work setting, an entirely paved upland area with less than two percent slope surfaces, would result in no significant potential for erosion or soil transport.

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.

<u>Construction</u>

Depending on construction methods used by the selected contractor, there may be short-term air emissions during localized building demolition, building construction, and pavement rehabilitation and replacement, including emissions from gasoline- or diesel-powered vehicles and equipment.

Demolition and construction emissions would be subject to Puget Sound Clean Air Agency notice and approval requirements. In addition, all motorized equipment will be operated and maintained consistent with existing air emissions requirements.

The proposed upland improvements would result in air emissions related to demolition of the buildings and emissions from construction equipment and vehicles (See Attachment C for the Greenhouse Gas Emissions worksheet)

Operations

With regard to Greenhouse Gas (GHG) emissions, the present scope of upland improvements proposed for Shilshole Bay Marina is not expected to substantially change the volume and tempo of marina use and related vehicle traffic. At present, the marina is fully occupied. The proposed improvements are for the purpose of more efficient moorage tenant service and are not intended to increase the volume of marina operations. In addition, replacement and new customer service buildings serving as combined restroom, shower, and laundry facilities will include the most recent advances in building design and efficient fixtures and equipment. The buildings will provide more efficient long-term services, with decreased energy requirements. Long-term cumulative GHG emissions are expected to be negative compared with existing facilities.

Construction and operation of a potential 6,500 square feet restaurant, with seating for up to 250, will generate GHC emissions. A new restaurant building is expected to make efficient use of materials and energy use, consistent with contemporary building requirements. Specific design information is not yet available, however, the restaurant building and restaurant operations are anticipated to include elements focusing on sustainable practices. The majority of restaurant customers will likely travel in private vehicles, however, the volume of customer visits to a new restaurant is expected to be less than historic site use, compared with past use of the former 39,000 square feet (total floor area) two story, restaurant/retail/administration building.

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

The proposed project would not be sensitive to emissions from other sources in the vicinity, and facility operational sources would not be constrained by other emissions in the vicinity.

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

Construction

Although significant air quality effects are not anticipated due to construction of the proposed project, construction contractors would be required to comply with all relevant federal, state, and local air quality rules. In addition, implementation of best management practices will reduce potential construction-related emissions.

3. Water

a. Surface Water

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

Shilshole Bay is a marine environment located on the northwestern City of Seattle shoreline. Shilshole Bay extends approximately three miles from Meadow Point to West Point, north-to-south. Approximately mid-way between these points is the entrance to the Lake Washington Ship Canal. Shilshole Bay Marina is located north of the ship canal entrance.

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

Upland construction activities associated with the project would occur within 200 feet of the vertical concrete bulkhead forming the west shoreline margin of Shilshole Bay Marina upland area. These activities include demolition of two existing restroom buildings and associated concrete walkways, curbs, and utility structures, followed by construction of two replacement and one new customer service buildings and one restaurant building, including grading and repaving of vehicle use/parking areas, provision of utilities, and landscaping as needed.

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 fill or dredging activities are proposed, with no in-water construction activities of any kind included in the present upland improvements proposal.

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

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

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

The proposed project is not within a 100-year floodplain.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

The proposed project does not include discharge of waste materials.

1) Would 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. Would water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

The proposed Shilshole Bay Marina upland improvements would not require groundwater to be withdrawn from water wells used for drinking water or other purposes. Water from demolition, construction, or operation activities would not be directly or indirectly discharged to groundwater. Please note that future plans for the two replacement and one new customer service buildings may include installation of ground source heat pump equipment. Heat pump equipment would consist of closed loop, vapor/compression systems designed to take advantage of moderate sub-grade soil temperatures below filled upland area at Shilshole Bay Marina, with the objective of reducing operational energy heating and cooling needs. Ground source heat pump equipment would entail installation of sub-surface well casings approximately 20 to 30 feet in depth, but would not include any sort of use of or discharge to ground water.

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

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

b. 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 would this water flow? Would this water flow into other waters? If so, describe.

Storm water from existing paved, impervious area at Shilshole Bay Marina would continue to drain from the project area, collected in the existing site storm water system and distributed among seven storm water outfalls serving marina upland area. For the purpose of avoiding and minimizing potential negative storm water effects, filter fabric inserts would be placed in all catch basins in the area of upland improvement construction activities.

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

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

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

The proposed upland improvements would not alter or otherwise affect drainage patterns in the vicinity of the site.

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

Construction best management practices (BMPs) would be used to control and manage storm water during project construction activities. Implementation of the BMPs would be consistent with the Washington State Stormwater Management Manual for Western Washington, and as required by City of Seattle Stormwater, Grading and Drainage Code. Use of required BMPs, preparation of a Spill Prevention, Control and Countermeasure (SPCC) plan, and additional protective measures included as part of the Port's stormwater permit will avoid and minimize potential adverse effects to storm water quality.

4. Plants

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

X **deciduous tree: alder, maple, aspen, other:** Limited to urban landscape deciduous trees, including: London plane tree, Norway maple, box elder, Monterey pine, flowering plum, flowering cherry, flowering pear, crabapple, purple plum, sumac, corkscrew willow, striped bark maple, sweet gum, birch, Japanese vine maple

X **evergreen tree: fir, cedar, pine, other:** Landscape evergreen trees, including**:** Blue Atlas cedar, coast redwood, alpine fir and mountain hemlock

__ **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**

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

Existing, installed urban landscape vegetation will be affected by the proposed upland improvements. No native upland or riparian vegetation will be affected. No in-water actions are proposed and no wetland vegetation of any sort will be disturbed.

Demolition of two existing combined restroom/utility buildings will require removal of small areas of landscape border vegetation surrounding the buildings. Following demolition, the footprint of each of the buildings will be re-used as vehicle access/parking area, including installation of parking area landscape borders or "islands". Two replacement customer service buildings and one new customer service building will be constructed in existing paved vehicle parking area. Construction of the three customer service buildings will include installation of curbed landscape planting areas. No net loss of building associated landscape area is anticipated. Please note that re-use, conversion of two existing restroom/utility buildings to marina services/utility buildings will not require alteration of existing landscape areas adjacent to the structures.

Additional change in existing upland landscape area at the marina site will include temporary shrubs and turf in area southwest of the existing marina administration/retail building, area previously identified for use as a restaurant. Construction of an approximately 6500 square feet restaurant building was deferred in 2004. Because plans for restaurant construction were delayed, approximately 9,900 square feet of the upland area reserved for restaurant construction, was used as a temporary public open-space, including planting the area with native shrubs, ground-cover, and turf. The temporary, 9,900 square feet planted open space area would be partially re-occupied by the proposed 6,500 square feet restaurant and outdoor raised deck seating area. It is expected that landscape plans linked with future restaurant construction will minimize disruption of existing vegetation at the restaurant "pad" and complement existing conditions with installation of landscape features adjacent to the restaurant site.

Other vegetation at the marina site, generally limited to building margins and vehicle access/parking area curbed borders and parking area "islands", will not be affected by the proposed upland improvements.

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

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

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

Landscaping is proposed around new structures as appropriate to the site.

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

No existing noxious weeks and invasive species are known to be on or near the site.

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:

X birds: hawk, heron, eagle, songbirds, other: resident and migratory marine birds and waterfowl, shorebirds, upland birds, birds of prey common to coastal marine environments
X mammals: deer, bear, elk, beaver, other: rodents, river otters, harbor seals, sea lions
X fish: salmon, trout, herring, shellfish, other: Shilshole Bay Marina includes inter-tidal and sub-tidal marine aquatic area occupied and used by resident fish and invertebrates and migratory fish.

Salmonids. Salmonids that have been observed within and around the Shilshole Bay Marina include juvenile and adult chum, coho, and chinook salmon. Steelhead and sea-run cutthroat trout are also likely to occur in the area. Sockeye may be seasonally present in and around the marina.

The Cedar River/Sammamish River/Lake Washington watershed (Watershed Resource Inventory Area 8) and the Green/Duwamish River system (WRIA 9) are the likely sources for most of the juvenile salmon that pass through the marina. In general, juvenile salmonids would be expected to be present in and around the marina from approximately mid-April through the end of July. Adult fish could be present during portions of the year when they are migrating to their natal streams. Adult steelhead and sea-run cutthroat would be expected to be present during their winter and early spring migrations and adults of other salmonid species would be present during late summer. Sub-adult salmonids may be present at any time.

Other Finfish. A variety of other finfish use aquatic area at Shilshole Bay Marina. Marine fish that have been observed in the area of the marina and breakwater include numerous species of

perch, rockfishes, sculpin, and benthic fish. These fish are probably year-around residents. Several species of food fish have been observed in the area west of the marina breakwater, which is listed by the Washington Department of Fish and Wildlife as a location of lingcod nests during the spawning periods for these fish. Forage fish, including Pacific herring and surf smelt, are common in the Puget Sound nearshore environment and may occur seasonally in the marina. There are no Pacific herring or smelt spawning substrates within the marina.

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

Threatened and Endangered Fish Species. On May 24, 1999, the National Marine Fisheries Service (NMFS) listed Puget Sound chinook salmon (*Onchorynchus tshawytscha*) as threatened under the Endangered Species Act (ESA). Juvenile chinook salmon may be present in inter-tidal and shallow sub-tidal habitats at Shilshole Bay Marina during spring outmigration periods.

Juvenile salmonids using the marina likely derive from the Green/Duwamish River and Cedar River/Sammamish River/Lake Washington systems. The Green/Duwamish River system contributes naturally spawning and hatchery-produced chinook salmon. Hatchery-produced Chinook salmon are not part of the Evolutionarily Significant Unit (ESU) listed as threatened.

The U.S. Fish and Wildlife Service (USFWS) announced the listing of Coastal–Puget Sound bull trout (*Salvelinus confluentus*) as threatened on October 28, 1999. Bull trout have not been observed or captured during previous local, state, and federal assessments within and around the marina. However, it is possible that the anadromous form of bull trout could be present in the marina on a seasonal basis.

Other Threatened and Endangered Species. Steller sea lions were listed as a threatened species by the National Marine Fisheries Service in December 1990. There are no known breeding colonies in Washington State. However, Steller sea lions are known to migrate into Puget Sound, and have been sighted near the Ballard Locks and in Shilshole Bay.

Humpback whales were listed as an endangered species on June 2, 1970. Use of Puget Sound by humpback whales is rare. Similar to Steller sea lions, they are opportunistic feeders, and might occasionally enter Puget Sound in pursuit of prey.

There are known bald eagle nesting sites at West Point and Duwamish Head, approximately 2 miles and 6 miles (respectively) south of Shilshole Bay Marina. The closest of these, at West Point, has been used by eagles since approximately 1988.

Marbled murrelets were listed as a threatened species on October 1, 1992. The breeding population in Washington is estimated at 1,900 to 3,500 pairs, of which 1,000 to 2,000 pairs occur in Puget Sound. Marbled murrelets have been observed foraging in the area between Shilshole Bay Marina and West Point. No marbled murrelet nesting activity has been observed or reported in the vicinity of the marina.

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

Shilshole Bay Marina is adjacent to a migratory route for salmon and may provide temporary rearing habitat for juvenile salmonids. Juvenile chum, chinook, coho and pink salmon, and steelhead migrate in the area of the marina during spring months, primarily from March through early June.

The Puget Sound area is part of the Pacific Flyway migration route. Birds using the Shilshole Bay Marina area vary seasonally due to migrations. Shilshole Bay Marina is used by migratory waterfowl

that overwinter in the Puget Sound area.

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

The present proposal is limited to upland facility improvements, with no in-water work proposed. Please note however, short-term and limited use of construction equipment will generate noise in shore land locations. Upland construction does not include impact pile driving activities or foundation piling installation. Project noise will be limited to sound generated by mobile and stationary equipment, restricted to specific locations, and minimal adverse noise effects to wildlife are anticipated. During construction, Best Management Practices (BMPs) would be employed to minimize and avoid noise effects in adjacent aquatic areas. Measures will be taken to minimize generation of noise and avoid release of demolition or construction materials or debris to the aquatic environment. BMPs may include the following:

- Promptly remove any construction debris floating in the water.
- Dispose of construction debris on land in such a manner that debris cannot enter the water or cause water quality degradation.
- Contain and remove releases of oils, fluids, fuels, or other petroleum products, paints, solvents, and other deleterious materials in such a manner to prevent their discharge to water.

No other mitigation for impacts to animals is expected to be necessary.

6. Energy and Natural Resources

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

Electric power and natural gas would be used to meet water heating and ventilation needs for the proposed customer service buildings. Similarly, electric power and natural gas will be required for heating, ventilation, air conditioning, and cooking associated with the proposed restaurant. Future plans include installation of equipment designed for energy efficiency and reduced operational costs. It is anticipated that ground source heat pump equipment will be combined with solar panels at the proposed customer service facilities and restaurant, resulting in integrated geo-solar systems for each structure.

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

The proposed upland improvements would not impede potential use of solar energy at adjacent properties.

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

Fuel-efficient electrical and motorized equipment would be used to the extent possible during construction of the proposed customer service facilities and restaurant. Operational energy use will be reduced and minimized through use of efficient electrical and gas served equipment. In addition, potential use of combined geo-solar systems designed and installed at each structure will reduce future energy requirements. The proposed upland improvements would be consistent with City of Seattle Energy Code specifications.

7. Environmental Health

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

The proposed upland improvements do not include any new functional or operational activities and expected to result in the potential for additional environmental health hazards.

Potential environmental health hazards that could result from construction of the proposed upland improvements include the following.

Demolition activities may involve asbestos materials or lead-based paints. A regulated materials inspection has been completed for buildings M-4 and M-6, indicating minimal potential for encountering asbestos and lead materials. However, if inspections during demolition actions indicates that regulated asbestos and lead materials are present, removal would take place in compliance with state and local standards and codes controlling material testing, removal, transport, and disposal.

Demolition and construction activities include the potential for accidental spills or leaks of petroleum products, including fuels, oil, grease, hydraulic fluids, and lubricants from demolition and construction equipment. Port of Seattle construction practices include steps to reduce and minimize the risk of accidental spills or discharges. Demolition and construction contractors are required to include best management practices in project plans and activities to avoid or contain accidental spills. In addition, all demolition and construction activities would be required to be consistent with city, state, and Puget Sound Clean Air Agency health, safety, and environmental exposure requirements.

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

Existing Shilshole Bay Marina upland area was constructed as a filled, former aquatic area site in the period 1959-1962. The site has been in use as a marina continuously for nearly six decades. No industrial or manufacturing uses have taken place at the site. Please note that underground fuel tanks connecting to the central load/unload, fuel, and sanitary sewer pump-out float were removed and replaced with above-grade, self-contained storage tanks, 1992-1995. Tank removal was completed in 1995, including soil testing and verification of soil conditions, consistent with state cleanup standards.

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

There are no known existing hazardous soils, ground water, or hazardous chemicals contamination/conditions that might affect the proposed upland improvements.

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

Vehicles and equipment used for construction activities and subsequent facility operations will include the use of fuels, oils, lubricants, and other petroleum-derived products in the proposed project area. These potentially hazardous materials would be subject to applicable local, state, and federal requirements controlling use, handling, and storage.

4) Describe special emergency services that might be required.

No special emergency services are anticipated due to proposed upland improvements.

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

Potentially hazardous fuels, lubricants, and associated materials used for operation of motorized equipment as part of the demolition and construction activities for proposed upland improvements would be subject to existing local, state, federal, and Port requirements for use, handling, and storage, with the objective of avoiding and minimizing potential environmental health exposures 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 acoustic environment in the vicinity of upland improvements proposed for Shilshole Bay Marina is dominated by surrounding urban uses and activities. The primary noise source is traffic on nearby roads and rail lines, especially Seaview Avenue Northwest at the east margin of the marina and main rail line operations approximately 250 feet east of the east edge of the marina. The principal source of noise within the marina, consists of marine vessel engines. None of these noises currently affect operations at the marina and the marina noise environment is not expected to change as a result of the proposed upland improvements.

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

Short-term noise levels would increase during demolition and construction. The proposed upland improvement construction activities would be similar to numerous previous construction actions at the marina in recent years. In contrast to past Shilshole Bay Marina redevelopment activities, however, no piling construction or pile driving is included in the present upland improvement project. Please note that all construction activities must be consistent with City of Seattle noise restrictions. The port is proposing that upland improvement work be restricted to daytime hours, with the result that no significant noise disruptions would be expected from construction activities. Following construction, use of the proposed customer service buildings and restaurant building is not expected to increase noise levels.

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

All construction activities necessary for the proposed upland improvements will be consistent with City of Seattle noise control ordinance requirements.

8. Land and Shoreline Use

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

Shilshole Bay Marina is a recreational facility, including numerous active sail and power boating uses and passive uses, consisting of open space and shoreline visitors and pedestrians using the approximately 4,900 feet long public access walkway at the west margin of the marina upland area. Public fishing is available at the southwest margin of the marina and at a City-owned pier adjacent to the north margin of the marina.

Uses adjacent to the marina include the Seattle Department of Parks and Recreation owned and operated Eddie Vine public boat trailer boat launch ramp and Golden Gardens Park at the north margin of the site and private multi-level residential structures adjacent to the south margin of the marina. Seaview Avenue Northwest right-of-way and Burlington Northern Santa Fe rail line corridor

are present at the east perimeter of the marina.

Land use east of the rail corridor, at elevations approximately 175 to 230 feet above marina grade level, is residential. Steep slope area between the rail corridor and residential locations is identified as green-belt area by the City of Seattle.

The present upland improvements proposal is not expected to disrupt or adversely affect current land uses on nearby or adjacent 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 would 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 would be converted to nonfarm or nonforest use?

The site has no history of agricultural use.

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

The proposed upland improvements are not in the vicinity of working farm or forest land business operations.

c. Describe any structures on the site.

Shilshole Bay Marina site have been used as a combined commercial/recreational marina for more than 55 years. The marina includes approximately 15.4 acres upland area and approximately 84 acres aquatic area, providing moorage for approximately 1600 recreational and commercial boats.

Upland area includes nine principal structures, totaling approximately 20,800 square feet. The main building, the marina administrative/retail and commercial building, is approximately 12,160 square feet. Seven smaller office, restroom, utility, and storage buildings total approximately 7,440 square feet. A free-standing restaurant building at the north margin of the marina is approximately 1,200 square feet. The existing configuration of aquatic area moorage structures is the result of substantial rehabilitation and reorganization of marina facilities, completed in 2004-2005. Additional redevelopment completed in 2004-2005 included demolition of the former two-story upland administrative, retail, and restaurant main marina building, constructed 1962, approximately 39,000 total square feet (approximately 17,700 square feet building footprint) and replacement with the existing single-story, approximately 12,160 square feet, administrative/retail building.

Aquatic area at Shilshole Bay Marina, approximately 84 acres, includes 21 principal finger piers, consisting of linked moorage floats, accommodating approximately 1600 recreational and commercial vessel moorage berths in the central portion of the marina. Moorage for approximately 45 large vessels is present at the south portion of the marina, adjacent to piling supported pier areas. The south portion of the marina includes an approximately 0.8 acre timber pier serving vessel haul-out and boat repair and maintenance uses. A central load/unload marina float provides fuel and sanitary sewer service. The north portion of the marina includes five low-profile floats arranged for launch and recovery of small sail and hand-powered boats.

Shilshole Bay Marina moorage area is protected by a fractured stone break-water at the west perimeter of the site. The break-water is approximately 4,400 feet in length, constructed in sub-tidal aquatic area, with a crown elevation approximately 17-18 feet above MLLW. The east perimeter of the marina moorage area is stabilized with a vertical concrete bulkhead, approximately 3450 feet long, extending from a bulkhead bottom elevation, approximately plus

eight to 10 feet MLLW, to constructed marina upland elevations, between approximately plus 16 to 19 feet MLLW

The entire upland area of Shilshole Bay Marina is open to public access. An eight to 12 feet wide top-of-bank, top-of-bulkhead, concrete walkway is present along the east shoreline at the marina, providing approximately 4,900 linear feet of public shoreline access. Dock A, at the southwest margin of the marina, approximately 920 linear feet, is also open to public use, as an over-water public shoreline access location. Small boat service floats at the north end of the marina are also accessible from shore-mounted ramps.

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

Two existing combined restroom/utility buildings and associated structures are proposed for demolition, totaling approximately 1,660 square feet.

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

City of Seattle zoning for the Shilshole Bay Marina site is Commercial 1–40 (40-foot height limit).

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

The *City of Seattle Comprehensive Plan* designation of the Shilshole Bay Marina site is Commercial/Mixed Use Area.

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

Shilshole Bay Marina is classified as a waterfront lot (SMC 23.60.924), and is located within an Urban Commercial (UC) shoreline environment.

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

The site is identified on City of Seattle GIS Critical Area Map layers as having liquefaction-prone soils. Liquefaction zones are considered environmentally sensitive but not environmentally critical areas, and require special development considerations.

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

Approximately 75 persons work at the existing marina, including marina staff and employees at tenant commercial/retail locations. Approximately 60 persons are expected to be employed at the proposed new restaurant, with a maximum of 30 persons working at the site at any given time.

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

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

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

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

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

The proposal is compatible with existing and projected land uses and plans. No additional measures are expected to be needed.

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

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

9. Housing

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

No housing units are included or affected by the proposed upland improvements project+.

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

No housing units would be eliminated due to the proposed upland improvements.

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

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

10. Aesthetics

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

The maximum height of proposed customer service structures included in the present upland improvements project is approximately 20 feet. It is expected that the proposed restaurant structure will be less than 30 feet above existing grade, approximately the height of the existing 12,160 square feet main marina administrative/retail building. Please note that the maximum upland lot building height in the area of Seaview Avenue Northwest and Shilshole Bay Marina is 30 feet. The principal exterior building materials are expected to include wood, metal and glass.

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

Shoreline views in the area of Shilshole Bay Marina include east-to-west sight-lines, generally oriented west-ward from Seaview Avenue Northwest public right-of-way area, sighting through the marina, toward Shilshole Bay and Puget Sound. East-to-west views, with respect to building dimensions and the total length of the marina site will be minimally affected by the proposed upland improvements.

Marina building changes affecting the dimension of view corridors at the site include: (1) demolition of two existing combined restroom/utility buildings (Buildings M-4 and M-6), each building footprint approximately 830 square feet, each building includes an approximately 50 feet wide lateral view dimension; (2) construction of two replacement customer service buildings, including replacement Building M-4, approximately 2,700 square feet, with a lateral view dimension of approximately 51 feet, and replacement Building M-6, approximately 780 square feet, including an approximately 26 feet wide lateral view dimension ; (3) construction of a single new customer service building, approximately 2,700 square feet, Building M-3, adding an approximately 51 feet wide lateral view dimension; and, (4) construction of an approximately 6,500 square feet restaurant building, located adjacent and southwest of the existing administrative/retail building (Building A-1), adding an approximately 130 feet wide lateral view dimension.

The building changes included in the upland improvements project, remove approximately 100 lateral feet of view dimension and add approximately 258 lateral feet view dimension. The net result is approximately 158 feet new lateral view dimension obstruction by buildings at Shilshole Bay Marina.

The east margin of Shilshole Bay Marina is collinear with approximately 4050 linear feet of Seaview Avenue Northwest public right-of-way. The total lateral view dimension of existing marina buildings and proposed upland building improvements is approximately 940 linear feet. The result is approximately 23 percent of view opportunity from Seaview Avenue Northwest obscured by structures at the marina. Approximately 77 percent of the upland marina lot would be available as total view corridor, perceived from Seaview Avenue Northwest, following implementation of the proposed upland improvements.

Additional view evaluation: Existing views from Seaview Avenue Northwest through marina upland area include the upper portions of vessels moored within the marina, east of the breakwater water, and distant views of Shilshole Bay, Puget Sound, and the Olympic Mountains. The proposed upland improvements are within the perimeter of a developed marina area characterized by paved parking area, boat repair and storage areas, boat handling docks and haul-out equipment, and boat moorage. Approximately 97 percent of the existing upland area is paved as vehicle access area or occupied by buildings.

Views of water area, near and distant perspective, are limited by existing conditions. Site topography, as a filled upland area, presents a uniform, level grade prospect. Upland elevations are approximately 16 to 19 feet above MLLW. The ridge elevation of the marina breakwater, at the west margin of the site, approximately 950 to 1500 feet west of Seaview Avenue Northwest, is approximately 17 to 18 feet above MLLW. During high tide conditions portions of moored vessels greater than seven feet above water-line are clearly visible. Existing sight-lines are complex due to the substantial number of moored vessels and existing buildings at the site. In addition, sight-lines are framed by landscape trees and other, above grade, upland structures.

Protection of public views in the City of Seattle relies on provisions in the city's SEPA ordinance (Seattle Municipal Code Chapter 25.05) and requirements included in the Seattle Shoreline Master Program.

The city's SEPA ordinance protects public views of significant natural and human-made features, including Mount Rainier, the Olympic and Cascade Mountains, the downtown skyline, and major bodies of water (Elliott Bay, Puget Sound, Lake Washington, Lake Union and the Lake Washington Ship Canal). Public places and specific viewpoints, parks, scenic routes, and view corridors are listed in the ordinance. The locations listed in the ordinance are used to determine view effects resulting from proposed actions.

Two locations listed in the ordinance are in the area of the proposed Shilshole Bay Marina upland improvements, Seaview Avenue Northwest (a designated scenic route) and Golden Gardens Park. Please note that the latter location, Golden Gardens Park, does not apply to the present proposal since Golden Gardens is located north of Shilshole Bay Marina and no perspectives of the Puget Sound, the Olympic Mountains, or human-made features from Golden Gardens through the marina facility are possible or affected in any way. In addition, the proposed upland improvements would not alter westerly water or mountain views from Golden Gardens Park. Additional information evaluating protection of westerly views from Seaview Avenue Northwest, is presented below.

The city's SEPA ordinance and Seattle Shoreline Master Program combine to protect views and view corridors from Seaview Avenue Northwest. Urban Commercial shoreline district development standards restrict building heights to less than 35 feet. No buildings included in the present upland improvements project exceed 30 feet in height. The shoreline program also protects views from adjacent residences. Please note that the nearest adjacent residences are located approximately 300 feet east of the east margin of Shilshole Bay Marina and approximately 175 to 230 feet above marina grade elevation. No obstruction of views from nearby residences will take place due to the proposed upland improvements.

In addition to general site perspectives, maintaining view corridors is required by the Seattle shoreline program Master Program. The view corridor requirement for Seaview Avenue Northwest in the area of Shilshole Bay Marina must not be less than 65 percent of the width of the marina upland lot. The proposed upland improvements, combined with existing view corridor dimensions at the marina, protect more than 75 percent of the site as view corridor.

Prior to substantial Shilshole Bay Marina redevelopment in 2004-2005, a view corridor analysis of redevelopment actions was prepared. Fourteen view corridors were identified, at approximately 300 feet intervals, along the east margin of the marina, at the west edge of Seaview Avenue Northwest. The 2004-2005 redevelopment analysis indicated a net increase in view corridor at the site, approximately four percent, including demolition of the former two story, 39,000 square feet administrative/retail/restaurant building and replacement with a smaller 12,160 grade-level administrative/retail building. Comparing the present upland improvements proposal with past view corridor evaluations indicates a net reduction in the combined 14 view corridors, representing approximately 3.5 percent of the total Seaview Avenue Northwest dimension of the marina, with reductions in two view corridors, additional lateral dimension in one corridor, and no change in 11 of the previously evaluated marina view corridors.

View corridors used in 2004-2005 to confirm site redevelopment consistent with the city shoreline development standards will not be substantially altered as a result of the proposed upland improvements. Marina view corridors will be maintained and continue to provide critical views of Shilshole Bay, Puget Sound, and the Olympic Mountains through the marina upland area lot from the public right-of-way. View corridors at the marina will continue to exceed the minimum 65 percent shoreline environment requirement.

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

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

During demolition and construction, large equipment, trailers and material storage may obscure existing scenic views from Seaview Avenue Northwest. However, this would be a short-term condition. Native trees and shrubs will be used for landscape improvements associated with proposed building construction throughout the marina site, ensuring site conditions consistent with public expectations and creating aesthetically appropriate green space borders at the site.

No adverse aesthetic impacts are anticipated; therefore, no measures are proposed to reduce or control such impacts.

11. Light and Glare

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

The proposal is not expected to significantly alter existing light or glare conditions at the Shilshole Bay Marina site. Existing building, pedestrian access, and vehicle use area lighting will

be revised, replaced, or reconfigured to provide appropriate lighting levels. All lighting will include "down-look" fixtures to avoid and minimize potential off-site glare. Please note that new lighting will use contemporary light elements (LED fixtures for example) and will be equipped, in appropriate locations, with on/off sensors in order to minimize lighting use and conserve resources. The lighting levels are not expected to be significantly different than the existing lighting.

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

No change in light or glare conditions is anticipated because lighting would comply with City of Seattle guidelines. No safety hazards or interference with views would result from lighting changes due to the proposed upland improvements.

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

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

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

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

12. Recreation

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

Shilshole Bay Marina provides protected moorage and water access for numerous recreational boating activities. In addition, the marina site includes passive activities, including approximately 4,900 linear feet of public shoreline access walkway and adjacent seating area. Public fishing access is present at the west face of Pier A at the southwest margin of the site.

The City of Seattle Department of Parks and Recreation owns and operates the Eddie Vine public boat launch and Golden Gardens Park north of Shilshole Bay Marina. Public fishing is available at the timber pier structure at the north side of the boat launch ramp. Golden Gardens is a significant saltwater recreational shoreline access area.

The Hiram Chittenden Locks, at the west entrance to the Lake Washington Ship Canal, are located approximately 0.75 mile southeast of the marina.

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

The proposed upland improvements would not disrupt or displace existing recreational uses at the marina site or in the area of the marina. Please note that construction of an approximately 6,500 square feet restaurant building in area southwest of the existing marina administration/retail building will not diminish public shoreline access walkway, seating, or plaza area at this location within the marina use area. The restaurant building will be constructed land-ward of existing public use areas, within an approximately 9,900 square feet temporary green space area. The restaurant building will include walkway connections and allow for pedestrian circulation and landscape improvements, continuous with existing public use areas.

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

Temporary detours required for pedestrians during demolition or construction of upland improvements are anticipated. No long-term net change, disruption or displacement of existing recreational uses at the marina site will result from the proposed upland improvements.

13. Historic and Cultural Preservation

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

No local, state, or federal listed historic or cultural buildings, structures, or sites are located on or immediately adjacent to the Shilshole Bay Marina upland improvements project site. No structures or properties in the area are known to be proposed for national, state or local preservation or protection listing.

Please note that existing structures at Shilshole Bay Marina have been in place no more 55 years. Demolition includes two existing masonry block restroom buildings, constructed in 1962.

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.

The Shilshole Bay Marina shoreline includes an existing statue depicting Leif Erikson and adjacent stone sculptures recognizing cultural/immigration links between Seattle and Scandinavia. Please note that the present location of the Leif Erikson stature and stone sculptures was accomplished in 2004-2005 as an element of redevelopment actions approved for the marina. The 2004 redevelopment approval anticipated that location of the stature/sculptures, a restaurant building, the replacement marina administration/retail building, and pedestrian walkway and open space area. Construction of the restaurant building, deferred in 2004-2005, is at the site identified in 2004 and will not disrupt the statue/sculpture area or diminish public use space at the site.

Proposed upland improvements will be located on a filled upland area. The existing upland site was formed using sediments dredged from deep inter-tidal and shallow sub-tidal aquatic area in the period 1959-1962 to create the existing sub-tidal Shilshole Bay Marina mooring basin. The proposed upland improvements are located in area approximately 16 to 19 feet above MLLW, approximately 20 to 25 feet above the historic substrate elevation. As a result, no subsurface cultural resources are expected to be present at the depth of excavations required to construct the proposed upland improvements.

Aquatic area in the vicinity of Shilshole Bay Marina includes Treaty-protected "usual and accustomed" fishing areas. Fishing activity in these areas is managed by the Muckleshoot Indian Tribe and the Suquamish Tribe, and the Washington Department of Fish and Wildlife (WDFW). Treaty fishing access is consistent with past federal government treaties and subsequent federal court decisions. Treaty fishing access is an ongoing activity, and thus, a baseline condition in this 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.

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

- Review of the Washington State Department of Archaeology and Historic Preservation's Washington Information System for Architectural and Archaeological Records Database on January 3, 2017.

- Review of King County and City Landmarks List and Technical Paper No. 6, revised January 2015, on January 3, 2017.
- Review of Seattle Department of Neighborhood's database of historical properties on January 3, 2017.
- Shilshole Bay Marina Restroom Buildings Analysis. Prepared for the Port of Seattle by Mithun. July 22, 2002.
- Shilshole Bay Marina Buildings A-1, M-1, M-2, M-3, M-4, M-5, M-6, M-7, M-8 Regulated Materials Inspection for Port Construction Services. Prepared for Port of Seattle by Argus Pacific. February 6, 2004.
- Preliminary Design Report, M-4 Service Building – Shilshole Bay Marina. Prepared by Boyle & Wagoner Architects. Port of Seattle by. October 14, 1998.

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.

As a result of the site's comparatively recent development as a filled upland area, using dredged sediments, and because the proposed upland improvements include minimal sub-grade excavation it is unlikely that historic, archaeological, or cultural materials would be encountered. Measures to reduce or control disruption or disturbance of historical/cultural resources are not anticipated. Please note that daily inspections by port construction management staff will ensure prompt response by qualified professionals, if any indications of historic/cultural materials are present.

No affect to Treaty fishing access in the area of Shilshole Bay Marina will result from the proposed upland improvements.

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

14. Transportation

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

Seaview Avenue Northwest comprises the east perimeter of the Shilshole Bay Marina upland site. The east margin of Seaview Avenue Northwest consists of Burlington Northern Santa Fe (BNSF) rail line right-of-way. Seaview Avenue Northwest is continuous with Northwest 54th Street right-of-way, connecting to the Seattle street grid southeast of the marina, and links to Golden Gardens Park Road and Seaview Place Northwest, north of the north end of the marina. Seaview Avenue Northwest includes three lanes (one lane in each direction, with a center turning refuge lane) and on-street parallel parking. The west side of the right-of-way has been improved with curb, gutter, sidewalk, street lighting, and street trees.

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

Public transit does not serve Seaview Avenue Northwest. Public transit is present on 32nd Avenue Northwest, accessible at Northwest 54th Street and Northwest 85th Street.

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

Following 2004-2005 Shilshole Bay Marina redevelopment parking at the site accommodated approximately 1300 vehicles served by internal circulation routes, and nine access driveways

(curb cuts) connecting to Seaview Avenue Northwest. Marina parking requirements stipulated by City code parking requirements totaled approximately1025.

The proposed upland improvements include building demolition and construction, in existing vehicle parking and immediately adjacent paved impervious areas. Demolition of the two existing restroom buildings allows conversion of former building footprint to vehicle parking area, resulting in approximately 32 new parking spaces. Construction of two replacement customer service buildings and a single new customer service building will eliminate approximately 64 parking spaces. Approximately three parking spaces will be eliminated due to access requirements at the east side of the restaurant building site. Cumulatively, approximately 35 marina parking spaces will be lost due to the proposed upland improvements, leaving a total of approximately 1265 parking spaces at the marina.

Construction of the deferred 6,500 square feet restaurant building would require that approximately 32-34 parking spaces be available for restaurant use, derived from land use code parking requirements. Upland improvements included in the present proposal would increase code computed marina parking requirements to approximately 1055-1060 vehicle spaces. Available marina parking, following demolition and construction of proposed upland improvements and including operation of the proposed restaurant, would include approximately 1265 parking spaces, approximately 205-210 more parking spaces than stipulated by city code parking requirements.

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

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

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

Shilshole Bay Marina is situated in the vicinity of water and rail transportation. The marina serves recreational and commercial boating activity.

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?

Short-term Construction Trip Generation

The proposed upland improvements project would generate construction traffic in Seaview Avenue Northwest, including transport of demolition material from the site, delivery of construction materials to the site, and construction worker vehicle trips. Although construction traffic would be noticeable, construction traffic expected to total approximately 60 to 100 vehicle trips per day, is not expected to significantly alter or degrade traffic conditions along Seaview Avenue Northwest or at any of the site access driveways during peak hours.

Long-term Operational Trip Generation

Construction of three customer service buildings is intended to provide similar functions as previously provided in the existing smaller buildings. The larger replacement customer service buildings are not expected to result in any new traffic generated at the marina, since no change in marina moorage capacity is proposed. The purpose of the larger customer service buildings is to provide better service to the existing customers at the site, with no expected increase in trip generation.

A 6,500 square feet restaurant and outdoor seating deck will be constructed. Trip generation rates for high-turnover, sit-down restaurants of the size proposed are commonly estimated at approximately 36 vehicle trips per hour. The highest number of customer vehicles is expected to occur during the PM peak hour (typically between 5:00 and 6:00pm).

Comparison of the 2003 public right-of-way vehicle counts used to evaluate 2004-2005 Shilshole Bay Marina redevelopment with the most recent 2015 counts performed by Seattle Department of Transportation (SDOT) for Seaview Avenue Northwest indicates no increase in vehicle traffic during the last 12 years. The 2015 Seaview Avenue Northwest SDOT counts report the Average Daily Traffic (ADT is a seven day average) and Average Weekday Daily Traffic (AWDT is a weekday average computation) have declined since counts performed by SDOT in 2002. The ADT volumes are about nine percent lower than reported in 2002; the AWDT volumes are about 11 percent lower than 2002 levels. PM peak hour volumes are about five percent higher than the 2002 count, but 20 percent lower than the volumes reported in 2001. Overall, the PM peak volumes have remained comparatively stable in recent years. The most recent 2015 SDOT counts are provided in Appendix B of this checklist.

It is expected that the addition of approximately 36 vehicle trips per hour due to operation of a 6,500 square feet restaurant will not increase long-term vehicle traffic volumes and will not degrade right-of-way traffic conditions on Seaview Avenue Northwest.

g. Would 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.

Does not apply.

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

No measures to reduce or control vehicle traffic are expected to be needed.

Available parking capacity at Shilshole Bay Marina will be consistent with city land use code requirements for existing uses at the site, combined with the proposed upland improvements.

15. Public Services

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

No increase in public services is anticipated as a result of the proposed the Shilshole Bay Marina upland improvements.

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

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

16. Utilities

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

Shilshole Bay Marina receives electric, natural gas, water, solid waste, sanitary sewer, and telephone service.

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

The proposed upland improvements would require elimination of utility connections to two buildings identified for demolition and addition of utility service connections to two replacement buildings and two new buildings. Water, sanitary sewer, gas, electrical, and telecommunications services to and from the proposed buildings including the new customer service facilities and restaurant would be provided in the form of connections to the site's utility network and would be phased appropriately. The sizing of new connections would be based on the expected demand generated by the new structures. New connections are planned to be housed in underground utility trenches, which would involve saw-cutting and excavation.

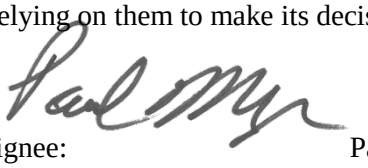
Lighting would be upgraded as needed to accommodate customer and security lighting for the buildings and adjacent areas.

The existing solid waste collection, recycling, and hazardous materials storage stations would be consolidated as appropriate.

Stormwater treatment and improvements would be installed, as required by the City Stormwater code for the proposed project elements.

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: 

Name of Signee: Paul Meyer

Position and Agency/Organization: Manager, Environmental Programs – Port of Seattle

Date Submitted: September 22, 2017

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Shilshole Bay Marina Buildings A-1, M-1, M-2, M-3, M-4, M-5, M-6, M-7, M-8 Regulated Materials Inspection for Port Construction Services. Prepared for Port of Seattle by Argus Pacific. February 6, 2004.

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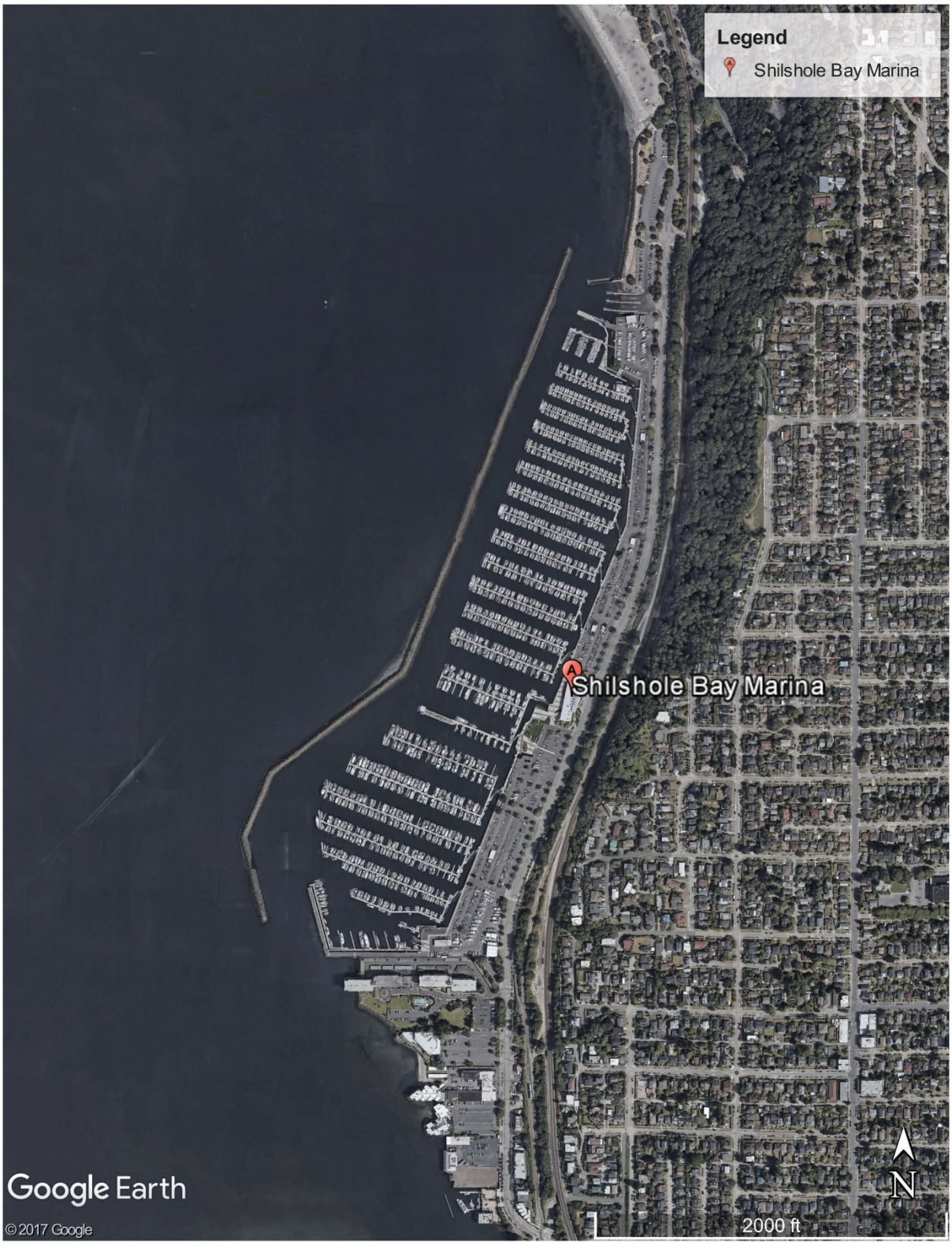
Figure 1: Vicinity Map



APPENDIX A

ADDITIONAL INFORMATION TO DETERMINE WHETHER A STRUCTURE APPEARS TO MEET ANY OF THE CRITERIA FOR LANDMARK DESIGNATION

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

The M-1, M-2, M-4, M-5, and M-6 buildings were constructed in 1962 as part of a series of restroom and shower facilities to serve the live aboard community. The marina was originally constructed in the 1950s and early 1960s. The buildings are utilitarian in design and most are constructed of concrete masonry block with dimensional lumber framed roofs. The buildings were upgraded in the late 1990's.

Building M-1

Building M-1 is a restroom facility for moorage customers located at the south end of the site adjacent to Seaview Boatyard and dock A. It serves the public and is used by visitors, moorage customers, Seaview Boatyard employees and tribal customers. It was constructed in 1962, contains toilet, lavatory and shower fixtures.

Square footage: 570 square feet

Height: 10 feet

Siding: Painted smooth face concrete masonry unit

Roofing: Built-up roofing sloped for drainage

Color: Grey body with blue trim

Material of which the structure is constructed: Poured-in place concrete slab floor, concrete masonry unit load bearing walls and wood framed roof system.

Building M-2

Building M-2 is a restroom and laundry facility for moorage customers located in the parking lot in the central area of the site to L dock. This restroom facility services dock A-F customers, approximately 460 slips. It was constructed in 1962, contains toilet, lavatory and shower fixtures.

Square footage: 830 square feet

Height: 10 feet

Siding: Painted smooth face concrete masonry unit

Roofing: Built-up roofing sloped for drainage

Color: Grey body with blue trim

Material of which the structure is constructed: Poured-in place concrete slab floor, concrete masonry unit load bearing walls and wood framed roof system.The laundry room was added to the structure between 1962 and 1998.

Building M-4
Building M-4 is a restroom and laundry facility for moorage customers located in the parking lot in the central area of the site to L dock. This restroom facility services dock L-O customers, approximately 281 slips. The laundry facility provided in M-4 services L-V dock customers, approximately 755 slips. It was constructed in 1962, contains toilet, lavatory and shower fixtures and self-service washers and dryers in a designated laundry room.

Square footage: 830 square feet

Height: 10 feet

Siding: Painted smooth face concrete masonry unit

Roofing: Built-up roofing sloped for drainage

Color: Grey body with blue trim

Material of which the structure is constructed: Poured-in place concrete slab floor, concrete masonry unit load bearing walls and wood framed roof system. The laundry room was added to the structure between 1962 and 1998.

Building M-5
Building M-5 is a restroom facility for moorage customers located in the parking lot in the north area of the site adjacent to O dock. This restroom facility services dock P-S customers, approximately 297 slips. It was constructed in 1962, contains toilet, lavatory and shower fixtures.

Square footage: 830 square feet

Height: 10 feet

Siding: Painted smooth face concrete masonry unit

Roofing: Built-up roofing sloped for drainage

Color: Grey body with blue trim

Material of which the structure is constructed: Poured-in place concrete slab floor, concrete masonry unit load bearing walls and wood framed roof system. The laundry room was added to the structure between 1962 and 1998.

Building M-6
Building M-6 is a restroom facility for moorage customers located in the parking lot in the north area* of the site adjacent to S dock. This restroom facility services T-V dock customers, approximately 177 slips. It was constructed in 1962, contains toilet, lavatory and shower fixtures and a storage room rented by the Corinthian Yacht Club.

Square footage: 830 square feet

Height: 10 feet

Siding: Painted smooth face concrete masonry unit

Roofing: Built-up roofing sloped for drainage

Color: Grey body with blue trim

Architectural Description:

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

There is no information available about the architect/builder of the M-1, M-2, M-4, M-5, and M-6 restroom service buildings.

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

There is no known current or past use of the M-1, M-2, M-4, M-5, and M-6 restroom building structures that would indicate there is a significant role the uses and/or owners played in the community, city, state or nation.

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

Photo 1 - Building M-1 West Wall Exterior

Photo 2 -Building M-1 South Wall Exterior

Photo 3 - Building M-2 North and West Wall Exterior

Photo 4 -Building M-2 East Wall Exterior

Photo 5 - Building M-4 North Wall Exterior

Photo 6 -Building M-4 West Wall Exterior

Photo 7 - Building M-4 South Wall Exterior

Photo 8 - Building M-5 East Wall Exterior

Photo 9 - Building M-5 North and West Wall Exteriors

Photo 10 - Building M-6 South Wall Exterior

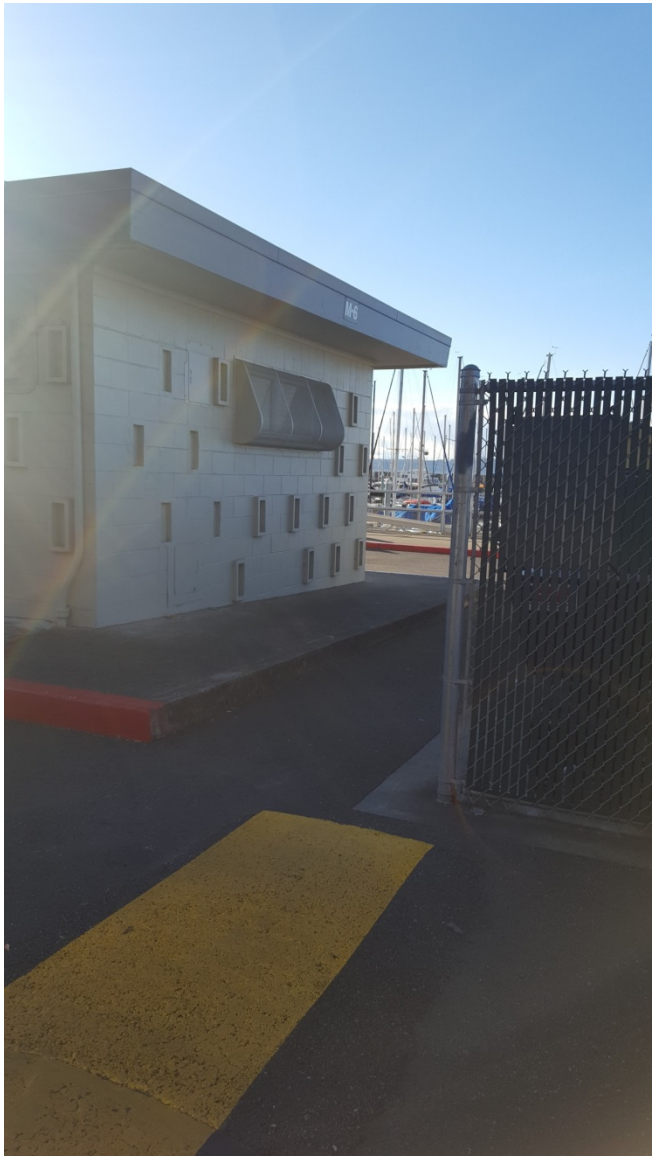


Photo 11 - Building M-6 North Wall Exterior

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Preliminary Design Report, M-4 Service Building – Shilshole Bay Marina. Prepared by Boyle & Wagoner Architects. Port of Seattle by. October 14, 1998.

Seattle Department of Transportation

AUTOMATIC TRAFFIC COUNT- Single Line Report

ID	STUDY TITLE	COMPKEY	UNIT ID / UNIT ID2	DIR FLOW	LANE	START DATE	AMPK	PMPK	AWDT	ADT	WEEK DAYS	DAYS
318314	SEAVIEW AVE NW, N/O NW 67TH ST	12762	09595/0670	S	STANDARD	16-Nov-2015	106	145	1,313	1,461	5	7
318312	SEAVIEW AVE NW, N/O NW 67TH ST	12762	09595/0670	N	STANDARD	16-Nov-2015	109	157	1,393	1,539	5	7

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) Embodied	Energy	Transportation	Lifespan Emissions (MTCO2e)
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		6.0	39	1,994	561	**15563**
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		6.0	39	599	266	**5424**
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		100.00				**5000**

Total Project Emissions: **25987**