PORT OF SEATTLE
TERMINAL 18 SHORE POWER PROJECT

SEPA Checklist

PORT OF SEATTLE
P.O. BOX 1209
SEATTLE, WA 98111

JUNE 2025

A.Background

1. Name of proposed project, if applicable:

Terminal 18 Shore Power Project (Project)

2. Name of applicant:

Port of Seattle (Port)

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

Matt Szymanowicz, Port of Seattle

PO Box 1209

Seattle, Washington 98111

206-880-8762

4. Date checklist prepared:

May 30, 2025

5. Agency requesting checklist:

Port of Seattle

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

The Terminal 18 Shore Power Project (Project) involves site preparation work, demolition, construction, and final commissioning of shore power infrastructure. The anticipated duration of the Project is approximately two years. Site preparation is expected to begin in July 2025 and final commissioning of the shore power infrastructure in July 2027.

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

There are no current plans for additions, expansion, or further changes in structures or uses at Terminal 18. No other construction activities or improvements are related to this proposal.

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

The Port submitted a Joint Aquatic Resources Permit Application (JARPA) to accompany its federal permit application under the Clean Water Act Section 404 and Section 10 of the Rivers and Harbors Act of 1899. In response, because installation of electrical utility infrastructure does not involve a discharge of dredged or fill material, the USACE issued a letter of "No Jurisdiction" on October 4, 2024.

The Port and/or the Port's consultant teams have also developed the following supporting documentation to inform Project design and environmental permitting:

- Geotechnical Report (Haley & Aldrich 2023)
- Construction Stormwater Pollution Prevention Plan Checklist

- Tank Sizing and Construction Stormwater Flowrates
- Terminal 5 Stormwater Treatment Memorandum and Approval Correspondence
- Dewatering Report
- On-Site Stormwater Management (OSM) Calculator
- Soil and Groundwater Management Guidance for Port of Seattle Harbor Island Projects

Additionally, Seattle City Light (SCL) completed a System Impact Study to assess potential impacts of the Project to SCL's electrical system and associated infrastructure (SCL 2019).

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

There are no other applications for governmental approvals or other proposals directly affecting Terminal 18.

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

Federal:

- US Army Corps of Engineers – Clean Water Act Section 404 and Section 10 of the Rivers and Harbors Act of 1899
    - Letter of "No Jurisdiction" received October 4, 2024.

Local:

- Port/Tribal Coordination
- City of Seattle Department of Construction and Inspections (SDCI) Shoreline Substantial Development Permit
- SDCI Construction Permit
- SDCI Electrical Permit

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site.

The Project is located on the east side of Harbor Island at Terminal 18, in south Elliott Bay, near Seattle, WA. Terminal 18 is owned by the Port of Seattle and licensed to The Northwest Seaport Alliance (NWSA) for cargo carrier operations (NWSA leases portions of Terminal 18 to SSA Marine). The proposed Project will install medium voltage (6.6 kilovolt) shore to ship power (i.e., cold ironing) infrastructure to serve three vessel berths at Terminal 18. Providing shore power allows shore power capable container cargo carriers to plug into the local electrical grid and turn off their auxiliary diesel engines while at berth, resulting in an overall reduction in air pollutant and greenhouse gas emissions. The Project includes installing electrical cables, duct banks, meter and switchgear infrastructure, and vaults to provide electrical connection between two existing SCL substations and three proposed shore power substations providing power to nine shore power outlets located on the Terminal 18 bullrail.

As one of the most thoroughly demonstrated and robust methods for reducing at-berth emissions from container cargo carriers, shore power is a key strategy to meet the Port's Century Agenda goal of being the greenest and most energy-efficient port in North America. The Project will also advance the Port's Maritime Climate and Air Action Plan and the Northwest Ports Clean Air Strategy – a collaborative effort between the Port of Seattle, Port of Tacoma, NWSA, and Vancouver Fraser Port Authority in British Columbia – to reduce air and greenhouse gas emissions from shipping and port operations.

The proposed work includes installing nine shore power vaults capable of providing power to container ships that berth at the site. The Project is comprised of pulling new service through existing duct banks and installing new buried duct banks, thirty-seven (37) buried power and communication vaults, three substations, and nine shore power vaults. Trenching and grading on the topside (upland) of the Terminal 18 wharf will be required for electrical and communication vaults, duct banks, and foundations of the shore power substations. The proposed Project will take place primarily within 200 feet of the wharf face of Terminal 18 (See Figures 1 and 2).

Terminal 18 is presently fed with two 7.5 Megavolt Ampere services from SCL feeding two existing 2,000 amps, 12.8 kilovolt switchgear [N1 (North) and N2 (South)], each of which will be utilized to power new shore power outlets. The new shore power facilities will consist of 13.8-6.6 kilovolt transformers, primary and secondary switchgear, switches, relays, controls, interlocks and neutral grounding resistors. A majority of the shore power equipment will be housed within enclosures to protect equipment from the elements. Spare underground infrastructure (conduits and vaults) is available to accommodate the new shore power substation main feeders for a portion of their lengths, so the Project includes pulling lengths of new cable in existing conduits, as well as providing new duct banks between the existing SCL services and new shore power substations.

Construction of shore power infrastructure at the face of the wharf will require trenching to the bulkhead wall, installation of under wharf hangers and conduits, and retrofitting the wharf with bullrail vaults to house the new shore power outlets. Coring through the existing bulkhead will be required for electrical and communication conduit penetrations. Demolition activities waterside of the bulkhead include sawcutting, chipping out portions of the existing concrete bullrail, and cutting and demolishing existing steel tubes and support brackets. All of this work will be completed above the water in the dry.

Project components include the following:

- Pavement demolition and removal: *approximately 50,200 square feet, and 1,500 cubic yards.*
- Duct bank install: *approximately 5,700 linear feet, includes 4,700 cubic yards of excavation/trenching, and 4,200 cubic yards of backfill.*
- Vault install: *approximately 2,600 cubic yards of excavation and 1,700 cubic yards of backfill.*
- Construction of 3 new shore power substations: *approximately 5,500 square feet in total.*
    - Foundations and bollards: *approximately 1,000 cubic yards of excavation and 100 cubic yards of backfill.*

    - Each shore power substation is an enclosed pre-fabricated housing *approximately 40 feet x 26 feet and 14 feet tall*.
- Horizontal Directional Drilling (HDD) for electrical and communication conduits: *approximately 2,200 linear feet, and 200 cubic yards of excavation and 200 cubic yards of backfill.*
- Install electrical and communication conduits below the wharf (fastened to the under deck): *approximately 3,100 linear 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, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

Terminal 18 is located on Harbor Island approximately one mile southwest of downtown Seattle, in King County, Washington (Figure 1). The street address is 1050 SW Spokane Street. Terminal 18 is bounded on the west by property controlled by Union Pacific Railroad and Olympic Tug and Barge, to the north by Elliot Bay, to the east by the East Waterway of the Duwamish River (East Waterway), and to the south by SW Spokane Street. The majority of the work associated with this Project is located on parcel number 7666701356. This location is within the Harbor Island Superfund site.

Terminal 18 consists of approximately 196 acres of marine industrial area built and committed for use in transshipment of container cargo, receiving and shipping of other bulk and liquid bulk commodities, and providing other marine, water-dependent marine industrial services. The existing container cargo pier is approximately 6,100 feet in length.

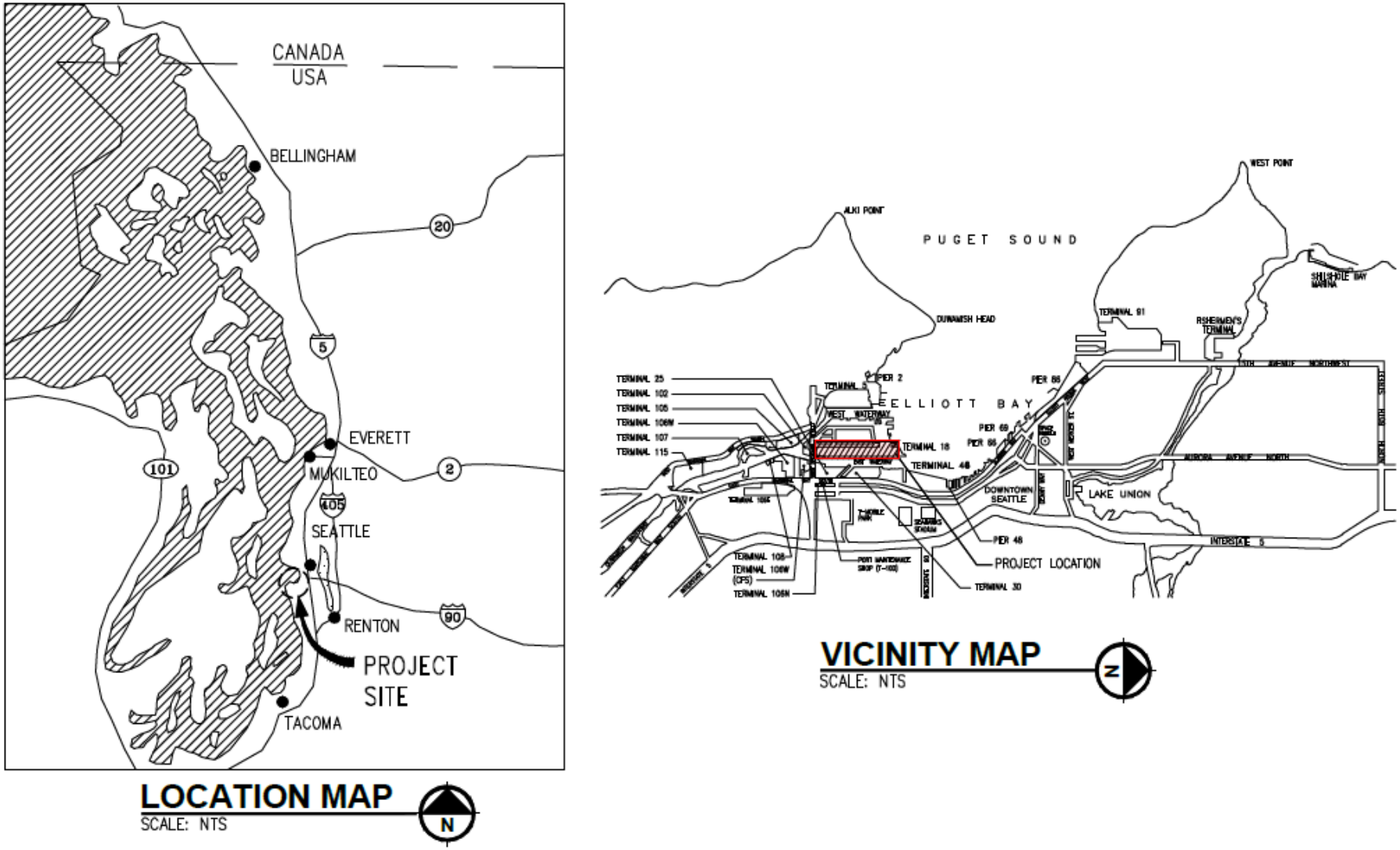


Figure 1: Project Location and Vicinity Map

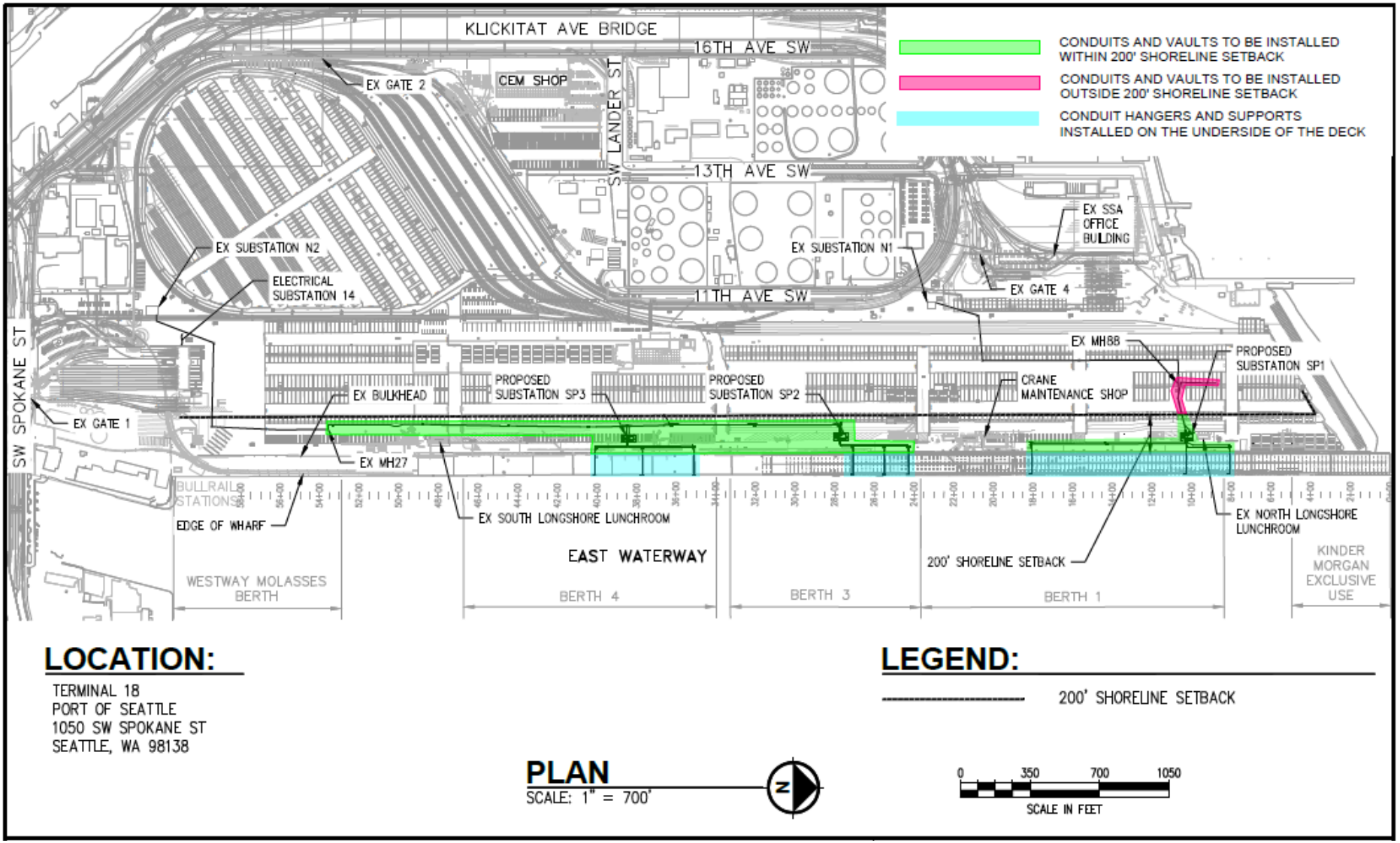


Figure 2: Site Plan

B.Environmental Elements

1. Earth

a. General description of the site:

Terminal 18 is located on the east side of Harbor Island at the mouth of the Duwamish River abutting the East Waterway on the southern edge of Elliott Bay, in Puget Sound. Terminal 18 is a relatively flat container terminal. The terminal ground surface is relatively level with very flat slopes. Asphalt paving covers the ground surface and apron. The land-water interface is characterized by pier aprons with rip-rap slopes beneath. Top of slope elevations are approximately 7.5 feet mean lower-low water (MLLW). Current berth depths are approximately -35 feet to -50 feet MLLW.

Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other:

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

The steepest slopes are located on the revetments beneath the existing 1,200 foot-long concrete piling-supported cargo pier in the Project area. The slope of the revetment is approximately 1.75:1.

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.

Terminal 18 is constructed on filled former tideland area of the Duwamish River estuary. Fill at the site consists of sediments dredged from the previous tideland area, to create deep draft navigational access in the Duwamish Waterway, and more recently placed fill materials from adjacent upland locations. Terminal 18 consists of filled areas that have no previous, existing, or potential agricultural use.

The soil underlying Harbor Island can be divided into three basic units, in descending order: granular fill, undifferentiated deltaic sediments (which includes both alluvium and fluvial-marine deposits), and glacial deposits.

The Project site consists of existing pavement over aggregate subbase. Below this aggregate, recent fill was encountered which consists of medium dense, moist, sand with silt and gravel. Below the recent fill, an older fill was encountered which consists of loose to medium dense silty sands with interbedded layers of soft to medium stiff sandy silts (Haley & Aldrich 2023).

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

Seattle is situated in a moderately active earthquake region where the Juan de Fuca plate is thrust beneath the North American plate along the toe of the continental slope (Galster and Laprade, August 1991). Soil liquefaction may occur on the site as a result of seismic shaking because the site was constructed on filled former tidelands. The City of Seattle Environmentally Critical Areas Maps identify the site as a Liquefaction-Prone Area (City of Seattle 2024).

Liquefaction Prone Areas are environmentally critical areas usually associated with fill soils and/or a shallow groundwater table that lose substantial strength during earthquakes.

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.

Most upland demolition work will be within 200 feet of the shoreline with some work outside the 200-foot shoreline district at the northern portion of the terminal. There will be no change in grade for the existing site. All pavement and concrete material will be disposed of at an approved waste facility. All excavated soil will be disposed by the contractor at a Subtitle D facility as approved by the Port. The combined impacts to the new and replaced pollution generating hard surface (PGHS) account for approximately 1.04 acres of disturbed area. See Table 1 for a description of ground disturbing activities:

Table 1: Project ground disturbing activities.

Project Activity	Area/ Length	Grading/ trenching/ fill quantities[1, 2]	Location on Terminal[3]		
			Uplands	Shoreline	Waterward /Below HTL
Pavement removal[4]	1,600 SF	100 CY	X		
Pavement removal[4]	48,600 SF	1,400 CY		X	
Duct bank install	400 LF	Trenching: 300 CY; Backfill: 300 CY	X		
Duct bank install	5,300 LF	Trenching: 4,400 CY Backfill: 3,900 CT		X	
Vault install[5]	200 SF	Excavation: 100 CY Backfill: 100 CY	X		
Vault install[5]	5,500 SF	Excavation: 2,500 CY Backfill 1,600 CY		X	
Substation construction[6]	5,500 SF	Excavation: 1,000 CY Backfill: 600 CY		x	
HDD for electrical and communication conduits[7]	100 LF 200 SF	Excavation: 100 CY Backfill: 100 CY	X		
HDD for electrical and communication conduits[7]	2,100 LF 400 SF	Excavation: 100 CY Backfill: 100 CY		x	
Install electrical and communication conduits below the wharf[8,9]	3,100 LF	N/A			x
Shore power vault install[9]	400 SF	N/A			x

Project Activity	Area/ Length	Grading/ trenching/ fill quantities[1, 2]	Location on Terminal[3]		
			Uplands	Shoreline	Waterward /Below HTL

Table notes:

1. Quantities have been rounded up to the nearest 100.
2. Backfill quantities include base course, common borrow, and quarry spalls.
3. Uplands is work that occurs greater than 200 feet of the nearest shoreline; Shoreline is work that occurs less than 200 feet from the shoreline; Waterward/Below the High Tide Line (HTL) is overwater and inwater work that occurs waterward or below the Highest Astronomical Tide (HAT).
4. Pavement removal for all work activities. Includes both full depth pavement removal and mill/overlay.
5. Captures earthwork quantities for all electrical and communication vaults, including those that overlap with a HDD pit.
6. Excavation and backfill quantities for below grade vaults, bollards, and the foundations for electrical equipment. The area is based on the bollard perimeter.
7. Linear footage is the length of the bore tunnels. The areas and volumes represent the HDD pits that don't overlap with an electrical vault.
8. Length represents each conduit that runs from the bulkhead to the shore power vaults on the bullrail (three conduits per shore power vault).
9. Includes penetrating the existing sheetpile wall up to 27 small (less than or qual to eight inches) holes to suspend conduit and extend to the wharf face.
10. Area is calculated using the outer dimensions of the shore power vault.

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

Limited and localized erosion could occur at the site during construction when existing asphalt surfaces are excavated, and soils are removed from the work area and stockpiled. Site work associated with pavement demolition, HDD for electrical and communication conduits, and new pavement/substation installation would expose soils and increase the potential for erosion. Erosion potential is considered minimal and insignificant due to the flat topography of the site. Implementation of a Temporary Erosion Sedimentation Control (TESC) plan will be required to further minimize potential impacts due to soil erosion.

Operation of the shore power facilities will not cause erosion.

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

As under existing conditions, approximately 100 percent of the Project site would be impervious surface. The Project will not expand impervious surface coverage.

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

Comprehensive Drainage Control Plans (including Construction Best Management Practices and Erosion and Sediment Control Plans) will be submitted as part of Construction Permit application, in accordance with City of Seattle requirements.

2. Air

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

The proposed Project could result in temporary localized increases in air emissions (primarily carbon monoxide and dust) due to construction vehicles, equipment, and activities. The proposed Project would be designed to conform to applicable regulations and standards of agencies regulating air quality in Seattle, including: the Environmental Protection Agency (EPA), Washington State Department of Ecology (DOE) and the Puget Sound Clean Air Agency (PSCAA).

To evaluate the climate change impacts of the proposed Project, a Greenhouse Gas Emissions Worksheet was prepared to estimate the emissions footprint for the lifecycle of the project on a gross-level basis (see Appendix B). The emissions estimates use the combined emissions from the following sources:

- Embodied Emissions – extraction, processing, transportation, construction and disposal of materials and landscape disturbance;
- Energy-related Emissions – energy demands created by the development after it is completed; and
- Transportation-related Emissions – transportation demands created by the development after it is completed.

The worksheet estimates are based on site use and substation size, but as mentioned above, the estimates also consider emissions associated with construction. The building type category used to estimate emissions for the substations is warehouse and storage. Other building types account for occupancy of the building which increases the materials, construction, energy, and transportation demands. The estimated lifespan emissions for the proposed project would be approximately 4,037 metric tons of carbon dioxide equivalents ($MTCO_2e$). Based on the average building lifespan listed in the worksheet (62.5 years), the estimated annual emissions would be approximately 64.5 $MTCO_2e$ (see Appendix B to this Checklist for the Greenhouse Gas Emissions Worksheet).

Providing shore power at Terminal 18 will also result in emissions reductions over time, reducing impacts on climate change and air quality. When completed, the anticipated outcomes of the Project include the following reductions over 30-year life:

- Emissions reductions:
    - GHGs: 123,510 – 245,130 ($MTCO_2e$)
    - $PM_{2.5}$: 29.1 – 57.8 (metric tons)
    - NO_x: 2,136 (metric tons)

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

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

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

During construction, contractors will be required to implement standard construction best management practices (BMPs) for dust suppression and to operate and maintain motor-powered equipment used for the proposed demolition activities consistent with existing air emissions requirements. Operation of the substations and shore power infrastructure will not produce air emissions or cause other impacts to air quality.

3. Water

a. Surface:

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

The East Waterway forms the eastern boundary of Terminal 18. The East Waterway joins Elliott Bay with the Duwamish Waterway east of Harbor Island.

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

The Project is comprised of pulling new service through existing duct banks and installing new buried duct bank, thirty-seven (37) buried power and comm vaults, three (3) substations, and nine (9) shore power vaults. Three main work zones will be required to complete this work (see Appendix A). The work zones will be phased to accommodate terminal operations. The work zones are necessary for constructing new buried duct bank and installing electrical vaults, substations, and associated electrical equipment. All work zones are located within the terminal property and the majority of the work is to be completed waterside of the 200-foot shoreline boundary as defined by the sheet pile bulkhead. Work under the wharf will be required to install conduit hangers to route conduit from landside vaults to shore power vaults to be installed in the existing bullrail. All work associated with installing conduit supports to the underside of the wharf will be performed in the dry.

Any underdock work will be completed using small skiffs/work boats and hand tools. If the work cannot be completed using small skiffs/work boats, then falsework (scaffolding) may be installed by securing steel beams via temporary attachments to pilings; cables will be routed

between the beams, and steel platforms will be placed over the cables. Any construction debris will be cleaned from the platforms and captured. Platforms will be submerged during high tide; gaps are present along the platform and against pilings such that tidal waters will drain to minimize the potential for fish stranding. All material cuttings will occur above dock.

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 material will be place in or removed from surface waters or wetlands.

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

No surface water withdrawals or diversions are included in this proposal.

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

Flood hazard areas are identified as Special Flood Hazard Areas (SFHA). SFHAs include areas that will be inundated by a flood event having a 1-percent chance of being equaled or exceeded in any given year. The 1-percent annual chance flood is also referred to as the 100-year flood. No portion of the proposed Project lies within SFHA.

According to the FEMA FIRM flood map, the majority of Terminal 18 within the Project area is designated as Zone X. All proposed work is within Zone X. This Project will not contribute or increase the risk of flooding.

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 proposal does not include any discharges of waste material to surface waters. Operating equipment at the site will be subject to BMPs and Spill Prevention, Containment and Countermeasures (SPCC) plans implemented to avoid and minimize potential releases of fuel and petroleum products used by construction equipment to the marine environment. Proposed demolition, grading, and paving activities will be controlled by best management practices intended to avoid and minimize potential releases of fugitive materials to the aquatic environment.

b. Ground:

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

No groundwater will be withdrawn from a well. Groundwater will fluctuate seasonally and in response to tides and is expected to be encountered between 5 and 8 feet below ground surface (bgs); dewatering may be necessary for deeper portions of the excavation work. The Project has multiple locations with excavations over 13 feet deep that will require dewatering. A Construction Stormwater General Permit (CSGP) will be obtained for this Project. The CSGP

allows the selected contractor to discharge groundwater and surface water to the downstream stormwater conveyance system following identified Ecology requirements for treatment.

2. **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (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 into the ground. The proposed shore power facilities do not include restrooms or potable water and would not connect to the city's wastewater conveyance systems.

c. Water Runoff (including stormwater):

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

Stormwater from the Project site is collected by existing catch basins which discharge to existing stormwater conveyance pipes and discharge through Port maintained outfalls into the East Waterway and Elliott Bay. The Project will not alter the existing drainage patterns or the existing stormwater drainage system at Terminal 18. Maintenance and operation of the Terminal 18 stormwater drainage system generally adheres to a Port-wide best management practices and source control program consistent with the Washington Department of Ecology Storm Water Management Manual for the Puget Sound Basin and the Port's Phase 1 Municipal Stormwater Permit; specific areas are governed by a tenant's Industrial Stormwater General Permit (ISGP) or other relevant water quality permit.

The proposed Project is designed in accordance with the Seattle Municipal Code Chapter 22.800-22.808, which is outlined in the City of Seattle Directors Rule 10-2021 dated July 2021, also known as the City of Seattle Stormwater Management Manual (Manual). A Construction Site Stormwater Pollution Prevention Plan (CSWPPP) will be prepared by the contractor to supplement this construction stormwater control plan according to contractor specific means and methods and will meet or exceed requirements from the City of Seattle and Ecology. The Construction Stormwater Control Plan will be managed by the contractor according to the City of Seattle and Ecology requirements as well as the requirements indicated in the plans.

Due to the area of disturbance (greater than 1 acre), this Project is required to obtain coverage under Ecology's CSGP. In addition to the "minimum requirements" required by the CSGP to be met, all discharges shall meet city of Seattle minimum requirements.

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

Only minimal volumes of waste materials will be generated during construction, i.e., debris due to demolition or dewatering liquid/water. These materials will be confined and collected as they appear. No materials will intentionally enter ground or surface water due to the present proposal.

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

The proposal does not alter or otherwise affect drainage patterns of the site.

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

During construction, all work will comply with an approved CSWPPP and SPCC plan. Generated dewatering liquid/water is assumed to be contaminated and will require chemical profiling and appropriate handling and disposal procedures. Once construction is complete, the proposed Project will restore affected upland areas to previous conditions. No changes will be made to the existing drainage patterns or the existing storm water drainage system.

4. Plants

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

☐ **deciduous tree: alder, maple, aspen, other**

☐ **evergreen tree: fir, cedar, pine, other**

☐ **shrubs**

☐ **grass**

☐ **pasture**

☐ **crop or grain**

☐ **orchards, vineyards, or other permanent crops.**

☐ **wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other**

☐ **water plants: water lily, eelgrass, milfoil, other**

☐ **other types of vegetation**

The Project site is in an existing industrial area that is extensively developed and does not contain terrestrial riparian or wetland vegetation.

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

No vegetation would be removed or altered because of the proposed Project.

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

There are no threatened or endangered plant species known to occur on or near Terminal 18.

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

No landscaping is proposed.

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

The Project site is completely developed with no rooted vegetation (native or invasive).

5. Animals

Find help answering animal questions[1]

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

Examples include:

- **Birds: hawk, heron, eagle, songbirds, other: gull, pigeon, waterfowl**
- **Mammals: deer, bear, elk, beaver, other: small mammals, sea lions**
- **Fish: bass, salmon, trout, herring, shellfish, other: perch, rockfish**

Terminal 18 is a completely developed site that is almost entirely paved. The paved surface of the active marine cargo terminal offers no significant habitat for birds or animals. Birds and small mammals tolerant of urban conditions may use and may be present on and near Terminal 18.

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

According to the Washington Department of Fish and Wildlife the following state listed Priority Species may occur in Elliott Bay adjacent to the Project site:

- Steelhead (*Oncorhynchus mykiss*)
- Chinook salmon (*O. tshawytscha*)
- Sockeye salmon (*O. nerka*)
- Coho salmon (*O. kisutch*)
- Chum salmon (*O. keta*)
- Resident coastal cutthroat (*O. clarki*)

ESA-listed and proposed fish species that may occur in Elliott Bay adjacent to the Project site include the following NOAA Fisheries- and USFWS-managed species:

- North American wolverine (*Gulo gulo luscus*) (Threatened)
- Chinook salmon (*O. tshawytscha*) Puget Sound ESU (Threatened)
- Steelhead trout (*O. mykiss*) Puget Sound ESU (Threatened)
- Bull trout (*Salvelinus confluentus*) Coastal/Puget Sound DPS (Threatened)
- Bocaccio rockfish (*Sebastes paucispinis*) Georgia Basin DPS
- Yelloweye rockfish (*Sebastes ruberrimus*) Georgia Basin DPS
- Killer whale (*Orcinus orca*) Southern Resident DPS (Endangered)

[1] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-5-Animals

- Humpback whale (*Megaptera novaeangliae*) Mexico DPS (Threatened) and Central America DPS (Endangered)
- Marbled murrelet (*Brachyramphus marmoratus*) (Threatened)
- Yellow-billed cuckoo (*Coccyzus americanus*) (Threatened)
- Northwestern pond turtle (*Actinemys marmorata*) (Proposed Threatened)
- Monarch butterfly (*Danaus plexippus*) (Candidate)

Designated critical habitat near Terminal 18 includes:

- Puget Sound Chinook salmon marine critical habitat – nearshore
- Puget Sound steelhead critical habitat
- Coastal-Puget Sound bull trout critical habitat
- Nearshore rockfish critical habitat
- Deepwater adult rockfish critical habitat
- Southern Resident Killer Whale critical habitat (Area 2 – Puget Sound)

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

The Puget Sound area is part of the Pacific Flyway. Birds that inhabit the area vary seasonally due to migrations. Elliott Bay and the East Waterway is a migratory route for anadromous salmonids in the Green/Duwamish watershed. Both adults returning to spawn and juveniles emigrating to sea use the waterway for migration.

c. Proposed measures to preserve or enhance wildlife, if any.

There are no proposed measures to preserve or enhance wildlife. The Project site and surrounding areas are paved. There is no habitat in the Project site. The proposed shore power facilities would be a similar height to adjacent structures; therefore, no impacts on the Pacific Flyway migration route or to migratory species are expected.

The Project will comply with the terms and conditions of permits and approvals issued by the review agencies. In addition, BMPs and minimization measures will be implemented during construction to avoid or minimize any potential impacts when working over-water.

d. List any invasive animal species known to be on or near the site.

Invasive species found in King County include European starling, house sparrow and eastern gray squirrel. Washington State has no management or reporting requirements for these species.

6. Energy and natural resources

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

The proposed Project will route electricity from existing SCL electrical service facilities through duct banks, vaults and shore power infrastructure. During operation, the electricity will be used to provide power to cargo vessels moored at Terminal 18.

The Project will draw power from SCL's electrical infrastructure which includes a mix of generation types, supported primarily by hydroelectric generation, with limited fossil fuel-based generation.

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

The Project would not affect adjacent properties use of solar energy.

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.

There are no proposed mitigation measures to reduce energy impacts. The components of the new facilities will conform to current energy efficiency standards.

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 because of this proposal? If so, describe.

Vehicles and equipment used for both construction activities and subsequent facility operations will include the use of fuels, oils, lubricants, and other petroleum-related products. These potentially hazardous materials will be subject to applicable local, state, and federal regulations and guidance pertaining to their use, handling, and storage. There will be no increase to exposure of hazardous materials or increased risks of fire or explosion from the proposed Project.

Providing shore power at Terminal 18 will result in emissions reductions, reducing impacts on climate change and air quality. When completed, the anticipated outcomes of the Project include the following reductions over 30-year life:

- Emissions reductions:
    - GHGs: 123,510 – 245,130 ($MTCO_2e$)
    - $PM_{2.5}$: 29.1 - 57.8 (metric tons)
    - NO_x: 2,136 (metric tons)

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

All soil and groundwater at the Project site are potentially contaminated due to Terminal 18's location within the Harbor Island Superfund site. All construction will be performed in accordance with requirements of the Port's Soil and Groundwater Management Guidance document for the facility which describes the procedures for managing soil and groundwater at Terminal 18 including how to characterize, handle, and dispose of excess waste soil or groundwater that might be generated as part of construction. Soil for offsite disposal may be contaminated and disposed of at a permitted facility.

The Project site is part of the Harbor Island Superfund Site Soil and Groundwater Operable Unit One (OU1) and was paved with an asphalt layer to limit contact with the contaminated soils and to prevent water infiltration that could potentially mobilize the existing contaminates. A portion of the site pavement has been designated as impermeable cap and has specific asphalt permeability requirements. The Port is responsible for maintaining environmental caps at the property and managing soil and groundwater to meet EPA requirements.

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.**

Utility locations have been surveyed and are well documented at Terminal 18. If there are any underground hazardous liquid or gas transmission lines near any proposed earth moving activities, the lines will be managed through the service provider and accounted for on final design drawings.

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.**

Hydraulic oil and fuel would be used and could be stored onsite during construction. There is a small risk of accidental spillage of fuels, oils, and/or hydraulic fluids associated with operation of construction equipment. Use of standard construction practices and the requirement for the contractor to comply with the Port's spill prevention and response procedures are expected to acceptably minimize this risk. No toxic or hazardous chemicals are anticipated to be produced or stored in relation to the proposed Project.

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

No special emergency services are anticipated for the proposed Project.

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

Potentially hazardous fuels, lubricants, and associated materials used for operation of motorized equipment as part of proposed construction activities will be subject to existing local, state, and federal controls for use, handling, and storage, with the objective of avoiding potential environmental health exposure and hazard. The contractor will be required to comply with the Port's spill prevention and response procedures and all local, state, and federal regulations, which are expected to acceptably minimize the risk.

b. Noise

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

The Project site is within a working maritime terminal and the vicinity contains numerous noise sources from both commercial and industrial uses. There are no noise sources that will affect the proposed Project activities.

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

There will be short-term, temporary noise impacts due to operating construction equipment, particularly where asphalt breaking and trenching are required. The Project is anticipated to be relatively small in nature and not result in a large number of truck trips. Work will occur during normal work hours and will comply with local noise ordinances. If nighttime construction occurs and is anticipated to exceed the limits of the local noise ordinance, then the Port or its Contractor will obtain a variance for the evening work period.

Upon Project completion, noise levels will return to pre-Project levels, if not reduced levels since the cargo ships at berth will not be operating on generators.

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

The Project site and the surrounding properties are located within the City of Seattle, and the noise limits included in the Seattle noise ordinance (Seattle Municipal Code [SMC] Chapter 25.08) apply to noise related to this Project. The SMC sets noise limits based on sound levels and durations of allowable operational noise and construction noise. These limits are based on the zoning of the source and receiving properties.

Compliance with specific regulatory requirements that will help to offset potential impacts include the following:

- City of Seattle Noise Ordinance
- WAC 173-60 (Maximum Environmental Noise Levels)

8. Land and shoreline use

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

Terminal 18 and adjacent properties are committed to maritime industrial, cargo, cruise, recreational, and commercial moorage, and other water-dependent or water-related commercial uses.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses because of the proposal, if any? If resource lands have

not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

The Project site has not been used as working farmlands or forest lands.

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

The Project will not affect or be affected by a working farm or forestland.

c. Describe any structures on the site.

There are several industrial sheds and buildings related to SSA's container cargo operations on the Terminal 18 property. However, none of these buildings would be affected by the proposal.

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

No structures would be demolished.

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

Terminal 18 is classified as a waterfront lot (SMC 23.60.924). The site is zoned Industrial General1 Unlimited/85 (SMC 23.50 Industrial). The existing facility at Terminal 18 conforms to the general development standards and the requirements of the underlying Industrial General I/85 zone and Urban Industrial shoreline environment.

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

The Project site is in the Greater Duwamish Manufacturing/Industrial Center. Land in the Duwamish Manufacturing/Industrial Center is maintained for industrial uses including manufacturing, storage, and distribution (Seattle 2035 Comprehensive Plan).

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

The shoreline designation for the site is Urban Industrial (UI) (SMC Subchapter XV).

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

Environmentally critical area overlays on and near Terminal 18 include liquefaction, wildlife habitat, and flood prone area.

- Liquification: City of Seattle Critical Areas Maps show the proposed Project site within a liquefaction zone. Liquefaction zones are environmentally critical areas and development must be designed to limit property damage and risk of injury or life. A geotechnical report has been developed for the Project by Haley & Aldrich (project geotechnical engineer). This report addresses seismic and liquefaction design concerns. The Project will be designed to meet the City of Seattle code requirements for liquefaction-prone areas.
- Wildlife Habitat: All of Terminal 18 discharges to the East Waterway which is designated as Wildlife Habitat. Terminal 18 has existing stormwater treatment on site to improve water quality by reducing the Total Suspended Solids, zinc and copper concentrations in the stormwater.

- Flood Prone Area: According to the FEMA FIRM flood map, the majority of Terminal 18 is designated as Zone X. All proposed work is within Zone X.

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

There are no residents on the Project site. There will be no change in the number of people who work at the Project site as a result of the Project.

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

The completed Project will not displace any people.

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

No displacements will occur that would require measures to avoid or reduce impacts

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

The proposed Project supports maritime uses consistent with the zoning and comprehensive plan designations. The Project will not affect neighboring land uses.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

No agricultural or forest lands will be impacted.

9. Housing

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

The proposal does not provide housing.

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

No housing exists on-site, and no housing will be eliminated as a result of this proposal.

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

No housing impacts would result from this proposal.

10. Aesthetics

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

The tallest proposed structures related to the Project will be the aboveground substations and other equipment installed to support conveyance of electricity through the Project area,

ranging in height up to approximately 14 feet above the ground. The shore power substation housing will be pre-fabricated and approximately 40 feet by 26 feet and 14 feet high.

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

The Project is located predominantly on infill sites on Port property on Harbor Island, where extensive industrial activities are already underway, and the sites are zoned and planned for industrial use. When considered in combination with existing land uses, the Project will not affect any viewsheds of significance and will be consistent with the general industrial aesthetic of the site vicinity.

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

No measures are proposed to reduce or control the aesthetic impacts.

11. Light and glare

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

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

Construction activities are anticipated to be performed during the day. Depending upon the final schedule of specific construction activities, temporary work lighting may be used to provide a safe work environment during low light conditions. Temporary work lighting, if necessary, is anticipated to be localized and short-term in duration.

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

Light or glare from the Project is not expected to create a safety hazard or interfere with views.

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

There are no known sources of off-site light or glare that may affect the proposed Project.

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

Light levels for the site are already designed to meet Occupational Safety and Health Administration (OSHA) requirements. Lighting during project construction will be shielded and directed toward work areas, and no off-site glare impacts are expected to result from its use. Lighting at the site is designed to ensure compliance with local regulations, which prohibit off-site glare impacts from direct or reflected light sources.

12. Recreation

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

There are numerous upland, shoreline, and in-water recreational areas, including parks, boat ramps, trails, public moorages, open space areas, and public access points, on the eastern shoreline of Elliott Bay and throughout the bay. The following Port-controlled parks are in the immediate vicinity of the Project site:

- **Jack Perry Park:** Jack Perry Park is a 1.1-acre park. It is the first public shoreline access south of downtown and provides kayak access, views of terminal operation and a coast guard station, and has benches and parking. It offers a close-up view of activities along a container terminal on Harbor Island.
- **Terminal 18 Park:** Terminal 18 Park is a 1.36-acre park including approximately 310 feet of shoreline. The Park includes a view of T-5 operations, picnic tables, benches, and parking.
- **Bridge Gear Park:** Located in the southwest corner of Terminal 18, Bridge Gear Park offers easy access with paved parking. Bridge Gear Park provides public access to Harbor Island at a site dedicated to the gears from the original Spokane Street counterweight draw bridge.
- **Jack Block Park**: Jack Block Park is adjacent to the West Waterway and includes a 15-acre park with walking path, walking pier, 45 foot high observation tower, children's play area, views of Terminal 5 operations, Seattle skyline, benches, restrooms and parking.

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

The proposed Project will not displace any existing recreational uses.

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

There will be no impacts on recreation; therefore, no measures are proposed to reduce or control impacts on recreation.

13. Historic and cultural preservation

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

There are no buildings, structures, or sites located at Terminal 18 that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers (Washington Department of Archaeology and Historic Preservation [DAHP] online database, Washington Information System for Architectural and Archaeological Records [WISAARD]).

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.

Aquatic areas in Elliott Bay and the East and West Waterways are part of the treaty-reserved "usual and accustomed" fishing area of the Muckleshoot and Suquamish Indian Tribes. Fishing activity in this area is managed by the Tribes together with the Washington Department of Fish and Wildlife. Fishing by Tribal members in this area is consistent with past federal government treaties and subsequent court decisions. Treaty fishing is an ongoing activity, and thus, a baseline condition within this area.

Members of the Muckleshoot Indian Tribe and Suquamish Indian Tribe harvest Chinook, coho, chum, and steelhead salmon in south Elliott Bay, the East and West Waterways, and the Duwamish Waterway during summer, fall, and winter of each year, generally from August through December, though some fishing may occur through February.

Archeological sites dating to the early to mid-Holocene (the Holocene began about 11,700 years before present) are more commonly found in the region. Human land use was generally structured around the value of natural resources available in the local environments, including fresh water, terrestrial and marine food resources, forests and suitable terrain. Terminal 18 is within the traditional territory of the South Coast Salish people who spoke Lushootseed, including the Suquamish Indian Tribe and the Muckleshoot Indian Tribe, who have Usual and Accustomed fishing rights in the area.

The DAHP predictive model indicates the site and vicinity (including much of the Seattle waterfront) as "Very High Risk" area to contain cultural resources. Historical development, including extensive filling as outlined above, has drastically changed the shoreline converting tideflat to an industrial waterfront. These changes likely disturbed or destroyed many potential precontact archaeological deposits that might have existed.

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.

Background research included review of relevant archaeological literature and the DAHP WISAARD database. The City of Seattle Department of Neighborhoods Landmarks List was reviewed to identify City-designated landmarks.

The project is located within the previously disturbed areas of Terminal 18 located on approximately 12-22 feet of fill. As described above, the project is not expected to encounter precontact archaeological deposits or historic-period archaeological deposits within the boundaries of the project area.

The proposed project is small in nature and does not impact existing uses or operations on the terminal. Therefore, the project is not expected to indirectly impact any cultural or historic resources outside the boundaries of Terminal 18.

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

The proposed project will remain within previously developed areas and does not change any use or operations on the property. If resources of potential archaeological significance are encountered during excavation, the project will follow an Inadvertent Discovery Plan that follows the Ecology template and work would stop immediately, and City of Seattle Department of Construction and Inspections and the DAHP would be notified. Project activities will abide by all regulations pertaining to discovery and excavation of archaeological resources, including but not limited to Chapters 27.34, 27.53, 27.44, 79.90 RCW and Chapter 25.48 WAC, as applicable, or their successors.

14. Transportation

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

Terminal 18 is located west of Interstate Highway 5 and west of Highway 99. The sites are northwest of the First Avenue South Duwamish Waterway Bridge and north of the Spokane Street Bridge. The sites include arterial street connections to: (1) the Spokane Street industrial traffic corridor via East Marginal Way and West Marginal Way Southwest; (2) the Michigan Street industrial traffic corridor via the First Avenue South bridge (further to the south); and (3) Highway 99 and Highway 509 via West Marginal Way Southwest and Highland Park Way Southwest. Access in all cases is via existing arterial streets and the existing north and south access roads at Terminal 18.

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?

Terminal 18 is approximately 0.5 miles from the nearest transit stop.

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

The Project will not require any new or improvements to roads, streets, pedestrian, bicycle, or state transportation facilities.

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

No changes in rail or air transportation will result from the proposed Project. Rail access is present at the site and no changes are proposed to rail lines or rail service characteristics.

e. 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?

No new vehicular trips per day would be generated by the completed project. There will be limited construction truck traffic for soil removal and import of construction materials onto Terminal 18. Work will occur on site and will not impact public roadways.

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

The Project will not interfere with or be affected by the movement of agricultural and forest products.

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

No measures to reduce or control vehicle or truck transportation impacts are proposed as part of the Project. Construction truck trips will be limited and occur within a largely industrial area with ongoing material transfer. Traffic alterations at Terminal 18 will occur on Port property, which is not publicly accessible.

15. Public services

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

The Project is located on property where residential uses are not allowed and access by the public is generally prohibited for safety reasons. The proposed project does not change uses on the property. Therefore, it is unlikely the proposed Project will result in an increased need for public transit, healthcare, or schools.

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

No measures are proposed to reduce or control impacts on public services.

16. Utilities

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

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 which might be needed.

The Project will extend SCL electrical service to power cargo vessels moored at the Terminal 18 berths. Preliminary investigations show that there is sufficient capacity on SCL infrastructure to power three berths, however some minor improvements may be needed to the SCL infrastructure. Horizontal directional drilling will be required to run conduits from the SCL

southern substation to the two southern most berths. This Project will be performed in close coordination with SCL.

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.

X Matthew P. Szymanowicz

Type name of signee: Matthew Szymanowicz

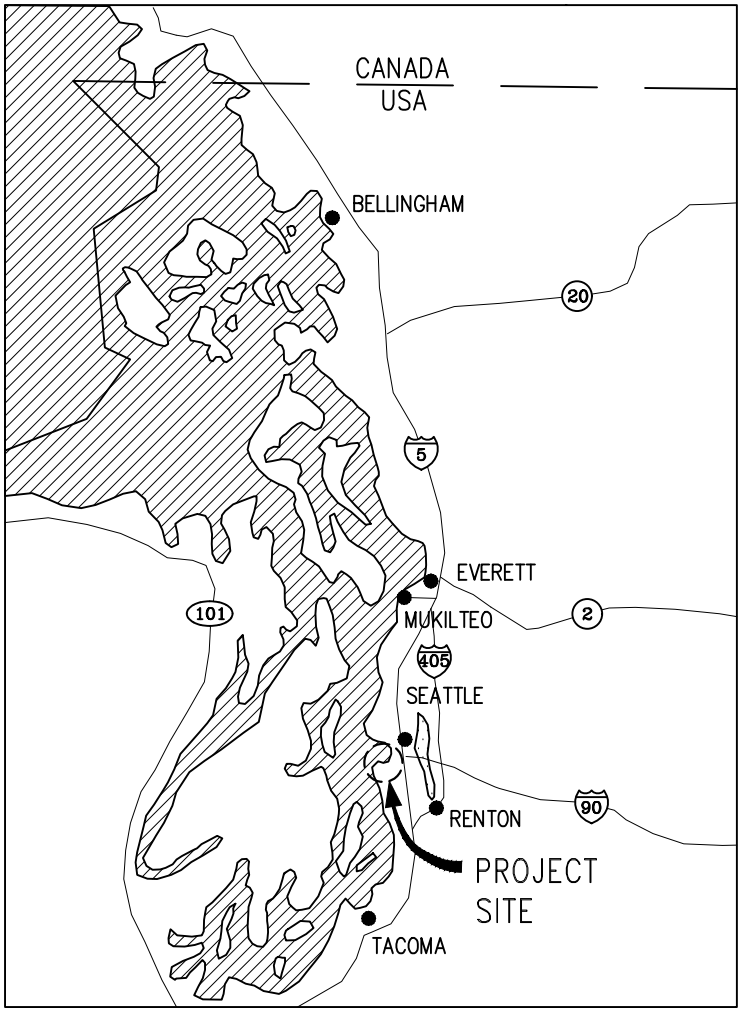
Position and agency/organization: Environmental Program Manager; Port of Seattle

Date submitted: June 24, 2025

Attachment A
Project Figures

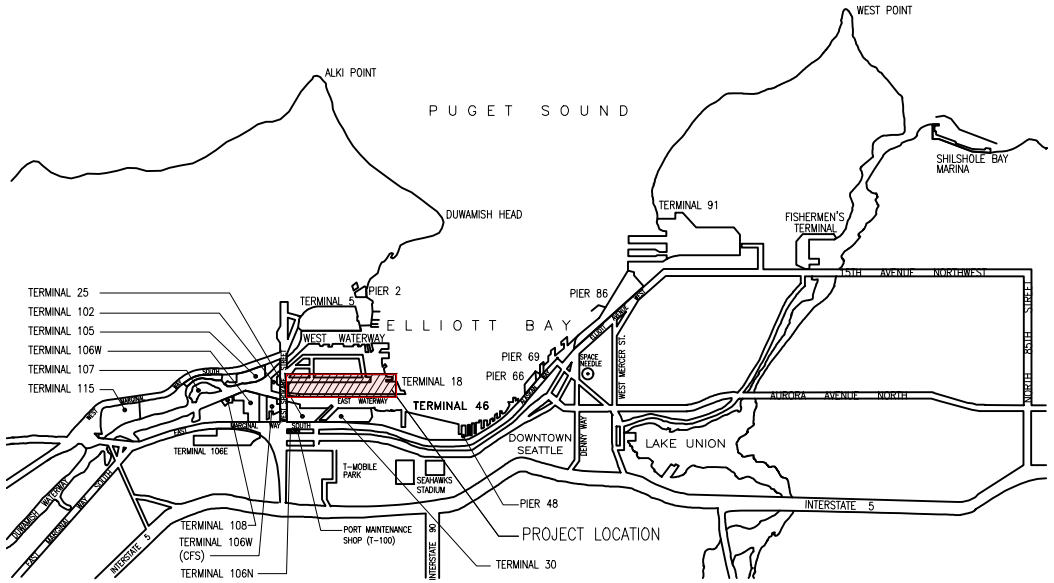
SEPA Checklist

Terminal 18 Shore Power Project



LOCATION MAP

SCALE: NTS



VICINITY MAP

SCALE: NTS

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1601 5th Avenue, Suite 1300
Seattle, Washington 98101
(206) 382-0600 Fax (206) 382-0500

T-18 SHORE POWER REDEVELOPMENT
SEATTLE, WASHINGTON
VICINITY MAP

DATE: 2024-06-05	SCALE: AS SHOWN
DRAWN BY: AG/DYU	SHT 01 OF 05

Plotted: Jun 05, 2024 – 2:20pm agold Layout: 01–VMAP
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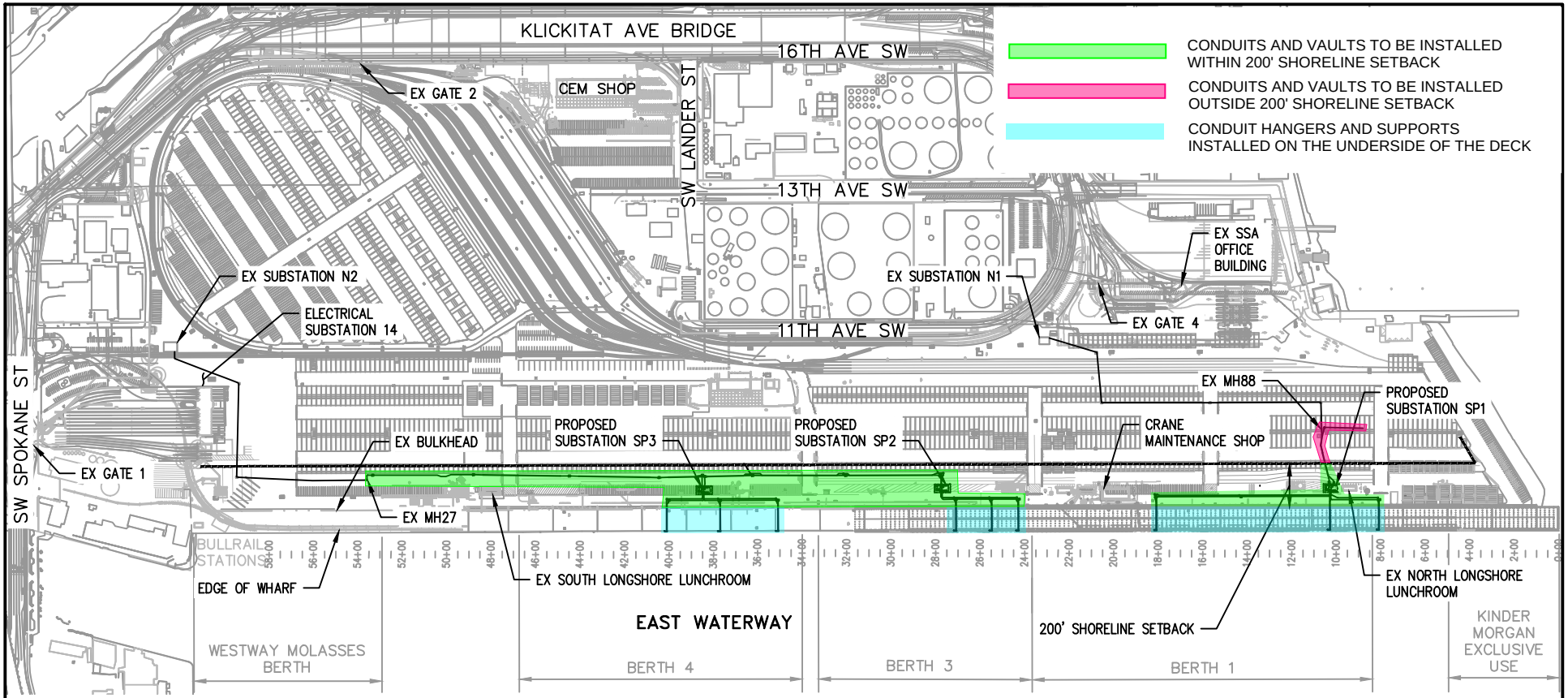

LOCATION:

TERMINAL 18
PORT OF SEATTLE
1050 SW SPOKANE ST
SEATTLE, WA 98138

LEGEND:

200' SHORELINE SETBACK

PLAN
SCALE: 1" = 700'

0 350 700 1050
SCALE IN FEET

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T-18 SHORE POWER REDEVELOPMENT
SEATTLE, WASHINGTON
OVERALL PROJECT SITE PLAN

DATE: 2024-06-05	SCALE: AS SHOWN
DRAWN BY: AG/DYU	SHT 02 OF 05

Plotted: Jun 05, 2024 – 3:53pm agold Layout: 02–PROJECT SITE PLAN
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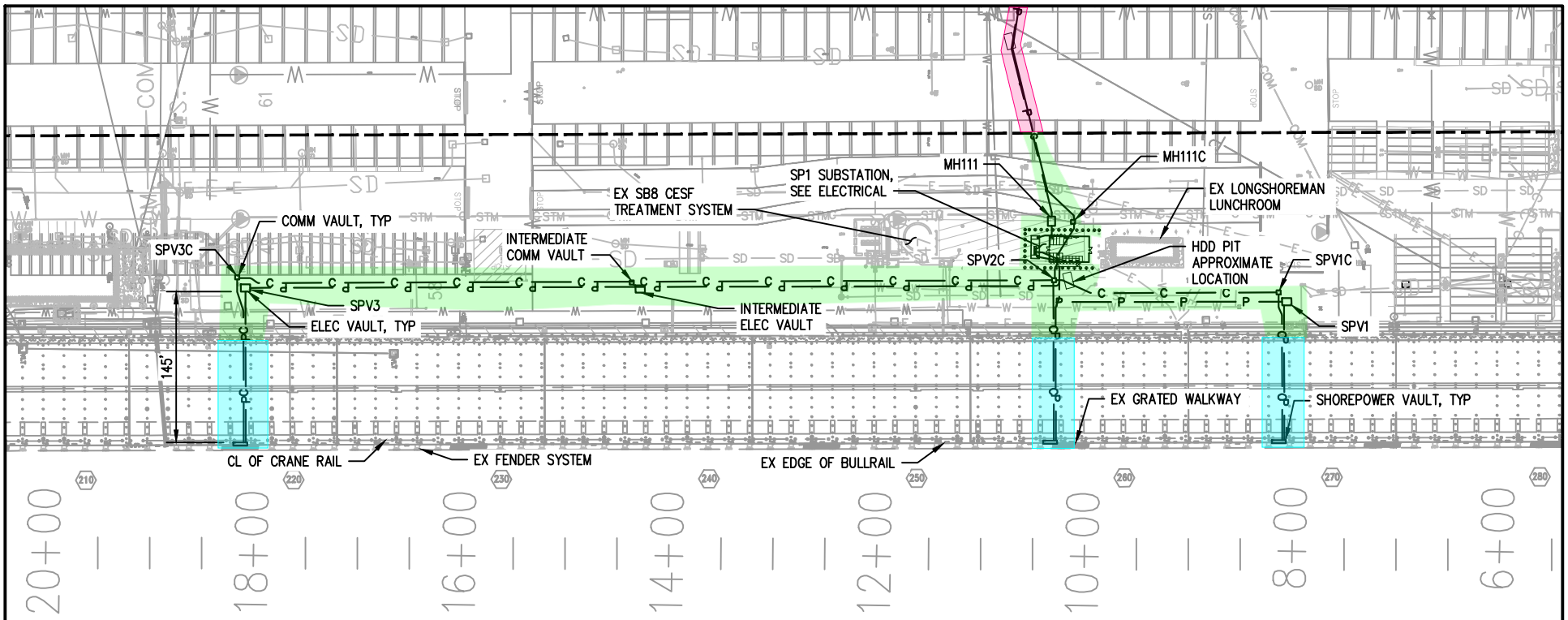

LEGEND:

- COMM LINE
- POWER LINE
- BOLLARD
- 200' SHORELINE SETBACK

SP1 SUBSTATION SITE PLAN

SCALE: 1" = 150'

0 75 150 225

SCALE IN FEET

- CONDUITS AND VAULTS TO BE INSTALLED WITHIN 200' SHORELINE SETBACK
- CONDUITS AND VAULTS TO BE INSTALLED OUTSIDE 200' SHORELINE SETBACK
- CONDUIT HANGERS AND SUPPORTS INSTALLED ON THE UNDERSIDE OF THE DECK

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T-18 SHORE POWER REDEVELOPMENT
SEATTLE, WASHINGTON
SP1 SUBSTATION SITE PLAN

DATE: 2024-06-05	SCALE: AS SHOWN
DRAWN BY: AG/DYU	SHT 03 OF 05

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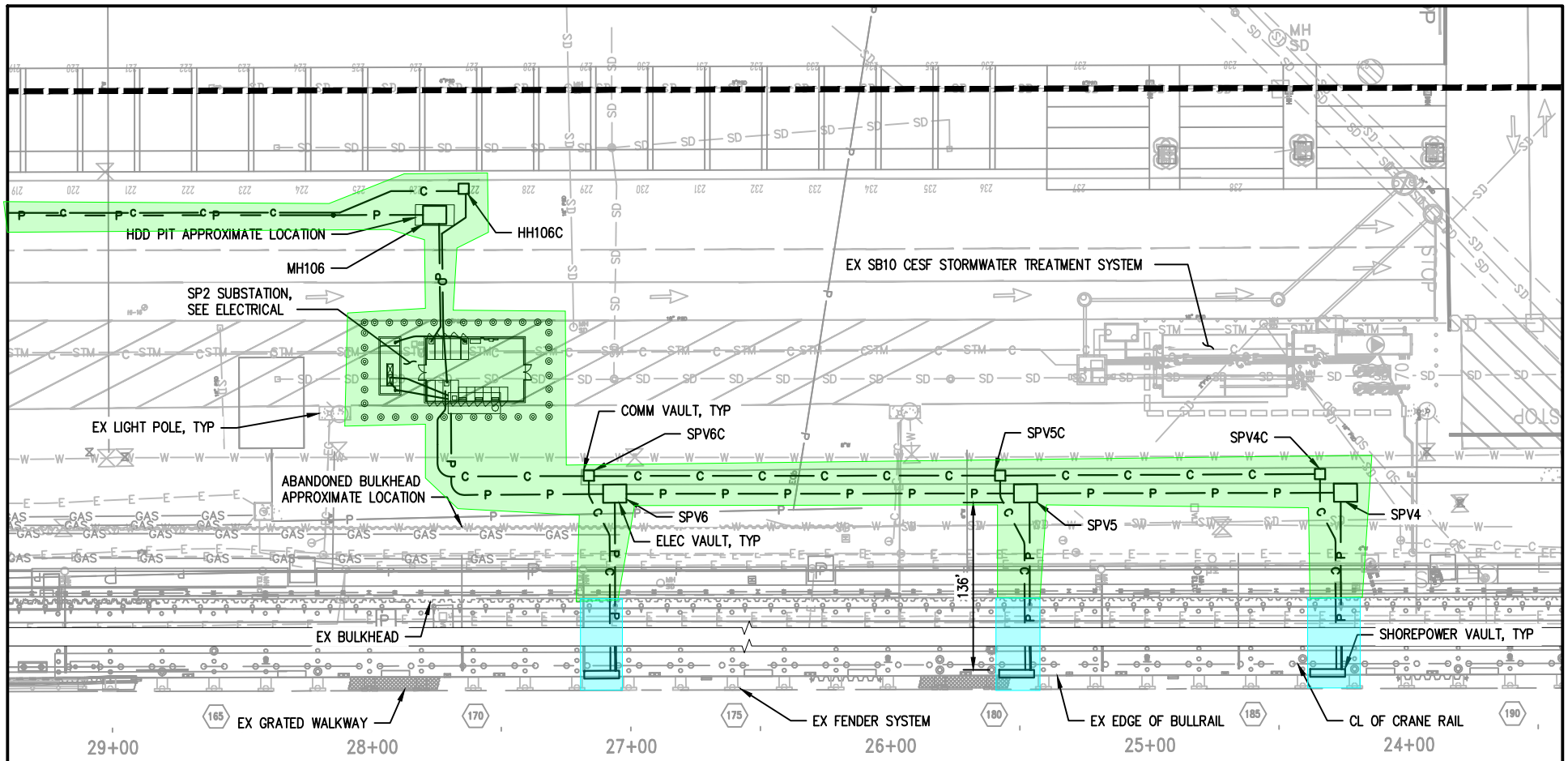

LEGEND:

- COMM LINE
- POWER LINE
- BOLLARD
- 200' SHORELINE SETBACK

SP2 SUBSTATION SITE PLAN

SCALE: 1" = 60'

0 30 60 90

SCALE IN FEET

- CONDUITS AND VAULTS TO BE INSTALLED WITHIN 200' SHORELINE SETBACK
- CONDUITS AND VAULTS TO BE INSTALLED OUTSIDE 200' SHORELINE SETBACK
- CONDUIT HANGERS AND SUPPORTS INSTALLED ON THE UNDERSIDE OF THE DECK

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T-18 SHORE POWER REDEVELOPMENT
SEATTLE, WASHINGTON
SP2 SUBSTATION SITE PLAN

DATE: 2024-06-05	SCALE: AS SHOWN
DRAWN BY: AG/DYU	SHT 04 OF 05

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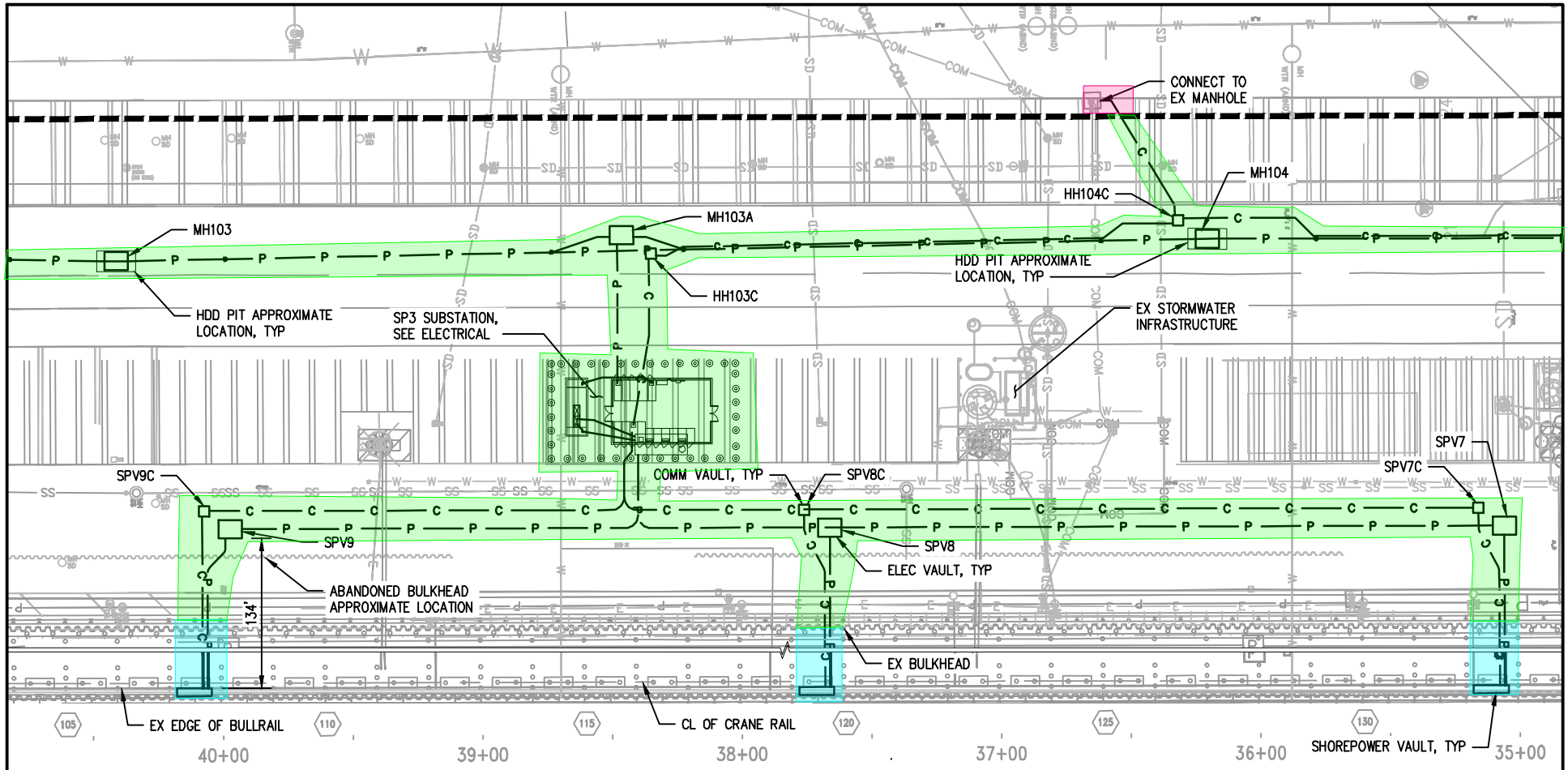

LEGEND:

- COMM LINE
- POWER LINE
- BOLLARD
- 200' SHORELINE SETBACK

SP3 SUBSTATION SITE PLAN

SCALE: 1" = 60'

0 30 60 90

SCALE IN FEET

- CONDUITS AND VAULTS TO BE INSTALLED WITHIN 200' SHORELINE SETBACK
- CONDUITS AND VAULTS TO BE INSTALLED OUTSIDE 200' SHORELINE SETBACK
- CONDUIT HANGERS AND SUPPORTS INSTALLED ON THE UNDERSIDE OF THE DECK

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T-18 SHORE POWER REDEVELOPMENT
SEATTLE, WASHINGTON
SP3 SUBSTATION SITE PLAN

DATE: 2024-06-05	SCALE: AS SHOWN
DRAWN BY: AG/DYU	SHT 05 OF 05

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Appendix B

Greenhouse Gas Accounting Worksheet

SEPA Checklist

Terminal 18 Shore Power Project

Section I: Buildings

Type (Residential) or Principal Activity (Commercial)	# Units	Square Feet (in thousands of square feet)	Emissions Per Unit or Per Thousand Square Feet (MTCO2e)			**Lifespan Emissions (MTCO2e)**
			Embodied	Energy	Transportation	
Single-Family Home	0		98	672	792	**0**
Multi-Family Unit in Large Building	0		33	357	766	**0**
Multi-Family Unit in Small Building	0		54	681	766	**0**
Mobile Home	0		41	475	709	**0**
Education		0.0	39	646	361	**0**
Food Sales		0.0	39	1,541	282	**0**
Food Service		0.0	39	1,994	561	**0**
Health Care Inpatient		0.0	39	1,938	582	**0**
Health Care Outpatient		0.0	39	737	571	**0**
Lodging		0.0	39	777	117	**0**
Retail (Other Than Mall)		0.0	39	577	247	**0**
Office		0.0	39	723	588	**0**
Public Assembly		0.0	39	733	150	**0**
Public Order and Safety		0.0	39	899	374	**0**
Religious Worship		0.0	39	339	129	**0**
Service		0.0	39	599	266	**0**
Warehouse and Storage		3.1	39	352	181	**1772**
Other		0.0	39	1,278	257	**0**
Vacant		0.0	39	162	47	**0**

Section II: Pavement

Pavement		45.30				**2265**

Total Project Emissions: **4037**