

**SEATTLE PUBLIC UTILITIES**  
**SEPA ENVIRONMENTAL CHECKLIST**

This SEPA environmental review of Seattle Public Utilities’ South Park Water Quality Facility Site Deconstruction Project has been conducted in accord with the Washington State Environmental Policy Act (SEPA) (Revised Code of Washington [RCW] 43.21C), State SEPA regulations (Washington Administrative Code [WAC] Chapter 197-11), and the City of Seattle SEPA ordinance (Seattle Municipal Code [SMC] Chapter 25.05).

**A. BACKGROUND**

**1. Name of proposed project:**

South Park Water Quality Facility Site Deconstruction (Project)

**2. Name of applicant:**

Seattle Public Utilities

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

Christina Kapoi, Project Manager  
Seattle Public Utilities  
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**4. Date checklist prepared:**

February 11th, 2025

**5. Agency requesting checklist:**

City of Seattle’s Seattle Public Utilities (SPU)

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

Deconstruction activities are anticipated to start as early as Q3 2025 and conclude approximately Q3 2026.

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

Deconstruction of structures at the Project site would support future construction of the South Park Water Quality Facility but would not limit SPU’s choice of reasonable alternatives nor necessarily commit SPU to a specific course of action. Construction of the South Park Water Quality Facility would be reviewed under SEPA as a separate project during future efforts.

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

- EHSI. 2024. Limited Hazardous Materials Survey, South Park Water Facility Project. August.
- HDR Engineering Inc. 2024. Condition Assessment Report. SPU South Park Water Quality Facility Site Investigation. June 27.

- Floyd|Snider. 2023. Remedial Investigation/Feasibility Study Work Plan. Silver Bay Logging Site. May.

**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.**

SPU will apply for a Seattle Department of Transportation (SDOT) street vacation for S Chicago St right-of-way, which is within the Project site. Environmental effects of that street vacation would be analyzed in a separate SEPA environmental review of SPU's South Park Water Quality Facility.

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

- Washington Department of Fish and Wildlife (WDFW) Hydraulic Project Approval
- Puget Sound Clean Air Agency Asbestos Notification
- Port of Seattle property right and/or approval
- Seattle City Light – Electric Service Application – Disconnection of Services
- Seattle Department of Construction and Inspection (SDCI)
  - Preliminary Application Form and Pre-Application Site Visit
  - Side Sewer Permit – Capping
  - Demolition Permit (required for each structure to be deconstructed)
  - Noise Variance (if deconstruction occurs outside of hours designated in SMC 25.08.425)
- SDOT Construction Use Permit (Street Use Permit)
- SPU
  - Environmentally Critical Areas Exemption
  - Water Service Application

**11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.**

SPU proposes to deconstruct these structures:

- Single-family residence (650 square feet)
- Warehouse (18,690 square feet)
- Storage Structure (2,750 square feet)
- Office building (2,414 square feet)
- Crane
- Wheelhouse (1,700 square feet)
- Event space (2,490 square feet).

Buildings and structures would be deconstructed to their foundations, which would remain intact. The above grade portions of the office and single-family residence buildings will be deconstructed. The remaining basement and/or crawlspace voids will be backfilled. The crane sits on a pier, which would not be deconstructed. No ground-disturbing activities or further development activities would occur as part of this Project. To the extent possible, deconstructed materials would be either salvaged or recycled. Following deconstruction, the site would be stabilized and secured.

- 12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

The Project site includes all or portions of these contiguous King County parcels: 292404HYDR, 7327902395, 7327902480, 7327902490, 7327902510, 7327902520, and 7327903645, in Section 29, Township 24N, Range 4E. The Project site is wholly within the City of Seattle (Attachment A).

292404HYDR: NO LEGAL DESCRIPTION OR ADDRESS AVAILABLE.

7327902395: RIVER PARK ADD LESS C W WAY DIST # 1. 850 S KENYON ST

7327902480: RIVER PARK ADD. 811 S CHICAGO ST

7327902490: RIVER PARK ADD. 803 S CHICAGO ST

7327902510: RIVER PARK ADD LOTS 10-13 TGW LOTS 44-48 LESS CWW #1 (NO ADDRESS AVAILABLE).

7327902520: RIVER PARK ADD LOTS 14-22 TGW LOTS 29-43 LESS CWW #1 TGW POR VAC ST ADJ PER VAC ORD #114970. 7814 8TH AVE S

7327903645: RIVER PARK ADD LESS CW W #1 TGW POR VAC ST ADJ PER VAC ORD #114970. 7760 8TH AVE S.

**B. ENVIRONMENTAL ELEMENTS**

**1. Earth**

**a. General description of the site:**

Flat       Rolling       Hilly       Steep Slopes       Mountainous  
 Other:

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

The Project site is flat, with a narrow area of steep slopes mapped by SDCI along the southeast boundary along the Duwamish Waterway. No deconstruction activities would occur in areas mapped as steep slopes.

**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.**

The Remedial Investigation/Feasibility Study Work Plan prepared for the Project site (Floyd|Snider 2023) describes the following soil conditions: The Project site is in the Lower Duwamish River Valley in the south-central portion of the Puget Sound Basin in

south Seattle. This region was heavily glaciated, and most of the area is underlain by up to about 330 feet of glacial drift deposited during the Vashon Stage of Fraser Glaciation. Vashon Drift includes lacustrine clay and silt of the Lawton Clay, lacustrine and fluvial Esperance Sand, and concrete-like Vashon till. Bedrock consists of fluvial sandstone and volcanic rocks of the Puget Group overlain by the marine-deposited Blakely Formation. Unconsolidated Quaternary deposits are typically at the surface. However, beginning in the 1890s and ending in the 1920s, the City of Seattle underwent extensive regrading—removing hills, flattening slopes, and filling low areas—to make the City more conducive to commerce and travel. Neighborhoods surrounding the Duwamish Waterway were in some of those low-lying areas and are, therefore, largely built on unengineered fill placed on estuarine sediments.

The unengineered fill present at the Project site is underlain by Quaternary alluvium consisting chiefly of sand and silt but including clay and peat. The ground surface is relatively flat, sloping slightly upward from the east-central and central portions to gain approximately 1 foot in elevation at the north corner and 3 feet in elevation at the southeast corner. Subsurface sediments generally consist of silty fine sand to depths ranging from 3 to 8 feet below ground surface (bgs), underlain by grey silt to depths of 9 to 18 feet bgs. The grey silt horizon is underlain by a fine to medium sand to depths of 22 feet bgs.

No agricultural land of long-term commercial significance is mapped at the Project site.

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

There are no surface indications or recorded history of unstable soils in the immediate vicinity. However, the entire Project site is in a mapped liquefaction-prone Environmentally Critical Area (ECA) due to fill materials placed atop liquefiable alluvial sediments.

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

Following deconstruction, building foundations would be left in place. For utility retirement, minimal ground disturbance may occur using handtools, and any surfaces disturbed during construction will be restored in-kind. The above grade portions of the office and single-family residence buildings will be deconstructed. The remaining basement and/or crawlspace voids (approximately 3,050 SF) will be backfilled with approximately 660 cubic yards (CY) to existing grade with imported  $\frac{3}{4}$ " crushed gravel (City of Seattle Type 22 Aggregate) as shown below:

- Office building:
  - Approximate Area: 2,400 SF
  - Assumed Basement Height: 7 feet
  - Approximate Imported Fill Volume: 622 CY
- Single-Family Residence (Crawlspace Backfill):
  - Approximate Area: 650 SF
  - Assumed Crawlspace Height: 1.5 feet (18 inches)
  - Approximate Imported Fill Volume: 36 CY

Imported crushed gravel backfill will be compacted to a dense and nonyielding condition. Backfill material will be imported, meeting the requirements outlined in the City of Seattle Standard Specifications.

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

Erosion is not anticipated as minimal earth disturbing activities would occur. However, inlet protection would be installed during deconstruction along 8<sup>th</sup> Ave S and S Kenyon St to prevent deconstruction debris from entering storm drainage facilities.

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

No new impervious surfaces would result. Existing impervious surfaces (building footprints) cover approximately 45 percent of the site.

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

No erosion is anticipated from building deconstruction. Therefore, no measures to reduce or control erosion are proposed. However, inlet protection would be installed along 8<sup>th</sup> Ave S and S Kenyon St during deconstruction to prevent deconstruction debris from entering storm drainage facilities.

**2. Air**

**a. What types of emissions to the air would result from the proposal [e.g., dust, automobile, odors, industrial wood smoke, greenhouse gases (GHG)] during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

Mobile and stationary equipment would be used for deconstruction, thus generating emissions due to the combustion of gasoline and diesel fuels (such as oxides of nitrogen, carbon monoxide, particulate matter and smoke, uncombusted hydrocarbons, hydrogen sulfide, carbon dioxide, and water vapor). Emissions during the Project would also include exhaust (carbon monoxide, sulfur, and particulates) and dust from construction equipment deconstruction activities and are expected to be minimal, localized, and temporary.

This Project would generate greenhouse gas (GHG) emissions through deconstruction activity only. GHG emission calculations are shown in Attachment C and summarized in Table 1. One metric ton metric ton of carbon dioxide emission (MTCO<sub>2e</sub>) is equal to 2,205 pounds. This Project would generate GHG emissions through the operation of diesel- and gasoline-powered equipment and to transport materials, equipment, and workers to and from the Project site. Estimates are also based on typical transportation and construction equipment used for this type of work.

**Table 1. Summary of Greenhouse Gas (GHG) Emissions**

| Activity/Emission Type             | GHG Emissions<br>(pounds of CO <sub>2</sub> e) <sup>1</sup> | GHS Emissions<br>(metric tons of CO <sub>2</sub> e) <sup>1</sup> |
|------------------------------------|---|--|
| Construction Activities (Diesel)   | 327,913.7   | 148.7  |
| Construction Activities (Gasoline) | 13,851  | 6.3  |
| <b>Total GHG Emissions</b>         | <b>341,764.70</b>   | <b>155</b>   |

<sup>1</sup>Note: 1 metric ton = 2,204.6 pounds of CO<sub>2</sub>e. 1,000 pounds = 0.45 metric tons of CO<sub>2</sub>e

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

There are no known off-site sources of emissions that would affect this proposal.

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

During deconstruction, impacts to air quality would be reduced and controlled through implementation of standard federal, state, and local emission control criteria and SPU construction practices. These would include requiring contractors to use best available control technologies, proper vehicle maintenance, minimizing vehicle and equipment idling, and dust control BMPs. No impacts to air quality would occur following deconstruction activities.

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

The Project site is adjacent to and over the Duwamish Waterway. The Duwamish Waterway is the industrial and engineered 5-mile portion of the Duwamish River that was straightened and dredged in the early 1900s. The Duwamish River begins as the Green River in the southeast portion of King County, within the Cascade Mountains and becomes the Duwamish River at the former confluence of the White and Black Rivers. The Duwamish Waterway discharges into Elliott Bay.

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

Deconstruction of the single-family residence, warehouses, and event space would occur within 200 feet of the Duwamish Waterway. Overwater work associated with the Project would include deconstruction of the crane and wheelhouse on a dock over the Duwamish Waterway. No in-water work would occur. The attached Project Site Plan (Attachment A) shows the structures slated for deconstruction within 200 feet (the City's Shoreline Management District) of the Duwamish Waterway.

- (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 materials would be placed in, or dredged from, waterbodies, watercourses, or wetlands.

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

There would be no withdrawals or diversions of surface water.

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

FEMA Flood Insurance Rate Map 53033C0640G (effective August 19, 2020) maps a portion of the site in Zone AE (Special Flood Hazard Area Subject to Inundation by the 1% Annual Flood).

- (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 Project would not discharge waste materials to surface waters.

**b. Ground:**

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

The Project would not withdraw, discharge, or surcharge groundwater.

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

No waste materials would be discharged into the ground.

**c. Water Runoff (including storm water):**

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

The final deconstruction Project condition will not create new pollution generating surface and therefore does not require a stormwater treatment system. Building deconstruction will either maintain existing at-grade concrete slabs or will puncture basement/crawl spaces for drainage and backfill with COS Type 22, ¾" crushed gravel. Demolition work is designed to not expose the underlying, erodible soils. Stormwater runoff would occur from impervious surfaces (building foundations) remaining on the site following deconstruction. Stormwater at the Project site is

primarily collected via catch basins and discharged to the Duwamish Waterway after treatment; however, some potential for overland flow of stormwater is present. The Duwamish Waterway ultimately discharges into Elliott Bay of Puget Sound. As noted in Response 3(c)(4), best management practices will be utilized to control erosion and sediment control from the site.

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

There would be no waste materials from this Project that could enter ground or surface waters.

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

The proposal would not alter drainage patterns.

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

No adverse impacts to surface, ground, or runoff water are anticipated. Best management practices, as identified in the City of Seattle’s Stormwater Code SMC Title 22, Subtitle VIII, relevant City of Seattle Director’s Rules, and Volume 2 Construction Stormwater Control Manual, would be used as needed to control erosion and sediment transport from and to the Project site during deconstruction.

A floating net boom or equivalent would be placed around the dock prior to deconstruction of the crane and wheelhouse to prevent debris from entering the Duwamish Waterway.

**4. Plants**

**a. Types of vegetation found on the site:**

|  |  |                                    |  |   |
|--|--|------------------------------------|--|---|
| <input checked="" type="checkbox"/> Deciduous trees:                   | <input type="checkbox"/> Alder                     | <input type="checkbox"/> Maple     | <input type="checkbox"/> Aspen           | <input checked="" type="checkbox"/> Other: see response below |
| <input checked="" type="checkbox"/> Evergreen trees:                   | <input checked="" type="checkbox"/> Fir            | <input type="checkbox"/> Cedar     | <input checked="" type="checkbox"/> Pine | <input type="checkbox"/> Other:                               |
| <input checked="" type="checkbox"/> Shrubs                             |  |                                    |  |   |
| <input checked="" type="checkbox"/> Grass                              |  |                                    |  |   |
| <input type="checkbox"/> Pasture                                       |  |                                    |  |   |
| <input type="checkbox"/> Crop or grain                                 |  |                                    |  |   |
| <input type="checkbox"/> Orchards, vineyards, or other permanent crops |  |                                    |  |   |
| <input type="checkbox"/> Wet soil plants:                              | <input type="checkbox"/> Cattail                   | <input type="checkbox"/> Buttercup | <input type="checkbox"/> Bulrush         | <input type="checkbox"/> Skunk cabbage                        |
| <input type="checkbox"/> Other:  |  |                                    |  |   |
| <input type="checkbox"/> Water plants:                                 | <input type="checkbox"/> water lily                | <input type="checkbox"/> eelgrass  | <input type="checkbox"/> milfoil         | <input type="checkbox"/> Other:                               |
| <input checked="" type="checkbox"/> Other types of vegetation:         | weeds such as Himalayan blackberry and English ivy |                                    |  |   |

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

One Douglas-fir (*Pseudotsuga menziesii*) is on the west end of parcel 7327902500 (7808 8<sup>th</sup> Ave S). One Lombardy poplar (*Populus nigra*) is in the northwest corner of parcel 7327903645 (7760 8<sup>th</sup> Ave S). Two Austrian pines (*Pinus nigra*) are in the southwest corner of parcel 7327902520 (7814 8<sup>th</sup> Ave S). One Douglas-fir and one tree-of-heaven

(*Ailanthus altissima*) are on parcel 7327902395 (850 S Kenyon St). No vegetation removal is anticipated for deconstruction activities. Existing trees onsite would be protected in place to the extent possible. However, the Douglas-fir on parcel 7327902500 could be adversely impacted by deconstruction activities and may need to be removed.

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

No federally listed endangered or threatened plant species or State-listed sensitive plant species are known to occur within the City of Seattle municipal limits. The Project site has been disturbed by development and redevelopment extensively excavated, filled, paved, or occupied by constructed features.

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

No landscaping is proposed. If tree removals are necessary, tree replacements would be determined by SDCI.

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

The King County Noxious Weed Program (available at King County iMap interactive online mapping program, <http://gismaps.kingcounty.gov/iMap/>) maps giant hogweed (*Heracleum mantegazzianum*) at the Project site.

**5. Animals**

**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:**

**Birds:**       Hawk       Heron       Eagle       Songbirds

Other: The Project is in the Pacific Flyway migratory corridor and the Project area is known to host a wide variety of transient, resident, and migratory waterfowl, songbirds, and raptors. In addition to boxes checked, some commonly observed species include transient geese, ducks, crows, pigeons, and gulls.

**Mammals:**     Deer       Bear       Elk       Beaver

Other: The geographic extent of the Project encompasses presence and habitats for a variety of animal species commonly found in urban areas. Commonly observed species within urban areas include opossums, rabbits, raccoon, skunk, squirrel, rats, mice, and bats.

**Fish:**       Bass       Salmon       Trout       Herring

Shellfish     Other: These and other fish species are present in the Duwamish Waterway; however, no in-water work would occur.

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

Based on a check of the WDFW's "Priority Habitat Species on the Web" database on October 4, 2024, the following federally listed species may occur within the Duwamish Waterway: winter steelhead (*Oncorhynchus mykiss*), Chinook salmon (*O. tshawytscha*), and bull trout (*Salvelinus confluentus*). No terrestrial species were mapped.

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

King County is in the Pacific Flyway for migratory birds. Migrating species of geese and ducks can be found in lakes, ponds, wetlands and waterways of the area. Key rest stops are not known to be on or near this site based on Audubon Society Migration Maps.

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

No measures are proposed to enhance wildlife. A floating net boom or equivalent would be placed around the dock prior to deconstruction of the crane and wheelhouse to prevent debris from entering the Duwamish Waterway.

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

King County lists the European starling, house sparrow, Eastern gray squirrel, and fox squirrel as terrestrial invasive species for this area (<http://www.kingcounty.gov/services/environment/animals-and-plants/biodiversity/threats/Invasives.aspx>).

**6. Energy and Natural Resources**

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

No additional kinds of energy would be required to meet energy needs following deconstruction.

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

No, the Project does not involve building structures or planting vegetation that would block access to the sun for 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:**

No energy conservation features are proposed.

**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:**

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

The reach of the Duwamish Waterway adjacent to the Project site is in the Lower Duwamish Waterway Superfund Site. Also, per the Remedial Investigation/Feasibility Study Work Plan (Floyd|Snider, 2023), the site was historically occupied by single-family residences in the upland areas. Review of available historical aerial photographs of the Project site shows residential usage slowly transitioned to commercial/industrial uses from the 1930s through approximately the mid-1970s

when industrial use began to predominate. Site investigations have occurred at the Project site from 2002 to 2019 and sampling results are summarized below.

*Northern Corner of Parcel 7327903645 (former gas station)*

Concentrations of arsenic (6.1 – 110 mg/kg), cadmium (2.93-20.5 mg/kg), lead (540-4,100 mg/kg), and the oil range of total petroleum hydrocarbons (1,200 – 2,900 mg/kg TPH-oil) in soil in the northern corner of the site exceeded Model Toxics Control Act (MTCA) Method A soil cleanup levels for both unrestricted and industrial use at multiple locations. Dangerous waste levels of lead were confirmed by Toxic Characteristic Leaching Procedure analysis. Contamination typically extended to depths of 1 to 2 feet bgs. Samples collected from 4 to 6 feet bgs were generally below MTCA cleanup levels.

Groundwater samples from soil borings and monitoring wells in this area exceeded MTCA Method A cleanup levels for arsenic, selenium, TPH-diesel, and TPH-oil.

*Former Chemical Storage Building*

This is the storage shed located on the west side of the Project site, immediately north of S Chicago St. TPH-oil in soil (8,900 mg/kg) exceeded the MTCA Method A cleanup level (2,000 mg/kg) at 2 feet bgs.

Vinyl chloride was first detected in groundwater in the 2016 samples. It was not detected in previous samples collected in 2003 and 2015. Vinyl chloride is a breakdown product of tetrachloroethene (PCE). PCE and other breakdown products of PCE (trichloroethene, cis-1,2-dichloroethene) have not been detected at 1 µg/L in any of the three wells. This suggests there may be a source of organic solvents upgradient (i.e., west) of the Project site.

*Former Scrap Metal Loadout Area*

Soil in this area contained elevated levels of TPH-oil (35,000 mg/kg) at 1 feet bgs, but TPH- oil was not detected at 5 feet bgs. Groundwater samples collected in 2015 were above MTCA Method A cleanup levels for both diesel (630 µg/L) and oil (1,200 µg/L).

*Former Hydraulic Fluid Storage Area*

This area covers a small portion of parcel 7327902490 near the S Chicago St ROW that was used to warehouse and package products like Corry's Slug Bait and store a hydraulic fluids above ground storage tank directly east of the storage building. Surface soil exceeded MTCA Method A soil cleanup levels for TPH-diesel (13,000 mg/kg) and TPH-oil (45,000 mg/kg), but these chemicals were not detected at 5 feet bgs. Ethylene (0.24 mg/kg), xylenes (0.91 mg/kg), and 1,1-dichloroethene (0.081 mg/kg) were also detected in the surface soil.

Groundwater also exceeded Method A cleanup levels for TPH-diesel (970 µg/L) and TH- oil (600 µg/L). Total arsenic (7.04 µg/L) exceeded both the MTCA B cleanup level (0.058 µg/L) and the surface water human health criteria for organisms only (0.14 µg/L). Vinyl chloride (0.3 µg/L) exceeded MTCA Method A (0.2 µg/L) and surface water human health criteria for organisms only (0.18 µg/L).

*Area east of Parcel 7327902500*

Parcel 7327902500 was used to store and package Corry's Slug Bait between 1960 and 1999. TPH-diesel (17,000 mg/kg), TPH-oil (100,000 mg/kg), and cadmium (4.3 mg/kg) exceeded MTCA Method A soil cleanup levels 0 feet bgs. PCBs (6.73 mg/kg) were also detected in the surface soil sample at this location. Contaminant levels were below MTCA in the soil sample collected at 5 feet bgs. Soil was not tested for metaldehyde and acetaldehyde, the key ingredients in slug bait. TPH-diesel (190 µg/L) was detected in the groundwater sample collected but did not exceed the MTCA Method A cleanup level.

*Area behind the Garage at 836 S Kenyon St*

TPH-diesel (3,200 mg/kg), TPH-oil (7,900 mg/kg), and cadmium (4.42 mg/kg) exceeded MTCA Method A soil cleanup levels 0 feet bgs. Contaminant levels were below MTCA in the soil sample collected at 3.5 feet bgs. A soil sample collected within the garage at 2 feet bgs contained elevated levels of lead (477 mg/kg). No groundwater samples were collected.

*Underground Storage Tanks*

Previous investigations identified five underground storage tanks (UST). All tanks were decommissioned and removed from the site in 2017.

*2018 Cleanup Actions*

In 2018, the property owner conducted an interim soil cleanup at the site. Contaminated soil was removed over a total area of about 0.32 acres down to depths of 2 to 16 feet. An estimated 723 cubic yards (1,013 tons) of metal and diesel contaminated soil, 411 cubic yards (576 tons) of fluff waste, and 286 cubic yards (401 tons) of soil characterized as dangerous waste were removed and disposed. Excavated areas were backfilled with Type 17 aggregate.

Soil samples were generally collected at the base of the excavations to confirm cleanup levels were reached. For most chemicals, cleanup levels were based on MTCA Method A cleanup levels for industrial soil. MTCA Method B cleanup levels (for unrestricted use) were used for chemicals for which Method A cleanup levels have not been established. Because contaminants (petroleum hydrocarbons, lead, and PCE) have impacted groundwater and the site is adjacent to the Duwamish Waterway, the Method A and B cleanup levels may not be adequate. Under MTCA, soil cleanup levels must be established to protect surface water when there is a pathway from soil to groundwater to surface water.

A Remedial Investigation/Feasibility Study Work Plan was provided to the Washington State Department of Ecology in 2023, outlining recommended additional site investigations.

**(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 is potential to encounter prior hazardous materials contamination during deconstruction, as described in the response at Part B.7.a(1); however, encountering contamination is unlikely because no ground-disturbing activities beyond minor disturbance for utility disconnects and backfill of the basement and crawlspace for as noted above in Response B.1.e. would occur as part of Project. According to the National Pipeline Mapping System (NPMS) public viewer, there are no hazardous liquid or gas pipelines near the Project site. All hazardous and regulated waste would be abated and disposed in accordance with regulatory requirements. Per the Condition Assessment (HDR 2024), because of PCB, mercury-containing materials, and asbestos-containing materials are present, proper handling, recycling, or disposal would occur during deconstruction in accordance with the Puget Sound Clean Air Agency Asbestos Notification and SDCI deconstruction permit.

**(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.**

Chemicals and pollutants that may be present during deconstruction activities include:

- Petroleum products associated with vehicular, and equipment use, including fuel, lubricants, hydraulic fluids, and form-release oils
  
- Chemicals associated with portable toilets.

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

No special emergency services such as confined space rescue would be required during deconstruction. Possible fire or medic services could be required during Project deconstruction; however, Project activities would not result in higher demand levels of special emergency services than already exist at the Project location.

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

SPU's deconstruction contractor would be required to develop and implement a Spill Plan to control and manage spills during deconstruction. In addition, a spill response kit would be maintained at that site during deconstruction, and all Project site workers would be trained in spill prevention and containment consistent with the City of Seattle's Standard Specifications for Road, Bridge, and Municipal Construction. During deconstruction, the contractor would use standard operating procedures and best management practices identified in the City of Seattle's Stormwater Code SMC Title 22, Subtitle VIII, relevant City of Seattle Director's Rules, and Volume 2 Construction Stormwater Control Manual to reduce or control any possible environmental health hazards. Soils contaminated by spills during deconstruction would be excavated and disposed of in a manner consistent with the level and type of contamination, in accordance with federal, state and local regulations, by qualified contractor(s) and/or City staff.

**b. Noise**

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

Noise that exists in the area would not affect the Project. Existing site noise includes traffic on the adjacent roadways and noise associated with commercial and industrial activities in the vicinity.

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

Noise levels in the vicinity of Project would temporarily increase during deconstruction. Short-term noise from construction equipment would be limited to the allowable maximum levels of applicable laws, including the City of Seattle's Noise Control Ordinance (SMC Chapter 25.08.425—Construction and Equipment Operations). SMC 25.08 permits noise from construction equipment, within the allowable maximum levels, between the hours of 7 a.m. and 10 p.m. weekdays, and 9 a.m. and 10 p.m. weekends and legal holidays in Industrial zones. The Project site would not generate noise following deconstruction.

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

Construction equipment would be muffled in accordance with the applicable laws. SMC Chapter 25.08, which prescribes limits to noise and construction activities, would be enforced during deconstruction activities.

**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.**

Current uses for the site and adjacent properties include light industrial, residential, and rights-of-way for utilities and streets. The Project would not change land uses on nearby or adjacent properties or street rights-of-way.

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

The Project site has not been used for agricultural purposes or forestry. The Project would not result in land use conversion.

**(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 proposed work would neither be affected by nor affect surrounding working farm or forest land normal business operations because there are no such operations at or near the Project site.

**c. Describe any structures on the site.**

The following structures are located on site: dock, single-family residence, wheelhouse, warehouses, office building, crane, and event space.

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

With the exception of the dock, all existing structures on site would be deconstructed to building foundations under an SDCI Demolition / Deconstruction Permit. All debris currently on-site would be removed and properly disposed.

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

The Project site is zoned Maritime Manufacturing and Logistics (MML) zone U/85. This zone is in existing industrial areas with a concentration of core and legacy industrial and maritime uses including manufacturing, warehousing, shipping, and logistics activities and is well-served with truck, rail, and maritime or freight infrastructure.

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

The Project site is designated Manufacturing/Industrial Center.

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

A portion of the site is designated as an Urban Industrial Environment in the City's Shoreline Management District. Per the City of Seattle's 2022 Comprehensive Plan, the purpose of the Urban Industrial environment is to provide for water-dependent and water-related industrial uses on larger lots.

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

As mapped by the City of Seattle ECA Liquefaction Prone Area Layer (<http://seattlecitygis.maps.arcgis.com/apps/webappviewer/index.html?id=f822b2c6498c4163b0cf908e2241e9c2>), the Project site is in a liquefaction-prone ECA. The site is also mapped as having steep slopes (greater than 40 percent) along the southeast corner near the Duwamish Waterway. A portion of the site near the crane and dock is also mapped as occurring within a flood-prone ECA.

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

No staff would work or reside at the location following Project completion.

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

Affected parcels are owned by SPU except for parcel 29240HYDR, which is owned by the Port of Seattle. The property is currently leased and occupied by the following tenants: American Gypsum, a company that recycles unused/damaged gypsum wallboard, and JAMMA LLC, who owned and operated out of the garage on the East Yard and the adjacent single-family residence. These tenants would be displaced by the project.

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

SPU is coordinating relocation assistance with the current property tenants.

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

The Project would not change existing land uses. No measures are required to ensure the proposal is compatible with existing and Projected land uses and plans.

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

There are no nearby agricultural and forest lands of long-term commercial significance. No measures are required to reduce or control impacts to agricultural and forest lands of long-term commercial significance.

**9. Housing**

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

The Project would not construct any housing units.

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

One middle-income housing unit would be eliminated.

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

SPU is coordinating relocation assistance with the current property tenants.

**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?**

No structures are proposed.

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

Views would be altered by the deconstruction of structures because structures would no longer be present. No views would be obstructed.

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

No mitigation measures are proposed for changes to aesthetics.

**11. Light and Glare**

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

During construction, if an emergency requires after-dark work, the construction contractor may deploy portable lights that temporarily produce light and glare. No new lighting would be installed.

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

Temporary glare resulting from the Project is not anticipated to create safety hazards or interfere with views, and the Project would comply with all relevant standards.

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

No existing off-site sources of light and glare would affect the proposal.

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

No measures are needed to reduce or control light and glare impacts because no impacts would occur. If an emergency requires after-dark work during construction, portable lighting would be adjusted as feasible to minimize glare.

**12. Recreation**

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

The Project is in industrial areas, so recreational use of the Project location and adjacent areas is limited. The Lower Duwamish Waterway is used for recreational boating and fishing. Tathtathootseed Park (also known as 8th Ave S Park) is north of the Project site and the Duwamish Waterway Park is located to the southeast.

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

Proposed work would not permanently displace existing recreational uses. Access to streets and parking areas affected by construction would be more challenging, but SPU would require the Project contractor to maintain safe pedestrian and vehicle access at all times as detailed below in response to Part B.14.g below.

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

Temporary lane closures and detours affecting vehicle and pedestrian routes/access may be required during deconstruction activities of the event center and residence. The work may be required to submit, obtain approval for, and implement Traffic Control Plans that maintain pedestrian and bicycle access through or around the Project site during construction. The Project would attempt to make detours as brief as possible.

**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 in or near the Project area that are more than 45 years old listed in or eligible for listing in national, state or local preservation registers.

- 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.**

There are no known landmarks, features, or other evidence of Indian use or occupation in the Project area, but a predictive model maintained by the Washington State Department of Archaeology and Historic Preservation (DAHP) characterizes the location as very high risk for the presence of archaeological materials and highly advises survey.

Recorded archaeological materials within 0.5 mile of the Project area include two historic archaeological isolates recovered within fill deposits adjacent to the Project area, and two precontact archaeological sites approximately 0.4 mile southeast near the South Park Bridge.

Background review and archaeological monitoring for the West Duwamish Trail Extension Project (Marcotte and Johnson 2014 [NADB 1686226]) and King County Wastewater Treatment Division Green Stormwater Infrastructure Projects (Lockwood and Hoyt 2014 [NADB 1691097]; Lockwood and Ostrander 2014 [NADB 1691098]) included monitoring of deep trenches along the western boundary of the Project area, and geotechnical boring and hydrological investigations immediately adjacent to south of the Project area.

Findings were negative for cultural resources and documented the presence of historic - age fill deposits at least 0.5 meters thick throughout the area.

Historic use of the area is indicated by the existing buildings in the Project area that are more than 45 years old:

- Parcel No. 7327902395:  
Year Built: 1932  
Building square footage: 650  
Present Use: Single-family residence
  
- Parcel No. 7327902510:  
Year Built 1970  
Building square footage:2,490  
Present use: Vacant (Event Center)
  
- Parcel No. 7327902520:  
Building 1  
Year Built 1950

Building square footage: 2,414  
Present use: Vacant (Office)

- Parcel No. 7327902520  
Building 2  
Year Built 1950  
Building square footage (18,690)  
Present use: Vacant (Warehouse)

Dates of construction for structures located on parcel 7327903645 were not available through the King County Assessor.

Several buildings adjacent to the Project area were recorded on Historic Property Inventory (HPI) forms during the West Duwamish Trail Extension Project at a reconnaissance level (DAHP log:2013-11-00174; Property IDs 337391, 672929, 67879, 67293, 672885, 672929, and 43566). None of the resources were recommended eligible for listing in the National Register of Historic Places individually, though the HPI forms note the potential for a historic district to which they might contribute. No such historic district has been documented.

- 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 Archaeology and Historic Preservation, archaeological surveys, historic maps, GIS data, etc.**

Background review and literature search to identify previously recorded archaeological, ethnographic, and historic resources included review of archival records available through the Washington Information System for Architectural and Archaeological Records Data (WISAARD), the King County Assessor’s Office, and historic maps and resources available on-line. SPU would conduct a Project-specific Cultural Resources Assessment and Historic Properties Inventory prior to construction.

- 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.**

Proposed deconstruction would occur over previously filled and disturbed ground. Documented fill depths around the Project area consistently extend between 0.5 and 3 or more meters below the ground surface. Project activity includes removal of the above-ground structures only and the chance of impacting archaeological materials is considered low. With the exception of the basement and crawlspace associated with the office and single-family residence, building and structure foundations would remain in place; no filling, excavation, or grading activities are proposed.

However, DAHP’s statewide predictive models assesses the Project location as very high risk for the discovery of archaeological resources. If cultural resources are identified during construction. If project construction activities inadvertently discover archaeological materials, project staff would follow the Project’s Inadvertent Discovery Plan.

**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.**

Public streets include S Kenyon St, 8<sup>th</sup> Ave S, and S Chicago St. Proposed access to site includes the re-use of existing access S Chicago St.

- 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?**

King County Metro Transit Route 132 travels on S Kenyon St and 8<sup>th</sup> Ave S immediately adjacent to the southwest corner of the Project site. The closest bus stop is approximately 130 feet south of the Project site on 8<sup>th</sup> Ave S.

- 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).**

No new or improvements to road, street, pedestrian, or bicycle facilities are proposed.

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

The Project is not in the immediate vicinity of rail or air transportation systems. The Project is adjacent to and over the Duwamish Waterway, which is a major shipping route for containerized and bulk cargo, and a traditional fishing area for local Indian tribes.

- 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 non-passenger vehicles). What data or transportation models were used to make these estimates?**

No vehicular trips would be generated by the completed Project. Construction would generate an estimated 596 vehicular round-trips.

- 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 proposal would not interfere with, affect, or be affected by movement of agricultural and forest products on roads or streets in the area.

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

The proposed work does not have any transportation-related permanent impacts. A traffic control plan and pedestrian routes/access may be required during deconstruction activities related to the event space and residence. SDOT may require the Project to submit, obtain approval for, and implement Traffic Control Plans that maintain pedestrian and bicycle access through or around the Project site during construction. These measures would be used to reduce or control transportation impacts during construction:

- SPU would require the contractor to submit a traffic control plan for approval and enforcement by SPU and SDOT.
- SPU would conduct public outreach before and during construction to notify residents, local agencies, Metro, and other stakeholders of work progress and expected disruptions or changes in traffic flow.
- Access for emergency-response vehicles would be maintained at all times.
- Through access may not be available at all times, but temporary closures would be minimized and detour routes would be properly and clearly signed. Vehicle access to private properties would be maintained, subject to temporary traffic control measures such as signage and flagging.
- Alternative routes for pedestrians, bicyclists, and those with disabilities would be identified and clearly signed, as needed.

**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 proposal would not create an increased need for public services. Possible fire or medic services could be required during project construction; however, Project activities would not result in a higher demand levels of special emergency services than already exist at the Project location.

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

During construction, the Project would be required at all times to accommodate emergency access. No mitigation is being proposed because the Project would not increase impacts on public services.

**16. Utilities**

- a. Check utilities available at the site, if any:**

- |  |  |   |  |
|--|--|---|--|
| <input type="checkbox"/> None                                  |  |   |  |
| <input checked="" type="checkbox"/> Electricity                | <input checked="" type="checkbox"/> Natural gas    | <input checked="" type="checkbox"/> Water | <input checked="" type="checkbox"/> Refuse service |
| <input checked="" type="checkbox"/> Telephone                  | <input checked="" type="checkbox"/> Sanitary sewer | <input type="checkbox"/> Septic system    |  |
| <input checked="" type="checkbox"/> Other: cable, fiber optics |  |   |  |

- 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.**

No interruptions of utilities or services are anticipated during Project construction. No new utilities are being proposed. Utilities serving the completed Project would include:

- Electricity (Seattle City Light)
- Natural Gas (PSE)
- Water (SPU)
- Refuse Service (SPU)
- Telephone/Data (Comcast, Ziply, and Astound)

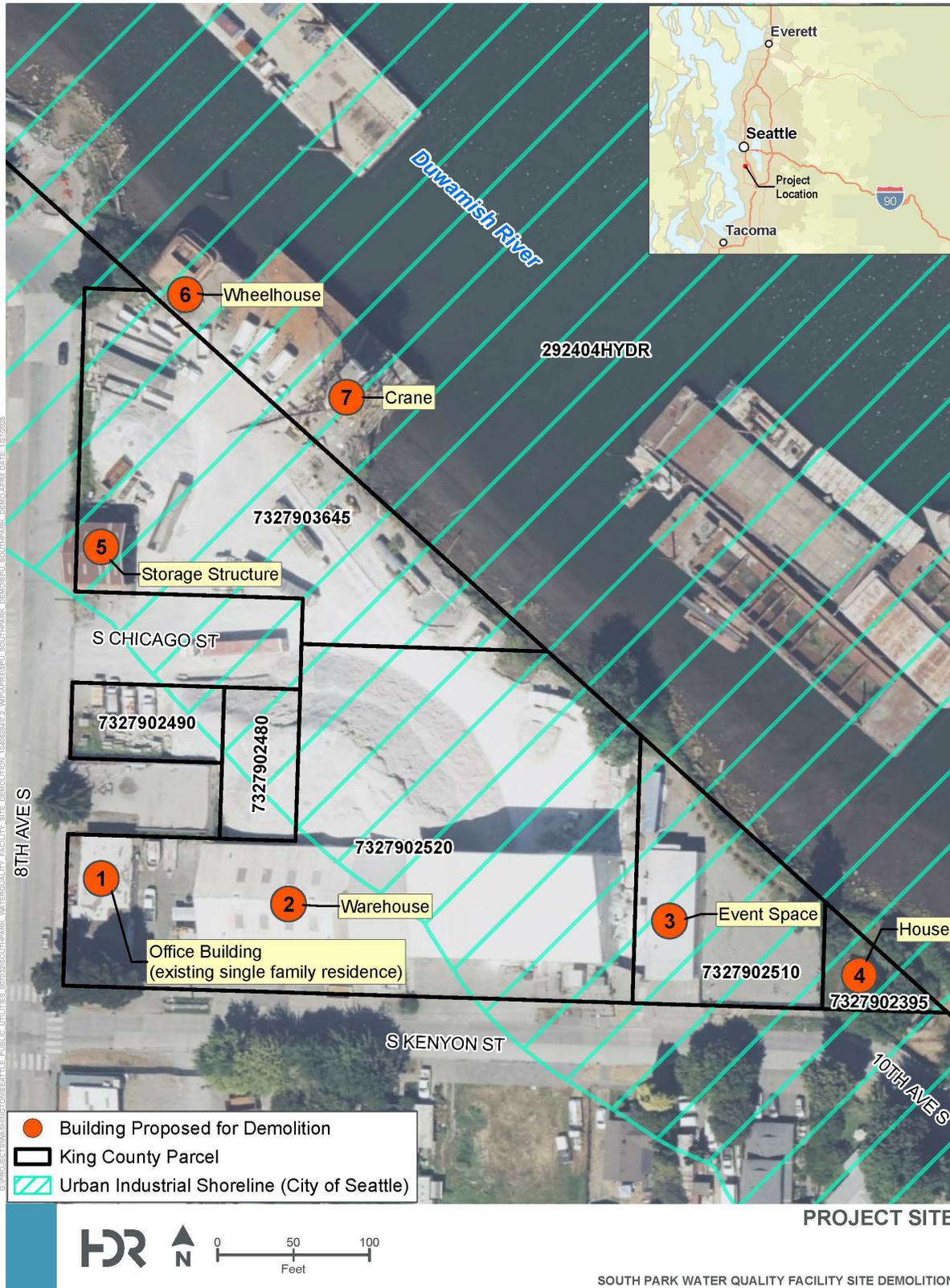
**C. SIGNATURE**

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: \_\_\_\_\_  
*Christina Kapoi*  
Project Manager

Date: \_\_\_\_\_

- Attachment A – Vicinity Map
- Attachment B – Photographs
- Attachment C – Greenhouse Gas Emissions Worksheet





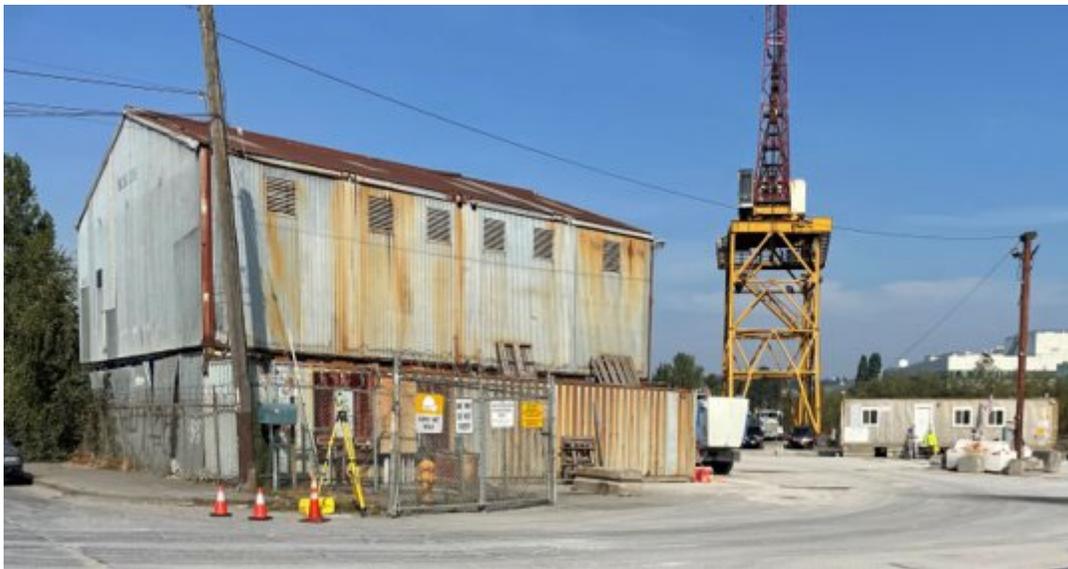
**Photo 1. Office Building (existing single family residence) proposed for deconstruction.**



**Photo 2. Warehouse proposed for deconstruction.**



**Photo 3. Wheelhouse proposed for deconstruction.**



**Photo 4. Storage structure proposed for deconstruction.**

**South Park Water Quality Facility Site Deconstruction Project  
SEPA Environmental Checklist**

**Attachment C – Greenhouse Gas Emissions Worksheet**

| <b>Section I: Buildings</b>                           |         |   |  |        |                |  |
|---|---------|---|--|--------|----------------|--|
|   |         |   | Emissions <b>Per Unit</b> or <b>Per Thousand Square Feet</b> (MTCO <sub>2</sub> e) |        |                |  |
| Type (Residential) or Principal Activity (Commercial) | # Units | Square Feet (in thousands of square feet) | Embodied   | Energy | Transportation | Lifespan Emissions (MTCO <sub>2</sub> e) |
| Single-Family Home                                    | 0       |   | 98   | 672    | 792            | 0  |
| Multi-Family Unit in Large Building                   | 0       |   | 33   | 357    | 766            | 0  |
| Multi-Family Unit in Small Building                   | 0       |   | 54   | 681    | 766            | 0  |
| Mobile Home   | 0       |   | 41   | 475    | 709            | 0  |
| Education   |         | 0.0                                       | 39   | 646    | 361            | 0  |
| Food Sales  |         | 0.0                                       | 39   | 1,541  | 282            | 0  |
| Food Service  |         | 0.0                                       | 39   | 1,994  | 561            | 0  |
| Health Care Inpatient                                 |         | 0.0                                       | 39   | 1,938  | 582            | 0  |
| Health Care Outpatient                                |         | 0.0                                       | 39   | 737    | 571            | 0  |
| Lodging   |         | 0.0                                       | 39   | 777    | 117            | 0  |
| Retail (Other than Mall)                              |         | 0.0                                       | 39   | 577    | 247            | 0  |
| Office  |         | 0.0                                       | 39   | 723    | 588            | 0  |
| Public Assembly                                       |         | 0.0                                       | 39   | 733    | 150            | 0  |
| Public Order and Safety                               |         | 0.0                                       | 39   | 899    | 374            | 0  |
| Religious Worship                                     |         | 0.0                                       | 39   | 339    | 129            | 0  |
| Service   |         | 0.0                                       | 39   | 599    | 266            | 0  |
| Warehouse and Storage                                 |         | 0.0                                       | 39   | 352    | 181            | 0  |
| Other   |         | 0.0                                       | 39   | 1,278  | 257            | 0  |
| Vacant  |         | 0.0                                       | 39   | 162    | 47             | 0  |
| <b>TOTAL Section I Buildings</b>                      |         |   |  |        |                | <b>0</b>                                 |

| <b>Section II: Pavement</b>  |  |   |  |  |  | Emissions (MTCO <sub>2</sub> e) |
|--|--|---|--|--|--|---------------------------------|
| Pavement (sidewalk, asphalt patch)   |  |   |  |  |  |                                 |
| Concrete Pad (50 MTCO <sub>2</sub> e/1,000 sq. ft. of pavement at a depth of 6 inches) |  | 0 |  |  |  |                                 |
| <b>TOTAL Section II Pavement</b>   |  |   |  |  |  | <b>0</b>                        |

| <b>Section III: Construction</b>      |  | Emissions (MTCO <sub>2</sub> e) |
|---------------------------------------|--|---------------------------------|
| (See detailed calculations below)     |  |                                 |
| <b>TOTAL Section III Construction</b> |  | <b>155</b>                      |

| <b>Section IV: Operations and Maintenance</b>      |  | Emissions (MTCO <sub>2</sub> e) |
|--|--|---------------------------------|
| (See detailed calculations below)                  |  |                                 |
| <b>TOTAL Section IV Operations and Maintenance</b> |  | <b>0</b>                        |

|   |            |
|---|------------|
| <b>TOTAL GREENHOUSE GAS (GHG) EMISSIONS FOR PROJECT (MTCO<sub>2</sub>e)</b> | <b>155</b> |
|---|------------|

**South Park Water Quality Facility Site Deconstruction Project  
SEPA Environmental Checklist**

**Attachment D – Greenhouse Gas Emissions Worksheet, continued**

| Section III Construction Details                    |                  |  |
|---|------------------|--|
| Construction: Diesel                                |                  |  |
| Equipment   | Diesel (gallons) | Assumptions                                      |
| Backhoe   | 1,570            | 654 hrs * 2.4 gal/hr                             |
| Crane (175 ton)                                     | 684              | 60 hrs* 11.4 gal/hr                              |
| Crane (350 ton)                                     | 844.8            | 66 hrs* 12.8 gal/hr                              |
| Dump Truck  | 2,772            | 462 hrs*6 gal/hr                                 |
| Excavator   | 3,618            | 276 hrs*13.11 gal/hr                             |
| Street Sweeper                                      | 480              | 160 hrs*3 gal/hr                                 |
| Tractor Trailer                                     | 798              | 266 hrs*3 gal/hr                                 |
| Truck Crane   | 144              | 24 hrs*6 gal/hr                                  |
| Water Truck   | 1,440            | 480 hrs*3 gal/hr                                 |
| <b>Subtotal Diesel Gallons</b>                      | <b>12,350.8</b>  |  |
| <b>GHG Emissions in lbs CO<sub>2</sub>e</b>         | <b>327,913.7</b> | 26.55 lbs CO <sub>2</sub> e per gallon of diesel |
| <b>GHG Emissions in metric tons CO<sub>2</sub>e</b> | <b>148.7</b>     | 1,000 lbs = 0.45359237 metric tons               |

| Construction: Gasoline                              |                    |   |
|---|--------------------|---|
| Equipment   | Gasoline (gallons) | Assumptions                                       |
| 10 hp water pump                                    | 120                | 80 hours x 1.5 gal/hour                           |
| Work Truck  | 120                | 20 hr/mo - 6 mos * 1 gal/hour                     |
| Work Van  | 90                 | 90 hours * 1 gal/hour                             |
| Work Truck  | 240                | 2 hr/day@ 20 days/month for 6 mos * 1 gal/hour    |
| <b>Subtotal Gasoline Gallons</b>                    | <b>570.0</b>       |   |
| <b>GHG Emissions in lbs CO<sub>2</sub>e</b>         | <b>13,851</b>      | 24.3 lbs CO <sub>2</sub> e per gallon of gasoline |
| <b>GHG Emissions in metric tons CO<sub>2</sub>e</b> | <b>6.3</b>         | 1,000 lbs = 0.45359237 metric tons                |

| Construction Summary          |                             |                                  |
|-------------------------------|-----------------------------|----------------------------------|
| Activity                      | CO <sub>2</sub> e in pounds | CO <sub>2</sub> e in metric tons |
| Diesel                        | 327,913.7                   | 148.7                            |
| Gasoline                      | 13,851                      | 6.3                              |
| <b>Total for Construction</b> | <b>341,764.70</b>           | <b>155</b>                       |

| Section IV Long-Term Operations and Maintenance Details |                  |  |
|---|------------------|--|
| Operations and Maintenance: Diesel                      |                  |  |
| Equipment   | Diesel (gallons) | Assumptions                                      |
| <b>Subtotal Diesel Gallons</b>                          |                  |  |
| <b>GHG Emissions in lbs CO<sub>2</sub>e</b>             |                  | 26.55 lbs CO <sub>2</sub> e per gallon of diesel |
| <b>GHG Emissions in metric tons CO<sub>2</sub>e</b>     |                  | 1,000 lbs = 0.45359237 metric tons               |

| Operations and Maintenance: Gasoline                |                    |   |
|---|--------------------|---|
| Equipment   | Gasoline (gallons) | Assumptions                                       |
| <b>Subtotal Gasoline Gallons</b>                    |                    |   |
| <b>GHG Emissions in lbs CO<sub>2</sub>e</b>         |                    | 24.3 lbs CO <sub>2</sub> e per gallon of gasoline |
| <b>GHG Emissions in metric tons CO<sub>2</sub>e</b> |                    | 1,000 lbs = 0.45359237 metric tons                |

**Operations and Maintenance Summary**

**South Park Water Quality Facility Site Deconstruction Project**  
**SEPA Environmental Checklist**

| Activity                                | CO <sub>2</sub> e in pounds | CO <sub>2</sub> e in metric tons |
|---|-----------------------------|----------------------------------|
| Diesel                                  |                             |                                  |
| Gasoline                                |                             |                                  |
| <b>Total Operations and Maintenance</b> |                             |                                  |