PART ELEVEN - FORMS
RCW 197-11-960 ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project:

NORTAR Site Cleanup Action and
1700 N. Northlake Way Mixed-Use Residential/Commercial Development

2. Name of applicant:

Triad Northlake LLC

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

APPLICANT:
Ross Woods, Director of Development
Triad Northlake LLC
2815 Alaskan Way, Suite 228
Seattle, WA 98121
(206) 374-0414

CONTACT PERSON FOR LAND USE ACTION:
Ryan Durkan, Land Use Attorney
Hillis Clark Martin & Peterson
500 Galland Building
1221 Second Avenue
Seattle, WA 98101-2925
(206) 623-1745

CONTACT PERSON FOR CLEANUP ACTION:
Maura O'Brien
Ecology Toxics Cleanup Program
3190 160th Avenue SE
Bellevue, WA 98008-5452
(425) 649-7249

4. Date checklist prepared:

December 18 , 1998

5. Agencies requesting checklist:

Washington Department of Ecology, and
City of Seattle, Department of Construction & Land Use

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

Winter 1998-1999	Submit Cleanup Action Plan (CAP) to Ecology
	Complete Prospective Purchaser Consent Decree
	Submit to DCLU: SEPA Checklist for Threshold Determination; Contract Rezone application, Master Use Permit application; concurrently submit SEPA Checklist and Cleanup Action documents to Ecology for Threshold Determination, Public Notice and Public Comment
	Record Consent Decree and prepare Responsiveness Summary
Winter 1999	Implement Public Participation Plan for integrated MTCA/SEPA review
Spring 1999	Design and permitting process, Engineering Design Document (including Sampling and Analysis Plan, Health and Safety Plan)
Summer 1999	Demolish existing structures, implement Cleanup Action Plan
Fall 1999	Initiate construction of mixed-use redevelopment proposal
Winter 2001	Estimated completion date/project occupancy: 12 to 24 months from initiation of construction.

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 plans for future additions, expansion or further activity related to or connected with this proposal.

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

Driscoll Architects. December 16, 1998. Fax transmittal to Vicki Morris from Matt Driscoll: *Clarification re: the Building Height*, prepared for Triad Northlake LLC, 1700 N. Northlake Way project.

Driscoll Architects. December 18, 1998. *Preliminary Design Project Data Memorandum*. Prepared for Triad Northlake LLC and Vicki Morris Consulting Services.

Equipoise Corporation. October 12, 1998. *Draft Cleanup Action Plan, NORTAR/Former ATCO Facility, 1700 N. Northlake, Seattle, WA*. Prepared for Triad Northlake LLC.

Hart Crowser. May 25, 1990. *Draft Report: American Tar Company Groundwater Assessment*.

King County Department of Environmental Health. July 10, 1997. *Site Hazardous Assessment*. Prepared for the Washington State Department of Ecology.

SEACOR. August 21, 1996. *Groundwater Monitoring Well Sampling, Former ATCO Facility*. Prepared for NORTAR, Inc.

SEACOR. September 15, 1990. *Supplemental Hydrogeologic Site Characterization Report*. Prepared for NORTAR, Inc.

Shannon and Wilson, Inc. September 15, 1986. *Soil Quality Evaluation, ATCO Plant*. Prepared for NORTAR, Inc.

Terra Associates. December 11, 1998. *Geotechnical Report: 1700 Northlake*. Prepared for Triad Northlake LLC.

William Popp Associates. November 30, 1998. *Traffic Impact Analysis for 1700 N. Northlake Mixed-Use Residential/Commercial Development.* Prepared for Triad Northlake LLC.

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.

A Prospective Purchaser Consent Decree is being negotiated with the Washington Department of Ecology (Ecology) and the State of Washington Attorney General's Office. This Consent Decree and appended Model Toxics Control Act (MTCA) documents will serve as the Ecology approval mechanism for the site cleanup.

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

Washington Department of Ecology/State of Washington Attorney General's Office	Cleanup Action Plan
	Public Participation Plan
	Prospective Purchaser Agreement Proposal
	Prospective Purchaser Consent Decree
	Engineering Design Document (describing remediation tasks)
City of Seattle	Contract Rezone
	Master Use Permit
	Demolition Permit and Grading Permit
	Building Permits
	Construction-Related Permits
	Utility Connection Permits

Regulations concerning the integration of SEPA and MTCA are found in a supplement to the Washington Administrative Code (WAC), SEPA Rules, Section 197-11-250 through 268. The regulations address environmental review of remedial actions which are part of a development project. The City of Seattle, SEPA lead agency for the land use action on the 1700 N. Northlake Way proposal, and the Washington Department of Ecology, SEPA lead agency for the MTCA cleanup action, have agreed to share lead agency status with regard to this project, under WAC 197-11-253(4). The City of Seattle is the nominal lead, with Ecology sharing lead agency status for the project (MTCA cleanup and development). This SEPA Checklist will be submitted to both agencies for the Threshold Determination process under SEPA. The SEPA Rules recognize that all or part of proposed remedial actions or resultant impacts may not be understood or fixed at the time of initial SEPA review. The regulations direct that further identification and evaluation of any probable, significant impacts of the remedial action be conducted after obtaining public comments during the MTCA process. Accordingly, the Ecology Threshold Determination will occur before the City of Seattle determination, and the City will accept Ecology's oversight of Cleanup Action Plan implementation.

To the extent available and part of the MTCA public record, information concerning the present condition of the site and proposed cleanup action is included in this SEPA Checklist.

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

Project Overview. Triad Northlake LLC proposes to rezone the 1.3-acre (54,664 sf) site from IC/45' to C1/40'. If the rezone is successful, Triad proposes the acquire the property and construct a mixed-use residential/commercial development with related improvements. Approximately 104 residential units, 12 live/work units, and 6,166 sf of commercial space are proposed (see Figures 2 and 9 through 13). Coincident with the redevelopment proposal, Triad North LLC proposes to remove existing warehouse structures, and implement a Cleanup Action Plan under a Prospective Purchaser Consent Decree, under the direction of the Washington Department of Ecology (see Figure 3). A detailed description of the cleanup and redevelopment components of the project is provided below.

Description of Contract Rezone. Implementation of the proposal requires rezoning the property from Commercial/Industrial (IC/45') to Commercial 1 (C1/40'). The applicant and design team have worked closely with the City of Seattle Design Review Board and the Wallingford Community Council to comply with development standards and preferences for the mix of uses; size, height, appearance, and configuration of proposed structures; amount of parking to be provided; setbacks, open space and landscaping components of the proposal.

The City Council has authority to modify development standards under the provisions of a contract rezone (LUC 23.34.004). No waiver of requirements shall be granted that would be materially detrimental to the public welfare or injurious to property in the zone or vicinity in which the property is located. One requested design departure at the time of this writing is a reduction in the amount of commercial space, to allow approximately 60% of this requirement to be met by live/work units. The City of Seattle Design Review Board (October 19, 1998) indicated a willingness to entertain modifications to open space standards to encourage setbacks from Wallingford Avenue N. Other departures may be requested during the project review process. For example, the applicant proposes that two of the buildings reach 44 feet in height, as shown on the Master Use Permit (MUP) drawings. Height is measured from the natural grade as interpolated by the project architect. The height issue would be reviewed as part of the rezone process, and could become part of the Property Use and Development agreement entered into in conjunction with the contract rezone.

CLEANUP COMPONENT

Site History. Historical roofing product manufacturing and wood preservative formulation operations took place at the 1700 N. Northlake Way site for a period of approximately 35 years (1956 to the late 1980s). These operations used raw materials that included mineral spirits, coal tar and creosote. Many of these materials were obtained from coal gasification operations that operated at Gas Works Park during the same time period. Historical manufacturing operations on the site resulted in polycyclic aromatic hydrocarbon (PAH); pentachlorophenol (PCP); ethylbenzene, xylene and total petroleum hydrocarbon contamination to shallow soil and shallow perched groundwater.

Cleanup Action Plan (CAP). The proposed Cleanup Action Plan (CAP) incorporates environmental data collected during six environmental investigations, over a period of 10 years. Site environmental conditions have been well characterized. The CAP identifies the limited feasible remedial alternatives at the site, given the goals to protect human health and the environment, and accomplish the cleanup action in a way that is compatible with the redevelopment proposal.

Both the cleanup action and the site redevelopment proposal require demolishing existing buildings, and excavating and removing a large volume of soil. The nature of the extensive proposed redevelopment excavation and future land use action that includes residences, limits the range of feasible soil remediation alternatives to excavation and offsite disposal, or recycling where practical. Therefore, most contaminated soil (up to 5,000 cy) would be excavated to levels acceptable for residential soils and transported for offsite disposal at an approved Resource Conservation and Recovery Act (RCRA) Subtitle D or Subtitle C landfill. Due to the confirmed presence of pentachlorophenol (a land-banned RCRA-listed waste) in one soil sample at the site, onsite isolation with institutional controls would be required. Containment of PCP-contaminated soils (presently estimated at 10 cy) within a concrete vault is proposed. This feature would be implemented in compliance with Ecology's Area of Contamination and Contained-In Policies.

Demolition Component. Implementation of the Cleanup Action Plan requires removing all existing structures, foundations and pavement from the site. Prior to demolition activities, the contractor shall provide pre-survey documentation of buildings for possible presence of asbestos and lead paint. OSHA requirements shall be followed to determine any special handling or disposal requirements for demolition debris. Due to the potential for contaminated soil immediately beneath existing building slabs, the demolition task would not include removal of these slabs. Slab removal and removal of below-ground piping and structures would be conducted under the Site Health and Safety Plan (part of the MTCA Cleanup Action Plan Engineering Design Report). This work would be performed by OSHA-trained environmental professionals. Slab sections, subsurface piping and subsurface structures would be cleaned and tested (if required by the site engineer), as described in the Site Health and Safety Plan, in order for materials to be disposed as clean debris, free of contamination, or recycled where practical.

Residential Cleanup Standards Proposed. The CAP ensures cleanup levels that would safely meet standards for the proposed residential land use component of the redevelopment. MTCA residential cleanup levels are proposed. By selecting residential cleanup action levels and eliminating pathways for potential exposure to contaminants, the proposal assures protection of future site residents and the surrounding community.

The applicant proposes a more thorough cleanup than would typically be required for an industrially-zoned site. If the contract rezone is not successful, the applicant reserves the right to reconsider the proposed cleanup action to less stringent cleanup levels appropriate for an industrial-zoned site. For example, in the case of PAH compounds, industrial site cleanup levels would be up to 20 times less stringent than those presently proposed.

Cleanup Schedule. The CAP implementation could take place as early as August 1999. All of the Ecology requirements and approvals could be met by this date. However, due to project financing and other issues, the CAP implementation schedule will be contingent on the redevelopment construction schedule. A key component of project financing and the overall redevelopment schedule is the City of Seattle contract rezone decision. The estimated schedule for this action is late Summer or Fall 1999. The CAP implementation is linked to this decision, and to any seasonal constraints that may be imposed on excavation activities.

REDEVELOPMENT COMPONENT

The proposed redevelopment project would consist of one building in three "blocks" that step up the slope toward N. 34th Street, approximately following the historical grade of the site (see Figures 4 and 5). The blocks would be interconnected by a center courtyard and subsurface parking garage. Five levels of below-grade parking are proposed (see Figures 6 through 8). The below-grade portion of the structure would be constructed of cast-in-place concrete. Ground level development would consist of three separate commercial spaces (approximately 6,166 sf, total) along the Wallingford Avenue N. frontage, and 12 live/work units (approximately 850 gross sf in size each, 10,785 gsf total) along N. Northlake Way and Densmore Avenue N (see Figures 9 and

10). Three levels of residential development are proposed above ground level commercial and live-work spaces (see Figures 9 through 13). The above-grade structure would be wood-frame construction. A business center (250 sf) and meeting room (1,000 sf) are proposed in the north building, approximately centrally located on the interior courtyard.

Commercial Development Component. The minimum floor area requirement for commercial space within the mixed-use development is calculated based on street frontage along Wallingford Avenue N., N. Northlake Way, and Densmore Avenue N, in accordance with LUC 23.47.008. The combined total of these three components requires 10,810 sf of commercial space. The proposal includes a creative approach to meeting this requirement. Three separate commercial spaces are proposed for office and/or convenience retail tenants at ground level along Wallingford Avenue N. – approximately 6,166 sf, total. Through the Design Review process, the project has been allowed to include live/work units to comprise the remainder of commercial space. Twelve live/work units are proposed (10,908 gsf, total), at street level along N. Northlake Way and Densmore Avenue N (see Figures 9 and 10). These spaces would be designed and built in conformance with commercial code requirements for facade transparency, depth, ceiling height and required parking, to preserve the option to convert these units to commercial uses in the future. The combination of proposed commercial space and live/work units is 17,074 gsf, which exceeds the minimum non-residential space requirement by approximately 6,264 gsf.

Residential Development Component. Three levels of multifamily residential development are proposed above ground level commercial space and live/work units. Maximum allowed residential lot coverage is 64 percent per floor on any floor above ground level (LUC 23.47.008.D). The proposal approaches the maximum allowance of this building envelope, calculated overall.

- Building #1 EAST (Figures 9 through 13) is proposed to contain approximately 36 residential units, ranging from studios (575 gsf) to two-bedroom units (1,500 + gsf).
- Building #2 WEST (Figures 9 through 12) is proposed to contain approximately 36 residential units, in the same size range.
- Building #3 NORTH (Figures 9 through 13) would house approximately 32 residential units, including five loft units.

No setbacks are required from adjacent street frontages (LUC 23.47.014). However, the applicant has agreed during the Design Review process to step back the structure approximately 16 feet from the southeast corner (Walllingford Avenue N./N. Northlake Way), and even further as the structure progresses up the slope toward N. 34th Street. Structural setbacks would minimize view blockage; enhance the pedestrian-scale environment at street level, particularly in the area of the proposed Wallingford Steps; and improve the transition up the slope from the Burke Gilman Trail.

Parking and Access. Vehicular access to the site is proposed only from Densmore Avenue N (see Figure 8). The proposed residential/commercial driveway width is 20 feet. The vehicular entrance and all pedestrian entrances to the parking garage would be well lighted and equipped with security gates.

A total of 174 parking stalls are proposed, compared to 164 stalls required (LUC 23.54.015). The required parking allocation is 154 stalls for proposed residential use (104 units), and 10 stalls for proposed commercial space (6,166 sf). One barrier-free van-accessible parking stall is proposed within the parking garage. Guest and commercial patron parking (for which there is no code requirement) would be accommodated on-street. Commercial employee parking would be accommodated within the secured garage.

Refuse, recycling and utility service areas would be concealed in the vicinity of the parking garage entrance. Provisions are planned for service vehicles to pull off the street, into the driveway.

Landscaping. The redevelopment proposal would restore green space to the site. Following the MTCA cleanup action, street trees and shrubbery could be planted in soils along the west side of the property (Densmore Avenue N right-of-way). Frontage improvements along N. Northlake Way also include street trees.

Interior to the project, the landscape architect proposes to create a "canyon-like" experience among interconnected courtyards (personal communication from Thomas Rengstorf Associates, December 9, 1998). Japanese-style water features are proposed, with a dark bottom to optimize the reflective quality of water. Planting areas adjacent to the concrete surface of the courtyard would be bermed to provide the required soil depth. Low retaining walls (approximately 18 inches) would be constructed adjacent to buildings that face the courtyard to contain soil for raised plantings against the structure. The planting concept would emphasize plant forms and textures in casual arrangements. Multi-stemmed small trees are proposed to create a canopy and minimize the scale of the building in relation to pedestrians.

Open Space, Recreation and Pedestrian Amenities. Useable open space is intended for use by residents of the development, and is required for all residential uses in mixed-use development. The Land Use Code requirement for open space within the mixed-use residential/commercial project is 20 percent of gross residential floor area (LUC 23.47.024.A). Twenty percent of the preliminary design at the time of this writing was: 101,626 sf = 20,325 ft open space required. The proposal includes providing approximately 28,074 sf of open space in the form of public terraces, setbacks, a roof-top garden, and the central courtyard recreation space (LUC 23.47.024.B). The Level 1 interior courtyard would be approximately 4,000 sf in size (see Figure 9). Three points of controlled access to the courtyard are proposed from surrounding streets.

Offsite Improvements. Anticipated improvements to N. Northlake Way include half-street widening to provide a 12-ft wide lane, 8-ft wide parallel parking (7 to 10 spaces), new curb, landscape strip and a 13-ft wide bicycle trail. Anticipated improvements to Densmore Avenue N. include half-street widening to provide a 12-ft wide lane, 8-ft wide parallel parking (7 or 8 spaces), new curb, landscape strip and a 5-ft wide concrete sidewalk. The design section for Wallingford Avenue N. has not yet been determined by the City of Seattle. The applicant proposes a financial contribution to the cost of constructing the Wallingford Steps project, at the south end of the Wallingford Avenue N. right-of-way.

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 site is located at 1700 N. Northlake Way, between Wallingford Avenue N. and Densmore Avenue N., within the Wallingford neighborhood of the City of Seattle (see Figure 1). The legal description of the property is: Lots 3 through 10, Block 75, Lake Union Addition.

Figure 1. Vicinity Map

Figure 2. Site Plan and Interpolated Natural Grade

Figure 3. Proposed Cleanup Action Plan

Figure 4. Building Elevations – North & South

Figure 5. Building Elevations East & West

Figure 6. Parking Plan: Level P-5

Figure 7. Parking Plan: Level P-2, P-3, P-4

Figure 8. Parking Plan: Level P-1

Figure 9. Building Plan: Level 1

Figure 10. Building Plan: Level 2

Figure 11. Building Plan: Level 3

Figure 12. Building Plan: Level 4

Figure 13. Building Plan: Level 5

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (underscore one): Flat, rolling, steep slopes, mountainous, other moderately sloped.

The site is situated on a south-facing slope north of Lake Union (see Figure 1). From the north end to the south end of the property, there is an elevation difference of about 15 feet over a distance of 240 feet (see Figure 14). The property has two distinct levels with different elevations. A concrete and asphalt-paved ramp connects the two levels. The upper portion of the site ranges from approximately Elevation +38 to +44 feet. The lower portion of the site is at approximately Elevation +29 feet (Terra Associates, December 11, 1998).

There are three concrete retaining walls on the site (see Figure 14). The largest of these forms the northern boundary of the developed area. It ranges in height from 2.5 to 8 feet, stepping up from west to east. It is 125 feet long, and 8 inches thick. It retains a steep slope heavily vegetated with blackberry vines. A second concrete wall is located about 30 feet south of the north property line, also oriented in an east-west direction. This wall is about 4 feet high, and functions to support about 3 feet of earth. A third concrete wall, about 7 feet high, is located at the southern portion of the site. This wall supports the mid-level "terrace" of the site (Terra Associates, personal communication, November 25, 1998).

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

The City of Seattle generalized mapping of Environmentally Sensitive Areas indicates the occurrence of steep slopes on the property (City of Seattle 1997). It is not known whether this designation was applied based on the historical grade of the site, or based on its modified condition with retaining walls constructed to increase useable area for past industrial activities.

The steepest slopes on the site under existing conditions are 100% (1:1 Horizontal to Vertical). These slopes occur above the north property line, and in the southern portion of the site adjacent to the east property line. Both slopes appear to be cut slopes created for construction of retaining walls. Both slopes are heavily vegetated with blackberry vines, and show no sign of instability (Terra Associates, personal communication, November 25, 1998).

Similar cut slopes exist on the Metro Facilities North site west of 1700 N. Northlake Way, on the opposite side of Densmore Avenue N. Slopes on the Metro site were excavated in 1925-1926 to accommodate former industrial development on that property. These slopes show no evidence of slumping or failure over the 74-year history examined for the property (personal communication from Maura O'Brien, Site Manager, Toxics Cleanup Program, Washington Department of Ecology, December 9, 1998).

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

Surface soils have been significantly altered by former industrial development and manufacturing operations on the site. Existing structures cover the majority of the property, and space between structures is nearly totally paved with asphalt or concrete.

Insert Figure 14. Existing Site Conditions

Native soils encountered in test borings drilled across the property generally consisted of very dense glacial till. About 15 to 20 feet of silty fine sand was encountered above the very dense till soil in the northeast corner of the site, near Wallingford Avenue N. (Terra Associates, Inc., December 11, 1998).

The *Geologic Map of King County, Washington* (Livingston 1970) shows the site within an area mapped as Vashon till (Qt), described as a hard, blue to gray concrete-like mixture of clay, silt and gravel. This description is generally consistent with the native soils observed across the site by the geotechnical consultant. More detailed descriptions of the subsurface conditions encountered are presented in the boring logs in the *Geotechnical Report* (Terra Associates, Inc., December 11, 1998).

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

Seattle is situated in a moderately active earthquake region where the Juan de Fuca plate is thrust beneath the North American plate along the toe of the continental slope (Galster and Laprade, August 1991). The Unified Building Code (1997 Edition) places the Puget Sound area within Seismic Zone 3, which indicates significant seismic risk. The design level earthquake for this zone is magnitude 7.0 to 7.5 with peak ground acceleration of about 0.3g.

Dense glacial till soils are present at shallow depth on the site. There is no evidence or history of unstable soils on the property or in the immediate vicinity (Terra Associates, Inc., December 11, 1998).

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

Cleanup Component. It is estimated that up to 5,000 cy of contaminated soil would be excavated from the property and transported for offsite disposal at a RCRA Subtitle D or Subtitle C landfill, or recycled where practical based on disposal testing. If disposal at a Subtitle D or C landfill is required, written approval with testing documentation would be secured from the selected landfill prior to transport. These requirements shall be specified in the Engineering Design Report.

Redevelopment Component. The estimated excavation quantity for the redevelopment proposal is 9,300 cy of clean soil (not contaminated), in addition to the 5,000 cy of contaminated soil to be removed with the MTCA cleanup action. Therefore, the total estimated excavation quantity is approximately 14,300 cy.

The lowest building elevations (based on preliminary project design at the time of this writing) would be approximately Elevation +34 feet in the northern portion of the site, and Elevation +26 feet in the southern portion. With existing site grades, this would require excavations up to 12 feet on the west side, and about 10 feet on the north side of the site. Maximum excavations of about 26 feet would be required on the east side. Due to the proximity to Wallingford Avenue N., temporary shoring would likely be needed to complete the excavation in the northern portion of the site along the east property line (Terra Associates, personal communication, November 25, 1998).

Approximately 3,500 cy of clean (uncontaminated) free-draining material would be imported to create a vapor barrier beneath proposed building slabs. The source of this material would be

identified by the contractor and approved by a geotechnical engineer prior to placement. The contractor may be required to document or certify that the free-draining material to be imported is clean (not contaminated).

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

Cleanup Component. Excavation to implement the MTCA cleanup action would occur near the center of the site. Typical excavations would be 5 to 6 feet deep, to a maximum of 9 feet in one area. No significant erosion is expected to occur as a result of this excavation.

Redevelopment Component. The erosion potential of site soils would temporarily increase as a result of clearing and excavation. However, significant erosion control measures are planned (see SEPA Checklist Section B.1.h, below).

Temporary shoring would be installed at locations above the north property line where excavations greater than about 4 feet are needed. Temporary shoring would also be provided at other locations where temporary excavations cannot be made at appropriate inclinations within available space constraints (primarily along the northern portion of the east property line).

There would be no potential for erosion from the completed development, since essentially no exposed earth would remain on the site.

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

Cleanup Component. Not applicable.

Redevelopment Component. Essentially 100% of the site would be covered with impervious surfaces following redevelopment. Open space would be provided in the form of a shared interior courtyard, public terraces, private decks, and a roof garden. Landscaping would be provided in containers, with the exception of street trees in frontage improvements.

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

Cleanup Component. The cleanup action would be scheduled to occur during the "dry season", between approximately April 30 and October 31, to minimize the potential for exposure of contaminated soils to erosion by precipitation. Preferably, MTCA cleanup actions would be scheduled to occur June–September.

Job site safety during the MTCA cleanup action will be required under the site Health and Safety Plan. Contract documents may require the cleanup contractor to complete and comply with all applicable local, county, state and federal permits, requirements, and Best Management Practices. See additional discussion in SEPA Checklist Section B.7.a, Environmental Health.

Truck loading methods and preparations for offsite disposal of contaminated soils will be specified in the Engineering Design Report. Trucks would be required to enter a decontamination zone for wheel washing prior to exiting the site. Soil testing would be verified for loads bound for disposal or recycling. Written approval from the receiving landfill or recycling destination would be required prior to contaminated soils leaving the site. In the

event that excavated soils are temporarily stockpiled on the site, these materials may be covered with impervious sheeting (if weather conditions warrant).

No contaminated soil would remain in place following completion of the MTCA cleanup action. It is likely that most contaminated soils would be transported and disposed at an approved RCRA Subtitle D or C landfill. Approximately 10 yards of contaminated soil would be enclosed within a container (concrete vault) to remain onsite, isolated from development features, and managed onsite using Ecology's Area of Contamination and Contained-In Policies. When the proposed CAP implementation is complete, all site soils would be tested to confirm they meet MTCA residential soil criteria and would pose no risk to human health or the environment.

Redevelopment Component. Cut slopes would be constructed in accordance with the recommendations of the Geotechnical Report. In areas where there is insufficient distance of lay slopes back, conventional soldier pile shoring would be used to support excavations and construct perimeter building walls. Unshored excavation heights should not exceed 4 feet. A monitoring program would be implemented until permanent new lower walls are adequately braced, to verify the performance of the shoring system and possible excavation effects on adjacent properties.

The extent of excavation and shoring required near the northeast property corner (an area of fill soils over till) would be evaluated in more detail by a geotechnical engineer when building details and elevations are finalized.

Job site safety during the redevelopment component would be the responsibility of the project contractor. All excavations shall be completed in accordance with local, state, or federal requirements, as applicable.

Conventional spread footings bearing on undisturbed native soils (dense glacial till) should be adequate to support the proposed structure (Terra Associates, Inc., December 11, 1998). Foundation preparations should be performed during dry weather. The recommendations of the geotechnical engineer shall be followed and confirmed in the field during construction.

In the event precipitation is expected while the excavation is exposed, side slopes would be covered with reinforced plastic sheeting securely anchored to the slope face to prevent erosion. Measures proposed to minimize the occurrence of sediments in site runoff during construction are described in the Water section below (SEPA Checklist Section B.3.d).

A construction entrance shall be created with quarry spalls or other suitable material to minimize offsite trackage of dirt and debris during construction. The contractor would be responsible for cleaning the street, as necessary, in accordance with City of Seattle permit conditions.

2. Air

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

There would be short-term emissions to the air (construction vehicle exhaust emission) and an increase in fugitive dust during excavation, soil remediation, and the redevelopment proposal construction period.

Redevelopment Component. If 107 residential units were constructed on the site under the maximum mixed-use residential/commercial development scenario, vehicular exhaust emissions would increase in proportion to the net increase in vehicular traffic associated with the site: approximately 681 average weekday trips (AWDT), compared to approximately 149 AWDT under existing conditions (William Popp Associates, November 30, 1998). (These trip generation estimates would be slightly less for the proposal at the time of the Master Use Permit application: 104 residential units and 6,166 sf of commercial space.)

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

Offsite sources of odor and emissions in to the air are relatively insignificant in the project area. There is a faint marshy smell due to the proximity to Lake Union. The Wallingford Transfer Station at 1420 N. 34th Street may be an occasional source of unpleasant odors and fugitive dust in the area, depending on the waste being handled on a particular day and the predominant wind direction. The transfer station is approximately three blocks west of the 1700 N. Northlake Way site.

Cleanup and Redevelopment Components. None of the offsite sources of odor or emissions to the air would adversely affect the proposal during either the cleanup action or redeveloped condition.

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

Cleanup Component. Construction vehicles would be equipped with standard emission control devices. The Engineering Design Report will specify requirements for truck loading, decontamination zone(s), truck wheel washing, dust control and restricted access. The contractor would be responsible for sweeping the public street at the site entrance, as specified in City of Seattle permit conditions.

Redevelopment Component. Construction vehicles would be equipped with standard emission control devices. The construction entrance would be armored with quarry spalls (or other suitable material) to minimize tracking soil offsite. Contractors would be responsible for cleaning mud and dust (if any) tracked offsite onto public roads, as specified in City of Seattle permit conditions.

Most residential units in the completed development would have natural gas fireplaces. No wood-burning fireplaces are proposed.

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 site is located approximately 500 feet north of Lake Union. Lake Union is a fresh water, navigable lake, connected to Lake Washington to the east and to Puget Sound to the west by man-made canals.

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.

Cleanup and Redevelopment Components. The project would not require any work over, in or within 200 feet of Lake Union.

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.

Cleanup and Redevelopment Components. No fill or dredge material would be placed in or removed from surface water or wetlands.

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

Cleanup and Redevelopment Components. The proposal would not require any surface water withdrawals or diversions.

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

The site is not within a 100-year floodplain.

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

Cleanup and Redevelopment Components. The proposal would not involve any discharge of waste materials to surface waters.

b. Ground:
1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

Cleanup and Redevelopment Components. No groundwater would be withdrawn during either the CAP implementation or the redevelopment construction phases of the project.

Intermittent perched groundwater appears in isolated seams of cleaner sand and gravel interbedded within the predominant glacial till. The depth at which perched water occurs likely varies seasonally. During field investigations conducted in March 1998 (Equipoise Corporation, October 12, 1998) and late October 1998 (Terra Associates, Inc., December 11, 1998), groundwater was encountered at depths ranging from approximately 2 to 32.5 feet below ground surface. Groundwater encountered 15 to 20 feet below ground surface (bgs) was within the regional water table, which has been determined by the Washington Department of Ecology (August 10, 1998) to be nonpotable. It is not expected that proposed excavations would encounter the regional water table. There are no drinking water wells within a two-mile radius (or more), and the area is served by a municipal sewage collection system.

Excavation would extend below the depth of intermittent perched groundwater over much of the site. This unit would be over-excavated and eliminated within the building footprint. The yield of this perched water unit is very low – it is not expected to impact the stability of temporarily exposed slopes (Terra Associates, Inc., December 11, 1998). Prior to the

initiation of residential/commercial construction, contaminated soils and contaminated perched groundwater would have been removed from the site in accordance with a Cleanup Action Plan and Prospective Purchaser Consent Decree overseen by the Washington Department of Ecology.

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.

Cleanup and Redevelopment Components. No waste material 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.

Cleanup Component. The stormwater management proposal during remediation and construction is described in Section B.3.d, below.

Redevelopment Component. The site would be essentially totally covered by roofs and paved surfaces in the completed development. All vehicle parking would be provided in an underground parking garage. Therefore, areas exposed to vehicular traffic and subject to precipitation would be limited to the driveway apron. Stormwater from impervious surfaces would be collected in catch basins and roof drains, and tight-lined to the municipal storm drainage collection system in Densmore Avenue N. City of Seattle sewer cards indicate that stormwater from the site vicinity is conveyed to Lake Union. According to DCLU drainage analyst Kevin Donnally (personal communication with John Anderson, W&H Pacific, November 1998), stormwater detention would not be required if the drainage system is connected to the City's direct-discharge pipe to Lake Union.

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

Cleanup and Redevelopment Components. It is possible that excavations could encounter some low-yielding perched groundwater zones.

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

Cleanup Component. Excavation activities would be scheduled to occur during the "dry season" (April 30 – October 31) to minimize the potential to encounter perched groundwater. Contingency plans for addressing low anticipated volumes of perched groundwater would be coordinated with WDOE in an Engineering Design Document, to be completed between March and June 1999.

The proposal includes constructing a trench (French drain) along the upgradient portion of the site to intercept surface water runoff and shallow perched groundwater flowing toward the site. The trench would divert water away from the excavation. A perforated pipe within the trench would be used to convey the water to the municipal storm drainage collection system within Densmore Avenue N. Before disposing of any runoff, representative water quality analyses

would be performed. Sampling and analytical protocols would be identified in the Engineering Design Document to be submitted to Ecology prior to CAP implementation.

CAP implementation as presently proposed would result in a site that meets MTCA residential soil quality criteria, eliminating all potential contaminant migration pathways. Therefore, no waste materials would enter ground or surface waters following the cleanup action.

Redevelopment Component. If groundwater seepage or surface water runon were to result in accumulation of water within the excavation, conventional sump pumping procedures would be used to maintain the excavation in a relatively dry condition for construction purposes (Terra Associates, December 11, 1998). The French drain to be constructed along the north property line during the cleanup action would remain permanently in place as a permeable flow path to recharge regional groundwater (small though the quantity may be), and Lake Union. Intercepted perched groundwater and surface flows from offsite areas would be conveyed by a perforated pipe in the French drain to the municipal storm drainage collection system, which discharges to Lake Union.

A filter fabric fence would be installed along the southern property line during construction. An ditch would be excavated on the upslope side of the filter fabric fence to intercept surface water runoff from the site. The interceptor ditch would convey stormwater to a sedimentation pond prior to discharge to the municipal storm drainage collection system. Similar to water collected in the northerly ditch, water quality in the sedimentation pond would be sampled periodically to confirm the appropriate method for stormwater disposal.

Foundation wall drainage for walls constructed against shoring would be accomplished by installing pre-fabricated panels attached to the lagging face, connected to a perforated pipe at the base of the wall. The perforated pipe would be tightlined through the footing to a sump for discharge of collected water.

The downstream storm drainage system conveys runoff directly to Lake Union within approximately 500 feet of the site. Therefore, detention is not required. Stormwater runoff from the completed development would be from "clean" surfaces (i.e., not exposed to vehicular traffic); therefore, no water quality treatment would be required.

4. Plants

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

__ **deciduous tree: alder, maple, aspen, other:**
__ **evergreen tree: fir, cedar, pine, other:**
X **shrubs**
X **grass**
__ **pasture**
__ **crop or grain**
__ **wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other:**
__ **water plants: water lily, eelgrass, milfoil, other:**
__ **other types of vegetation:**

A tall fotinia hedge forms the eastern boundary of the site, adjacent to the Wallingford Avenue N. right-of-way, south of an existing commercial use (kite shop). The steep northern slope of the site is heavily vegetated with Himalayan blackberry. Sparse Scot's broom, grasses and weeds have invaded unpaved surfaces not used for parking or vehicular circulation in the Densmore Avenue N. right-of-way adjacent to existing buildings.

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

Cleanup Component. There is little (if any) vegetation at the interior of the site where the cleanup action would be performed. Any existing vegetation (invasive weeds) would be removed.

Redevelopment Component. All existing vegetation would be removed during foundation excavations to implement the site redevelopment proposal.

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

There is no known occurrence of threatened or endangered plant species on or near the site.

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

Cleanup Component. No landscaping is proposed associated with the cleanup action.

Redevelopment Component. Landscaping proposed in conjunction with redevelopment of the site is described in SEPA Checklist Section A.11. Street trees are proposed along Densmore Avenue N. and N. Northlake Way. Landscaping improvements along the Wallingford Avenue N. right-of-way have not yet been specified, pending further planning of the Wallingford Steps project by the City of Seattle. A Japanese theme is proposed for the semi-private interior courtyard of the mixed-use residential/commercial development.

5. Animals

a. Check or underscore any birds and animals which have been observed on or near the site or are known to be on or near the site:

X **birds: hawk, heron, eagle, songbirds, other:** pigeons, crows, sparrows
X **mammals: deer, bear, elk, beaver, other:** rodents
__ **fish: bass, salmon, trout, herring, shellfish, other:**

Birds and rodents adapted to urban environments likely visit the site from time to time, though none were observed during October and November site inspections. Blackberries and weedy vegetation may provide some cover, nesting habitat and food sources.

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

There is no known occurrence of threatened or endangered animal species on or near the site.

c. 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. The proposed project site is small (approximately 1.3 acres in size), covered with structures and pavement, and located in a highly urbanized area. It offers no habitat attractive or essential to migrating birds.

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

Cleanup Component: No measures to preserve or enhance wildlife are proposed at the conclusion of the cleanup action.

Redevelopment Component: While no measures are specifically proposed to preserve or enhance wildlife, the landscaping plan associated with the mixed-use residential/commercial development proposal would have the secondary benefit of providing additional food, cover and possible nesting sites for bird species common in urban environments.

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.

Cleanup Component. The only energy requirements associated with the cleanup action will be fossil fuels used to operate construction equipment and construction vehicles. When soil remediation is complete, this component of the project would have no energy requirements.

Redevelopment Component. Natural gas would be used as the principal source of energy for space heating. Electrical energy would be used for lighting and operating appliances.

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

Cleanup Component: Implementation of the cleanup action would not affect potential use of solar energy by adjacent properties.

Redevelopment Component: It is not expected that the height and configuration of the proposed structure would interfere with potential use of solar energy by adjacent properties. An existing masonry building adjacent to the northeast corner of the site is presently occupied by a small commercial use (kite shop) with no apparent use of solar energy. The building is approximately 20 feet high and has no windows on the south side, facing the proposed development.

There is a 45-ft height limit in the zone that includes the offsite masonry building, and the base elevation of this property is considerably higher than the 1700 N. Northlake site. Therefore, the redevelopment potential of the site occupied by the masonry building allows a taller structure that could access unobstructed solar energy in the future, if desired.

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:

Cleanup Component. No particular energy conservation measures are proposed during the cleanup action.

Redevelopment Component. Residential units in the completed development would be equipped with double-glazed windows to minimize energy loss. Building construction would comply with this and other requirements of the Seattle Energy Code, at a minimum, to be reviewed at the time of Building Permit application.

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.

Cleanup Component. Former industrial activities on the site resulted in soil and groundwater impacts. Manufactured products produced included coal tar and asphalt-roofing material. Wood preservative products were also formulated at this location for approximately 35 years. Residual contaminants of concern include benzene, toluene, ethylbenzene and xylenes (BTEX); polyaromatic hydrocarbons (PAHs), and pentachlorophenol (PCP).

Six environmental investigations conducted at the site over the past 10 years (since 1988) have characterized the environmental health hazards posed by contaminants of concern. These environmental health hazards are documented in a 1997 Site Hazard Assessment conducted by the King County Department of Environmental Health (1997) under contract to the Washington Department of Ecology (Ecology). This assessment applied the Washington Ranking Method to the ATCO site, and computed a score of 1 (the highest possible score in the range of 1 to 5). Subsequent to this assessment, Triad Northlake LLC entered into a Property Purchase Option Agreement with the site owner, conducted a MTCA-compliant Remedial Investigation and Feasibility Study, prepared a Cleanup Action Plan, and is presently negotiating a Prospective Purchaser Consent Decree with Ecology and the State of Washington Attorney General's Office. Prior to Triad's involvement, no action had been taken to address the environmental health hazards associated with the site.

Triad Northlake LLC proposes to excavate and remove up to 5,000 cy of contaminated soil from the site. This excavation would also address contaminants associated with a perched water zone. All contaminant migration pathways for human or environmental exposure would be eliminated prior to site redevelopment for the proposed mixed-use residential/commercial project. The Triad Northlake LLC cleanup proposal calls for remediation to residential standards to accommodate the redevelopment proposal. This level of cleanup exceeds what Ecology would typically require for an industrial-zoned property.

Redevelopment Component. There are no known issues of environmental concern associated with existing commercial tenants.

1) Describe special emergency services that might be required.

Cleanup Component. A site-specific Health and Safety Plan would be prepared as part of the Engineering Design Document to be submitted to Ecology in 1979, to identify all special emergency services that might be required during the cleanup action. The Health and Safety Plan would identify all environmental health hazards and describe procedures to reduce risks to site workers during the remediation program. Emergency procedures, evacuation routes and local emergency service contacts would be identified in advance of the cleanup schedule.

All site workers would be required to have the appropriate OSHA Hazardous Material Worker Training. Certification of this training would be included in the site Health and Safety Plan. A copy of the Health and Safety Plan would be maintained onsite during all field activities. Exclusion and decontamination zones would be established on the property. No personnel who lack the required OSHA training would be allowed to enter the site during the cleanup action. These policies would be strictly enforced.

Redevelopment Component. No special emergency services would be required in the completed residential/commercial development.

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

Cleanup Component. The only group that may be potentially exposed to environmental health hazards would be site workers during the cleanup action. Protection of these personnel would be accomplished by rigorously enforcing OSHA Training requirements, preparing and adhering to an Ecology-approved Health and Safety Plan, monitoring personnel during the cleanup, implementing strict personnel and equipment decontamination protocols, and meeting daily to discuss health and safety issues prior to the onset of the day's activities. Remedial cleanup work would be performed in a manner protective of human health and the environment, compliant with cleanup standards, and permanent to the maximum extent practicable.

Measures to prevent public access during excavation activities would include a combination of site fencing and onsite security personnel. All personnel and equipment (including vehicles and excavators) would be required to go through a decontamination zone before exiting the site. Decontamination and exclusion zones will be defined in the site Health and Safety Plan, which will be incorporated into the Engineering Design Document scheduled for completion between March and June 1999.

Redevelopment Component. The Cleanup Action Plan proposed by Triad Northlake LLC would effectively remove the potential for exposure to all known environmental health hazards on the site. No exposure pathways would remain on the redeveloped site. The redevelopment proposal includes constructing an underground parking garage. This structure would provide an additional buffer between residential/commercial site users and the former location of site contaminants.

b. Noise

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

Offsite sources of noise in the project area include numerous forms of aircraft activity: scheduled Lake Union float plane service, commercial aircraft approaching and departing from Seattle-Tacoma International Airport, private aircraft and occasional helicopters; motor vehicle noise associated with travel on local streets, Interstate 5 and the Aurora Bridge; and maritime industrial activities associated with the moorage and maintenance of private and commercial vessels along the north shore of Lake Union.

Cleanup and Redevelopment Components. None of the existing offsite noise sources in the area is projected to adversely affect the proposed cleanup action or mixed-use residential/ commercial redevelopment project.

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.

Cleanup Component. There would be a short-term increase in noise levels generated onsite during the cleanup action. Soil remediation is estimated to occur over a period of approximately 10 weeks.

Redevelopment Component. There would be a short-term increase in noise levels generated onsite during construction, estimated to occur over a period of 12 to 24 months. Construction equipment to be used would include track hoes, back hoes, dump trucks, bulldozers, drilling trucks, pneumatic equipment, cement trucks, delivery vehicles, welding equipment and other vehicles and equipment typically associated with construction.

The construction method for the shoring proposal would be determined by the contractor. It is likely that soldier piles would be cast-in-place rather than driven by impact equipment, due to limited space on the site.

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

Cleanup Component. Vehicles associated with excavation, transport and other elements of the cleanup action would be equipped with standard mufflers to minimize noise. Hours of activity would comply with those allowed under the City of Seattle Noise Control Ordinance (LUC Chapter 25.08).

Redevelopment Component. Construction activity on the site would not exceed hours allowed in the City of Seattle Noise Control Ordinance: 7:00 AM to 10:00 PM weekdays, and 9:00 AM to 10:00 PM on weekend days. Sounds created by impact equipment (e.g., pavement breakers, piledrivers, jackhammers, etc.) may exceed maximum permissible sound levels in any one hour period between 8:00 AM and 5:00 PM on weekdays, and between 9:00 AM and 5:00 PM on weekend days (LUC Section 25.08.425).

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The site is rectangular-shaped, approximately 228 feet in the east/west direction by 240 feet in the north/south direction. Existing structures are occupied by commercial tenants (Dow Corporation, general contractors for residential and commercial construction; Dow Construction; and Kato Marine, a boat repair operation).

The property is bounded on the north by a gravel parking lot and a masonry building, adjacent to the south side of N. 34th Street. Existing development on the north side of N. 34th Street includes a 5-story apartment building (The Egypt Apartments), and three single family residences. A City of Seattle solid waste transfer station operates well setback and screened from N. 34th Street, about three blocks west of the 1700 N. Northlake Way site.

The site is bounded on the east by the Wallingford Avenue N. right-of-way, but the road does not extend to N. Northlake Way (see Figure 14). The next north/south connection is one block east on Burke Avenue N. Existing uses adjacent to Burke Avenue N. between N. 34th Street and N. Northlake Way include a 3-story wood frame commercial building occupied by Restaurants Unlimited (west side), and a large commercial building with multiple tenants ranging from a lake-view restaurant to marine-oriented sales (a chandlery), and small manufacturing operations (e.g., a sailmaker) on the east side.

The west boundary of the property is delineated by Densmore Avenue N. Opposite the site on the west side of Densmore Avenue N. is a former Chevron tank farm, now used as a facilities maintenance base by the Municipality of Metropolitan Seattle (Metro). This site is also listed for future cleanup due to former oil and gasoline storage.

The Burke-Gilman Trail and N. Northlake Way form the southern boundary of the proposed development site. Gas Works Park and Lake Union are opposite the property, on the south side of N. Northlake Way.

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

No, the site has never been used for agriculture.

c. Describe any structures on the site.

The site is presently occupied by several 1- and 2-story structures (see Figure __): six metal buildings, one wood frame building and one concrete block building. Two of the metal buildings were not part of the original site structures. The most prominent structures in use are a 2-story wood frame office building (4,800 sf), and two metal warehouses (9,300 sf total, built in 1979, and one 7,000 sf, built in 1983). The total area of the older buildings is approximately 6,500 sf. The majority of the intervening space between buildings is paved with asphalt or concrete. Buildings were constructed by excavating into the slope to create a level terrace or pad for foundations.

There are three existing concrete retaining walls on the site. The largest of these forms the northern boundary of the developed area. It ranges in height from 2.5 to 8 feet, stepping up from west to east. It is 125 feet long, and 8 inches thick. A second concrete wall is located about 30 feet south of the north property line. This wall is about 4 feet high, and functions to support about 3 feet of earth. A third concrete wall is located at the southern portion of the site, and is about 7 feet high. This wall supports the earth in the northern portion of the site (Terra Associates, personal communication November 25, 1998).

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

Cleanup and Redevelopment Actions. All existing structures on the site – including concrete retaining walls – would be demolished.

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

The site is currently zoned Industrial/Commercial (IC-45').

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

The City of Seattle *Comprehensive Plan Future Land Use Map* identifies the site within an Industrial area. The map states that: "The future land use map is intended to illustrate the general location and distribution of the various categories of land uses anticipated by the *Comprehensive Plan* policies over the life of this plan. It is not intended to provide the basis for rezones and other legislative and quasi-judicial decisions, for which the decision makers must look to the *Comprehensive Plan* policies and various implementing regulations." The proposal is for a contract rezone, which would be evaluated through the City's rezone process.

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

The site is not within a 200-ft shoreline environment.

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

The City of Seattle generalized mapping of Environmentally Sensitive Areas indicates the occurrence of steep slopes on the site (City of Seattle, 1997). The Seattle Municipal Code (SMC) requires review under SEPA of all but minor proposed actions in Environmentally Sensitive Areas. This SEPA Checklist constitutes that environmental review.

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

Cleanup Component. There would be no resident or employee population on the site following the cleanup action.

Redevelopment Component. The estimated resident population of the completed development is 120 to 150 persons, some of which may be school-aged children. Office/retail uses on the site are expected to generate employment for 5 to 10 persons.

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

Cleanup and Redevelopment Components. There are no residents on the site at the present time. Existing businesses employ 10 to 20 persons. These business would be required to relocate from the site.

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

Cleanup and Redevelopment Components. No special measures are proposed to avoid or reduce displacement impacts. Existing tenants have relatively short-term lease agreements.

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

Cleanup Component. The applicant proposes soil remediation to MTCA residential cleanup levels to prepare a formerly contaminated industrial site for mixed-use residential commercial development. (The cleanup proposal is described in SEPA Checklist Section A.11.) The project would benefit the community by cleaning up an identified hazardous waste site.

Redevelopment Component. The discussion in this section focuses on the relationship of the mixed-use residential/commercial development proposal to the City of Seattle Comprehensive Plan, Wallingford Neighborhood Plan, and Land Use Code. These are the guidance documents for existing and projected land use in the project vicinity.

CITY OF SEATTLE COMPREHENSIVE PLAN. The City of Seattle Comprehensive Plan Future Land Use Map (amended November 21, 1997) shows the site on the east edge of a small Industrial area in the lower Wallingford/Freemont area, that extends along the shoreline and northward from Lake Union, northwest of Gas Works Park. Seattle's Comprehensive Plan goals for Industrial areas promote preservation of industrial land for industrial uses, and discourage incompatible activities from locating in close proximity.

The 1700 N. Northlake Way project is small (1.3 acres), sloped and terraced. It is a difficult site for industrial redevelopment. It has been available for purchase for a number of years, and has not attracted the interest of industrial users. Properties to the north and east are developed

with residential and commercial uses. A recent redevelopment proposal for commercial property on the east side of the Wallingford Avenue N. right-of-way includes a mix of residential and commercial uses similar to the Triad Northlake LLC proposal. The request for mixed-use redevelopment of the 1700 N. Northlake site appears to be compatible with a trend in the area, and would affect a small site on the edge of a mapped Industrial area.

WALLINGFORD NEIGHBORHOOD PLAN. The *Wallingford Neighborhood Plan* is one of 37 neighborhood plans prepared with the participation of people in the neighborhoods to articulate a vision for growth and change over the next 20 years, and identify actions to be taken to help achieve this vision. The neighborhood plans are also intended to help flesh out the City-wide Comprehensive Plan. An "Approval and Adoption Matrix" was designed as a standard format from which the City can establish its work program in response to recommended activities identified in each specific neighborhood plan. The City Council approved the *Wallingford Neighborhood Plan* matrix by Resolution 29812 on November 2, 1998.

The site is identified in the *Wallingford Neighborhood Plan* as a "redevelopment opportunity." The *Wallingford Neighborhood Plan* does not take a position on potential rezone of the property; however, the plan Adoption Matrix does include the following discussion: "DCLU was approached by a developer requesting a zoning change in order to build on land adjacent to the Wallingford Steps project proposed in our plan. The Department's response was to send them back out to the community first, a demonstration of respect that Wallingford truly appreciated. Following the architect's presentation to the Community Council, the Community Council endorsed the concept. The developer is now working with SEATRAN, the Parks Department and DCLU toward an outcome that could help Wallingford reach the goal of building the Steps as called for in the neighborhood plan" (*Wallingford Neighborhood Plan*, Adoption Matrix, page 3, November 2, 1998). The developer and project architect continue to meet with the Wallingford Community Council to keep them informed, respond to their comments, and coordinate project planning with City planning for the Wallingford Steps project.

LAND USE CODE. The redevelopment proposal includes a request for contract rezone, from IC-45' to C1-40'. The Commercial 1 (C1) zone provides for primarily retail/service commercial areas that serve surrounding neighborhoods and the larger community, and may also provide for residential uses at limited densities (LUC 23.34.080.A). The 1700 N. Northlake Way site is a) readily accessible from several collector and minor arterials (see SEPA Checklist Section B.14.a, below); and is b) surrounded by "edges" that buffer adjacent properties (street rights-of-way, changes in grade). Adjacent properties are zoned IC-45' (north and west), and C2-40' (east, and north of N. 34th Street).

The Land Use Code sets forth development regulations with which the project must comply. The relationship of the proposal to specific land use and development standards is discussed in other sections of the SEPA Checklist, as follows:

LAND USE/DEVELOPMENT STANDARD	CODE SECTION	SEPA CHECKLIST SECTION
Contract Rezone	LUC 23.34.004	Section A.11
Building Height	LUC 23.47.008.C and LUC 23.86.006.A	Section B.10
Required Commercial Space	LUC 23.47.008	Section A.11
Maximum Residential Lot Coverage	LUC 23.47.008.D	Section A.11

LAND USE/DEVELOPMENT STANDARD	CODE SECTION	SEPA CHECKLIST SECTION
Parking Requirements	LUC 23.54.015	Section A.11 and Section B.14.c
Landscaping and Screening	LUC 23.47.016	Section A.11
Open Space Requirements	LUC 23.47.024	Section A.11

EXISTING AND PROJECTED LAND USE. The 1700 N. Northlake site is located in an area in a transitional area, between the existing residential neighborhood to the north (characterized by a mix of single family detached and multi-family residential units), and the high public use/open space area associated with the Burke-Gilman Trail and Gas Works Park to the south. There are spectacular views of downtown Seattle, the Space Needle, Lake Union and Gas Works Park from the property, thus making it desirable for multifamily residential use.

Properties north of N. 34th Street and east of Wallingford Avenue N. are zoned C2-40' – a slightly more intensive Commercial zone than requested for the 1700 N. Northlake site. However, existing development on the properties north of N. 34th Street includes single family detached homes, and one 4-story apartment building. The current use of adjacent properties is described in SEPA Checklist Section B.8.a, above.

A preliminary concept for a mixed-use residential/commercial development proposal for property abutting the east side of the Wallingford Avenue N. right-of-way, between N. 34th Street and N. Northlake Way, was presented to the Wallingford Community Council in November 1998. The site is zoned C2-40'. Known as the David Zarett site, this project – if implemented – would be similar in use to the 1700 N. Northlake proposal, on the opposite side of the Wallingford Steps.

The 1700 N. Northlake Way project is designed to be complementary to the community proposal for construction of the Wallingford Steps project – a landscaped street-end to provide a pedestrian connection between the Wallingford neighborhood, Gas Works Park and Lake Union. The applicant proposes a financial contribution to the cost of constructing the Wallingford Steps project.

The proposed mixed-use residential/commercial development project would provide additional housing within the Urban area. Utilities and transportation infrastructure are adequate to serve the project without adverse impact. Housing opportunities close to downtown minimize impacts on the regional transportation system.

9. Housing

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

Cleanup Component. No housing units would be provided associated with the cleanup action.

Redevelopment Component. A total of approximately 104 residential units are proposed, for middle- to high-income purchasers.

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

Cleanup and Redevelopment Components. No housing units would be eliminated.

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

Cleanup and Redevelopment Components. Since there would be no adverse impacts to housing, no mitigation measures for such impacts are proposed.

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?

Cleanup Component. No buildings would be constructed as part of the cleanup action.

Redevelopment Component. The project architect has followed Land Use Code provisions for building height in Mixed-Use Development (LUC 23.47.008C and LUC 23.47.012.A), and the "Measurements" section (LUC 23.86.006.A), in designing the proposed building. The maximum proposed height of the north "block" is 40 feet. The maximum height of the east and west "blocks" is 44 feet (see Figure 15). Proposed building heights are measured from natural grade.

The approximate former natural grade of the site (used as the basis for the height measurement) has been artificially modified by past uses and prior construction of existing buildings. For this reason, "natural grade" has been interpolated by the project architect using historical surveys and existing street grades. The result is a sloping plane that connects adjacent street grades (see Figure 2).

Mixed-use development is subject to the provisions of LUC 23.47.012.A, which state: " . . . mixed-use structures located in commercial zones with a . . . forty foot (40') height limit may exceed the height limit of the zone by up to four feet (4'), according to the provisions of Section 23.47.008. LUC 23.47.008.C.4 states that the Director shall permit the structure to exceed the height limit of the zone by up to 4 feet only if the residential and nonresidential uses are located in the same structure and subject to the following:

a. The additional height will result in floor to floor heights of thirteen (13) feet or more for the nonresidential use at street level and at least nine (9) feet for each of the other levels of the structure; and
b. The additional height of the structure will not permit an additional story to be built beyond what could be built under the applicable height limit if a thirteen (13) foot ceiling height were not required at street level; and
c. If the additional height of the structure (up to 4 feet) significantly blocks views from neighboring residential structures of the following: Mt. Rainier, the Olympic and Cascade Mountains, the downtown skyline, Greenlake, Puget Sound, Lake Washington, Lake Union and the Ship Canal, the Director shall not permit the additional height except as necessary to meet Code minimums for ceiling height.

Insert Figure 15. Building Sections

The project architect states that the proposed building design is in acceptable conformance with all of the noted criteria for granting additional height (personal communication from Matt Driscoll, Driscoll Architects, December 16, 1998). Views from existing buildings on the north side of N. 34th Street (the 5-story Egypt Apartments and three single family detached homes) would not be appreciably affected by the additional building height requested for the east and west "blocks." The height of these blocks would not exceed 40 feet at the north property boundary.

The height issue would be viewed as part of the rezone process, and could become part of the Property Use and Development agreement entered into in conjunction with the contract rezone.

Exterior materials are expected to be a combination of concrete and terra-cotta tiles on the lower floors, with stucco, "hardy board," and metal on the upper floors.

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

Cleanup Component. The cleanup action proposal involves demolition of all existing structures on the site. Thus, views of this property would be altered by the cleanup action. However, this view alteration would be temporary if the site is redeveloped.

Redevelopment Component. The site is located approximately 500 feet north of Lake Union, with views of the lake, downtown Seattle, and Mt. Rainier.

The City of Seattle SEPA Ordinance designates certain public view protection sites, including designated scenic routes and public places. North Northlake Way is identified as a designated scenic route, and therefore is a public view protection site. SMC 25.05.675(P)(2) provides the applicable rules for protecting public views.

The proposed redevelopment project is located along the north side of N. Northlake Way. Proposed structures would not obstruct available views of Lake Union or downtown currently enjoyed by drivers, passengers, pedestrians or trail users traveling on this route.

Based on observations of the site and its vicinity, existing views to the south of the downtown skyline could be obstructed from N. 34th Street directly north of the site. The proposed project fronts on N. Northlake Way (the street immediately south of N. 34th Street) and Densmore Avenue N. North Northlake Way is approximately 40 feet lower in elevation in the area of the proposed project, and sightlines from N. 34th Street are currently unobstructed due to this grade difference (see Figure 16).

Adjacent properties directly north of the site are currently used as a surface parking lot and retail kite shop. The maximum height allowed on both of these properties is 45 feet, which slightly exceeds the proposed maximum height of the structured proposed on the project site (44 feet). Also, these upper properties are located at a higher average elevation than the subject site. Future redevelopment on these offsite properties by others could obstruct existing views from the north of the downtown skyline. If the kite shop were redeveloped to include structures higher than the existing building, and potentially as high as the allowable 45 feet, additional view obstruction of the downtown skyline from N. 34th Street would occur as a result of future development by others.

Insert Figure 16. Existing Site Views

Insert Figure 17. Perspective View down Wallingford Avenue N.

The proposed project would have little impact on the existing views from Densmore Avenue N. and Wallingford Avenue N (see Figures 16 and 17).

Public southerly views across the site from N. 34th Street would be blocked by construction of the proposed building. Southerly views along Densmore Avenue N. and Wallingford Avenue N. would be affected. Building setbacks have been incorporated into the project design to increase southward along Wallingford Avenue N. Proposed building setbacks would improve the streetscape transition from the Wallingford Steps, and enhance views of downtown and the Space Needle.

The Space Needle, a designated Seattle Landmark, is currently visible from N. 34th Street (directly north of the site). These views would be partially or wholly obstructed by the proposed project. The project would have little impact on views of the Space Needle from Densmore Avenue N. Views from Wallingford Avenue N. would be partially or wholly obstructed by the proposed project.

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

Cleanup Component. No aesthetic impact mitigation is proposed or anticipated to be necessary for the cleanup action. The appearance of the site following the cleanup action would be considered a temporary condition.

Redevelopment Component. The project design has been modified in response to the City's Design Review process. Examples of design modifications that would reduce aesthetic impacts include reducing the north building height from 44 feet to 40 feet; and stepping back the structure from Wallingford Avenue N., N. Northlake Way, and Densmore Avenue N. public rights-of-way (see Figure 15). Structural setbacks would minimize view blockage; enhance the pedestrian-scale environment at street level, particularly in the area of the proposed Wallingford Steps; and improve the transition up the slope from the Burke Gilman Trail.

11. Light and Glare

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

Cleanup Component. The cleanup action proposal involves demolition of all existing buildings on the site. Thus, existing light and glare produced by these buildings and parked automobiles would be eliminated by the cleanup action. However, this alteration of light and glare conditions would be temporary if the site is redeveloped.

Redevelopment Component. Lighting proposed within the mixed-use residential/ commercial project would include low-level landscape lighting at the interior courtyard, shielded security lighting at exterior building entrances, and individual incandescent lights at decks and unit entries. A building address identifier would also be lighted.

The eastern elevations of the proposed 1700 N. Northlake Way project would produce glare in the mornings from its east-facing windows. Wallingford Avenue N. and N. Northlake Way are the nearest receptors, adjacent to the site.

Some glare is expected off the southern elevation toward N. Northlake Way where windows are proposed.

The western elevations would produce glare in the afternoons from its west-facing windows. Densmore Avenue N. is the nearest receptor, adjacent to the site.

No reflective materials, such as reflective glass or polished metal are proposed for the building exterior.

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

Cleanup Component. Light and glare would not be generated by the completed cleanup action.

Redevelopment Component. Glare from the building is not expected to pose safety hazards. Sunlight reflecting from the building would be incidental as no large expanses of glass are proposed. Night-time illumination would likely be minimized by individual tenants' use of window coverings.

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

Cleanup Component. Offsite sources of light or glare would not affect the cleanup action.

Redevelopment Component. Existing sources of offsite light or glare would not be expected to adversely affect future residents or tenance of the mixed-use residential/ commercial development at 1700 N. Northlake Way.

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

Cleanup Component. No light and glare impact mitigation is proposed or anticipated to be necessary associated with the cleanup action.

Redevelopment Component. The proposal includes use of low-level, directional lighting, and non-reflective exterior building materials to minimize the occurrence of light or glare beyond property boundaries. An underground parking garage is proposed for use by building occupants and employees, which would minimize the occurrence of light and glare from circulating or parked vehicles.

12. Recreation

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

Existing designated recreational opportunities in the immediate vicinity of the site include the Burke-Gilman trail, for use by pedestrians, bicyclists, and skaters (roller blades); and Gas Works Park along the north shoreline of Lake Union. The Burke-Gilman Trail forms the southern boundary of the site. Gas Works Park is directly opposite the site to the south, across N. Northlake Way.

Other existing parks nearby include Wallingford Park (8 blocks north of the site), Woodland Park and Green Lake (18 blocks north and west).

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

Cleanup and Redevelopment Components. Implementation of the proposal would result in no permanent displacement of any existing recreational uses. No disruptions to use of the Burke-Gilman Trail along the property frontage are anticipated during the cleanup action or site redevelopment.

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

Cleanup Component. Since no adverse impacts to recreation are projected to occur during the cleanup action, no mitigation measures are proposed.

Redevelopment Component. The applicant will comply with City of Seattle frontage improvement requirements, including along the Burke-Gilman Trail. Anticipated improvements to N. Northlake Way include half-street widening to provide a 12-ft wide lane, 8-ft wide parking, new curb, landscape strip and a 13-ft wide bicycle trail.

Wallingford Avenue N. frontage improvements have not yet been specified. The applicant proposes to make a financial contribution to future City of Seattle construction of the Wallingford Steps project, adjacent to the east boundary of the site.

The onsite open space/recreation proposal includes a central courtyard recreation space, public terraces, a roof-top garden, and setbacks from the adjacent pedestrian environment, particularly at the southeast corner of the site (Wallingford Avenue N./N. Northlake Way).

13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

Cleanup and Redevelopment Components. There are no places or objects at or adjacent to the site that are listed on, or known to be eligible for, a local, state, or national register of historic places. The nearby Gas Works Park is currently under consideration for nomination as a City of Seattle Landmark. Nomination was anticipated to occur in November 1998. Three City of Seattle Landmarks, the George Washington Memorial "Aurora" Bridge, the Fremont Bridge, and the Fremont Hotel, are located approximately one-half mile to the west and would be unaffected by the proposed project. There are two houses approximately two blocks to the north, 3426 Wallingford Avenue N. and 3428 Woodland Avenue N., that were identified as "historically significant" in a neighborhood survey prepared by the Historic Seattle Preservation and Development Authority in 1976, these two houses could be eligible for historic nomination but have not been nominated.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

Cleanup and Redevelopment Components. Existing structures on the site are undistinguished warehouse structures with no architectural merit. There are no designated landmarks on or adjacent to the site. Designated and potential landmarks visible from the site are addressed in Section B.13.a above.

Historic maps (Sanborne Map Company, 1905, 1930, 1954; Kroll Map Company 1924, 1930) indicate that two residential structures were located on the upper portion of the site around 1905. Sometime prior to 1930, the lower adjacent right-of-way then known as Northlake Street (formerly N. 30th Street) was cut and the top of bank was located slightly inside the south property line. The unimproved Wallingford Avenue N. adjacent to and immediately east of the site would indicate that this cut was approximately 10 feet. A small building roughly 80 feet by 50 feet and identified as "American Tar Co., Gen'l Stge" is shown at the southwest corner of the site in 1954.

No known archeological sites have been identified at or adjacent to the proposed project. The project site is located within approximately 500 feet of the historic shoreline of Lake Union. All shoreline areas are potential historic campsite or village locations, although encampments were usually within 200 feet of the historic shoreline. Thus, proposed excavation and construction activities are unlikely to disturb archaeological resources. However, proposed site excavation would be deeper than previous excavations and would enter into the historic surface profile in the southern portions of the site.

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

Cleanup and Redevelopment Components. A cultural resources review of the site was completed by The Johnson Parthership (October–November 1998) that included research of available historic records and a comparison (in consultation with the geotechnical consultant) of the profile of the historic surface layer with proposed excavation to determine whether proposed excavation would enter into it.

Research indicated that it is not probable that significant archeological resources would be discovered during proposed excavations. However, because of the proposed site's proximity to Lake Union, there is a possibility that unknown resources could be discovered during excavation. Therefore, consistent with DCLU Director's Rule 2-98 on SEPA Environmental Review and Archaeological Resources, and in order to ensure no adverse impact would occur to an inadvertently discovered archaeological significant resource, the following conditions of permit approval could be applied to the project.

Prior to issuance of the Master Use Permit:

- The owner and /or responsible parties shall provide DCLU with a statement that the contract documents for their general, excavation, and other subcontractors would include reference to regulations regarding archaeological resources (Chapters 27.34, 26.53, 27.44, 79.01, and 79.90 RCW, and Chapter 25.48 WAC as applicable) and that construction crews be required to comply with these regulations.

If resources of potential archaeological significance are encountered during construction or excavation, the owner and/or responsible parties shall:

- Stop work immediately and notify DCLU (Scott Kemp, 206-233-3866) and the Washington State Archaeologist at the State Office of Archaeology and Historic Preservation (Robert Whitlam, 1-360-407-0771). The procedures outlined in Appendix A of Director's Rule 2-98 for Assessment and/or protection of potentially significant archeological resources shall be followed.

- Abide by all regulations pertaining to discovery and excavation of archaeological resources, including but not limited to Chapters 27.34, 27.53. 27.44. 79.01, and 79.90 RCW and Chapters 25.48 WAC, as applicable.

14. Transportation

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

The following public streets serve the proposed project area. Arterial streets within the City of Seattle have a speed limit of 30 mph (unless otherwise posted). Commercial and residential access streets have a speed limit of 25 mph.

N. 34th Street is an east/west roadway classified as a minor arterial. East of Stone Way N., in the vicinity of the site, N. 34th Street is a two-lane roadway with parking on both sides. Intersections with Stone Way N. and Wallingford Avenue N. are signal-controlled intersections. Other intersections with N. 34th Street within the study area are STOP-sign controlled.

N. 35th Street is an east/west two-lane roadway classified as a collector arterial. Onstreet parking and sidewalks are provided on both sides of the street. Traffic control includes signals at major intersections and STOP signs on side streets and at minor intersections.

N. Northlake Way is an east/west two-lane roadway classified as a collector arterial. Angled parking is sporadically available along the north side right-of-way. The Burke-Gilman Trail is improved in the north side right-of-way, north of parking areas. Traffic control includes a signal at the west end, an all-way stop at the east end, and STOP-sign controlled intersections in between.

Stone Way N. is a four-lane north/south roadway classified as a minor arterial. Parking and sidewalks are provided on both sides of the street. Traffic control includes signals at major intersections, and STOP signs at minor intersections.

Wallingford Avenue N. is a two-lane north/south roadway classified as a collector arterial. The roadway is approximately 44 feet wide with parking and sidewalks on both sides. Traffic control includes signals at major intersections and STOP signs at minor intersections. Wallingford Avenue N. terminates about mid-way along the eastern boundary of the site, and does not extend all the way down the hill to N. Northlake Way.

Densmore Avenue N. is a two-lane north/south local access street. The roadway is approximately 25 feet wide with parking and sidewalks on both sides north of N. 34th Street. South of N. 34th Street, the sidewalk occurs only on the west side of the roadway. With vehicles parked on both sides of the street, the traveled roadway width is reduced to approximately 10 feet, requiring approaching vehicles to yield to one another. Traffic control consists of STOP signs at all intersections.

The residential neighborhood north of the site prone to "pass-through" traffic is, for the most part, equipped with traffic calming devices that include STOP signs, traffic circles, and narrow traveled way to discourage pass-through trips.

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

The site is located in an area well-served by transit. Existing routes and their general areas of service are as follows:

Route 5, 355. Daily service from Shoreline Community College to downtown Seattle, traveling through Fremont on SR 99 (Aurora Avenue) and Fremont Avenue N.

Route 6, 359, 360. Daily service from Aurora Village to downtown Seattle traveling along SR 99 and Stone Way N.

Route 16. Daily service from Northgate to downtown Seattle traveling through Fremont via Wallingford Avenue N., N. 40th Street, Stone Way N. and Bridge Way N.

Route 17. Daily service from Loyal Heights to downtown Seattle traveling near Fremont along Westlake Avenue N. on the south side of the ship canal.

Route 26. Daily service from east Green Lake to downtown Seattle traversing through Fremont via N. 40th Street, Wallingford Avenue N. and N. 35th Street.

Route 28. Daily service from Broadview to downtown Seattle traveling through Fremont on SR 99 and N. 36th Street east of Fremont Avenue N.

Route 31. Daily service (except Sunday) from the University District to Magnolia traversing through Fremont via N. 40th Street, Stone Way N., N. 35th Street and Fremont Avenue N.

Route 44, 46. Daily service from Ballard to Montlake, traversing north Fremont via N. 45th Street.

Route 45. Weekday service from Queen Anne to the University District traveling through Fremont on Bridge Way N., Stone Way N., and N. 40th Street.

Route 86. Weekday service from Golden Gardens to Fremont traveling through Fremont on N. 36th Street and Fremont Avenue N.

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

Cleanup Component. The cleanup action would neither add nor eliminate parking spaces. Some existing parking spaces might experience appurtenant use during the temporary soil remediation activity, but there would be no permanent elimination of existing parking spaces as a result of this action.

Redevelopment Component. The proposal includes providing approximately 174 parking spaces, all enclosed within a two-level underground parking garage. The parking proposal exceeds the City of Seattle *Land Use Code* requirement for the mixed-use residential/commercial development proposal by approximately 16 spaces (LUC 23.54.015D). The redevelopment action would eliminate 15 to 20 unstriped existing parking spaces from the site perimeter.

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

Cleanup and Redevelopment Components. Implementation of the proposal would not require any new roads or streets, or improvements to existing roads or streets. One new point of driveway access is proposed from Densmore Avenue N. to an underground parking garage

within the development.

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

Cleanup and Redevelopment Components. The proposed project would not use or occur in the immediate vicinity of rail or air transportation.

Redevelopment Component. A considerable amount of water transportation occurs on Lake Union. A portion of project traffic would, at times, be affected by bridge openings across the Lake Washington ship canal, particularly in Freemont and at the University Bridge (Roosevelt Way/Eastlake Avenue E). The project, itself, would have no adverse impact on water transportation.

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

Construction equipment and truck traffic would enter the site from Densmore Avenue N. Major truck routes to and from Densmore Avenue N. include N. 34th Street, NE Pacific Street, State Route 99 (Aurora Avenue N), and Interstate 5.

Cleanup Component. Approximately 400 to 500 truck trips may be involved in removing the estimated quantity of contaminated soils from the site (approximately 5,000 cy). These trips are projected to occur at a rate of approximately 5 to 7 per hour, during non-peak hours (9:00 AM to 3:00 PM), over a period of 2 to 3 weeks.

Redevelopment Component. Construction trips generated during the redevelopment component of the project would exceed the number estimated for the cleanup component. Construction activities would include:

- Additional excavation (approximately 9,300 cy of clean material) to prepare the site for construction of the proposed below-grade parking structure
- Utility connections
- Concrete foundation construction
- Framing, plumbing and electrical installations
- Exterior finish work
- Interior finish work
- Material deliveries associated with each of these activities.

It is projected that peak construction trips would occur during the overlap of exterior and interior finish work, at which time there could be as many as 40 workers on the site each day, and up to 10 material deliveries. This level of activity would generate approximately 100 trips per day (50 inbound and 50 outbound) for a period of about 60 days.

A *Traffic Impact Analysis* (TIA) prepared for the completed development calculates net new trip generation attributable to the proposed mixed-use residential/commercial development, and reviews the potential impacts of project traffic on the surrounding road network in accordance with SMC Chapter 23.52, *Transportation Concurrency Project Review System* (William Popp Associates, November 30, 1998). The TIA evaluated a maximum development scenario of 107 residential units and 5,748 sf of commercial space (which slightly exceeds the proposal at the time of the Master Use Permit application: 104 residential units and 6,166 sf of commercial space). Under the maximum mixed-use residential/commercial redevelopment

scenario, the project would generate approximately 681 daily, 46 AM and 56 PM peak hour trips. However, taking into consideration a reduction in trips associated with the removal of existing site uses, net trip generation estimates are forecast as follows: 532 average weekday daily trips, 32 AM and 41 PM peak hour trips on the surrounding street system. These trip generation estimates would be slightly less for the 104-residential unit proposal.

The *Traffic Impact Analysis* shows that project traffic – even under the maximum mixed-use residential/commercial development scenario – would not cause volume/capacity ratios at study area screenlines to exceed the acceptable Level of Service D standard. Therefore, it is projected that the project shall be found consistent with the City's transportation concurrency LOS standards (William Popp Associates, November 30, 1998).

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

Cleanup and Redevelopment Components. Contractors would be asked to limit construction traffic to non-peak hours on the surrounding street system.

Site work would be conducted in a manner that would interfere as little as possible with public travel: vehicular, pedestrian and other non-motorized forms of circulation. Temporary traffic control or pedestrian obstructions during construction (if any) would be managed in accordance with the current City of Seattle "Traffic Control Manual for In-Street Work" and "Manual of Uniform Traffic Control Devices." In the event that work requires closure of an entire sidewalk or travel lane, a signing plan and traffic control plan would be prepared for approval by the City of Seattle.

Redevelopment Component. Since net new trips generated by the proposed mixed-use residential/commercial development would be relatively small, and no Level of Service reduction is forecast to occur at study area intersections as a result of project traffic (all of which are estimated to function at LOS D or better with the project), the *Traffic Impact Analysis* concludes that the project would have no significant adverse impact on the surrounding transportation system. Therefore, no mitigation is suggested for study area intersections (William Popp Associates, November 30, 1998).

15. Public Services

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

Cleanup Component. The cleanup action would not exert any long-term increase in demand for public services. Potential special services required during soil remedial action are described above in SEPA Checklist Section B.7.a.1).

Redevelopment Component. The change of use, increase in development on the site, type of development (residential and commercial), and the introduction of a resident population could be expected to result in increased demand for public services. There may be some offsetting security benefits to Burke Gilman Trail users and park visitors due to the presence of a 24-hr population at this location.

The resident population of the completed development may include a small number of school-age children. It is possible that some of these children would attend public schools in the area.

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

Cleanup Component. See SEPA Checklist Section B.7.a.2).

Redevelopment Component. The project would comply with applicable codes and requirements of the Seattle Fire Department for fire protection and fire suppression, to be reviewed at the time of Building Permit application.

All exterior entrances to the courtyard and parking garage would be well-lighted and equipped with security gates.

16. Utilities

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

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.

Cleanup Component. Any short-term utility requirements during the cleanup action could be met by existing services to the site.

Redevelopment Component. All utilities required to serve the proposed mixed-use residential/commercial development are located within adjacent street frontages. Sewer stubs are available at two locations along the N. Northlake Way frontage. Points of connection to the storm drainage system are available in N. Northlake Way and Densmore Avenue N. A water main, telephone and natural gas services are available within the Densmore Avenue N. right-of-way. Only side service connections should be required for each utility service.

Provider	Utility	Location	To be Extended Overhead or Underground
Seattle City Light	Electricity	Densmore Avenue N.	Underground
Puget Sound Energy Systems	Natural Gas	Densmore Avenue N.	Underground
City of Seattle	Water	Densmore Avenue N.	Underground
City of Seattle/King Co. Metro	Sanitary Sewer	N. Northlake Way	Underground
City of Seattle	Storm Drainage	N. Northlake Way and Densmore Avenue N.	Underground
U.S. West Communications	Telephone	Densmore Avenue N.	Underground
Waste Management, Inc.	Refuse Collection Service	Densmore Avenue N.	Within parking garage

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: _____

Vicki Morris, Vicki Morris Consulting Services

Date Submitted: December 18, 1998

Glossary

ATCO	American Tar Company. Former site owner and operator of industrial manufacturing activities.
BTEX	Benzene, Toluene, Ethylbenzene and Xylenes.
CAP	Cleanup Action Plan.
Consent Decree	An Ecology Administrative Mechanism for site cleanup that includes coordination and approval with the Attorney General's Office.
cy	Cubic yards.
DCLU	Department of Construction and Land Use, City of Seattle.
Ecology	Washington Department of Ecology.
Industrial-Level Cleanup	Ecology's acceptable level of contaminant concentration for industrial land use at a site.
Lead Agency	The agency with the main responsibility for complying with SEPA procedural requirements.
MTCA	Model Toxics Control Act.
NORTAR, Inc.	Present owner of the 1700 N. Northlake Way site.
PAHs	Polyaromatic hydrocarbons.
PCPs	Pentachlorophenol.
PPA	Prospective Purchaser Agreement.
RCRA	Resource Conservation and Recovery Act.
Residential-Level Cleanup	Ecology's acceptable level of contaminant concentration for residential land use at a site.
Responsiveness Summary	The document Ecology prepares in response to public participation comments received.
RI/FS	Remedial Investigation/Feasibility Study.
SEPA	State Environmental Policy Act. Revised Code of Washington (RCW) Chapter 43.21C.
sf	Square feet.
SHA	Site Hazard Assessment.
Threshold Determination	Decision by the SEPA responsible official of the lead agency whether or not an Environmental Impact Statement is required for a proposed action.
Washington Ranking Method	Ecology's method for prioritizing sites, based on a 1 to 5 ranking with 1 being the worst.
WDOE	Washington Department of Ecology.

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Errata Sheet for 1700 N. Northlake Way SEPA Checklist
December 18, 1998

PAGE #	LOCATION	EXISTING TEXT SAYS	CHANGE REQUIRED **(in bold)**
4	¶ 4, Line 5	… to allow approximately **60%** of this requirement to be met by live/work units.	… to allow approximately **47%** …
5	Last line	… 12 live/work units (approximately 850 gross sf in size each, **10,785** gsf total) …	… **10,908** gsf total …
26	First ¶	If **107** residential units were constructed … approximately **681** average weekday trips …	If **104** residential units were constructed … approximately **686** average weekday trips … *Delete last parenthetical sentence.*
32	2nd to last ¶, Line 2	… Engineering Design Document to be submitted to Ecology in **1979**, …	… to be submitted to Ecology in **1999**, …
38	2nd ¶ below table, Line 4	… existing development on the properties north of N. 34th Street includes single family detached homes, and one **4-story** apartment building.	… and one **5-story** apartment building.
41	2nd to last ¶, Line 2	… existing views to the south of the downtown skyline **could** be obstructed from N. 34th Street …	… **would** be obstructed from N. 34th Street … *Note: All of Section B.10.b - view impact analysis - rewritten; see following.*
41	2nd to last ¶, Line 4	North Northlake Way is approximately **40 feet** lower in elevation in the area of the proposed project …	… approximately **15 feet** lower in elevation …
44	First three ¶'s	The proposed project would have little impact on the existing views from Densmore Avenue N. and Wallingford Avenue N.	*All of Section B.10.b - view impact analysis - rewritten; see following.*
49	Section c, *Redevelopment Component*, Line 2	… providing approximately 174 parking spaces, all enclosed within a **two-level** underground parking garage.	… all enclosed within a **five-level** underground parking garage.
49	Section c, *Redevelopment Component*, Line 4	The parking proposal exceeds the … requirement … by approximately **16** spaces …	The parking proposal exceeds the … requirement … by approximately **10** spaces …
50	Last ¶	The TIA evaluated a maximum development scenario of **107** residential units and **5,748** sf of commercial space (which slightly exceeds the proposal at the time of the Master Use Permit application: 104 residential units and 6,166 sf of commercial space). Under the maximum mixed-use residential/commercial redevelopment scenario, . . .	. . . **5,748** sf of commercial space. ~~(which slightly exceeds~~ **T**he proposal **was subsequently modified to include** ~~at the time of the Master Use Permit application:~~ 104 residential units and 6,166 sf of commercial space). ~~Under the maximum mixed-use residential/commercial redevelopment scenario,~~ . . .
51	First ¶	. . . the project would generate approximately 681 daily, 46 AM and 56 PM peak hour trips. . . . net trip generation estimates are forecast as follows: 532 average weekday daily trips, 32 AM and 41 PM peak hour trips on the surrounding street system. These trip generation estimates would be slightly less for the 104 residential unit proposal.	**T**he project is forecast to ~~would~~ generate approximately **686** daily, 46 AM and 56 PM peak hour trips. . . . net trip generation estimates are forecast as follows: **537** average weekday daily trips, 32 AM and 41 PM peak hour trips on the surrounding street system (William Popp Associates, December 21, 1998). ~~These trip generation estimates would be slightly less for the 104 residential unit proposal.~~

B.10. Aesthetics

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

Cleanup Component. The cleanup action proposal involves demolition of all existing structures on the site. Thus, views of this property would be altered by the cleanup action. However, this view alteration would be temporary if the site is redeveloped.

Redevelopment Component. The site is located approximately 500 feet north of Lake Union, with views of the lake, downtown Seattle, the Space Needle and Mt. Rainier.

The proposed project would have little impact on existing views down Densmore Avenue N. or Wallingford Avenue N (see Figures 16 and 17).

Existing public views of the downtown skyline to the south would be obstructed from N. 34th Street as a result of the proposed building construction. North Northlake Way is approximately 15 feet lower in elevation than the north property line. Views from N. 34th Street are currently unobstructed across the site due to this grade difference (see Figure 16).

The Space Needle, a designated Seattle Landmark, is currently visible from N. 34th Street (directly north of the site). These views would be partially or wholly obstructed by the proposed project. The project would have little impact on views of the Space Needle from Densmore Avenue N. Views of the Space Needle from Wallingford Avenue N. would be partially or wholly obstructed by the proposed project.

Adjacent properties north of the site, on the south side of N. 34th Street, are currently used as a surface parking lot and retail kite shop. The maximum height allowed on both of these properties in the IC/45' zone is 45 feet, which slightly exceeds the proposed maximum height of structures on the project site (44 feet). Also, the natural grade of these upper properties (i.e., the point of beginning for the allowable building height calculation) is at a higher elevation than the subject site. If the kite shop and/or parking lot were redeveloped by others at some future time to include structures higher than existing, and potentially as high as the allowable 45 feet, more significant view obstruction of the downtown skyline from N. 34th Street would occur than with the Triad Northlake LLC proposal. Development to the maximum height permitted in the IC/45' zone could occur on adjacent properties (or on the subject site, if not rezoned) without Design Review or special permission.

The City of Seattle SEPA Ordinance designates certain public view protection sites, including designated scenic routes and public places. North Northlake Way is identified as a designated scenic route, and therefore is a public view protection site. SMC 25.05.675(P)(2) provides the applicable rules for protecting public views.

The proposed redevelopment project is located along the north side of N. Northlake Way. Proposed structures would not obstruct available views of Lake Union or downtown currently enjoyed by drivers, passengers, pedestrians or trail users traveling on this designated scenic route.

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

Cleanup Component. No aesthetic impact mitigation is proposed or anticipated to be necessary for the cleanup action. The appearance of the site following the cleanup action would be considered a temporary condition.

Redevelopment Component. The project design has been modified in response to the City's Design Review process. Examples of design modifications that would reduce aesthetic impacts include reducing the north building height from 44 feet to 40 feet; and stepping back the structure from Wallingford Avenue N., N. Northlake Way, and Densmore Avenue N. public rights-of-way (see Figures 9 through 13). Structural setbacks would minimize view blockage; enhance the pedestrian-scale environment at street level, particularly in the area of the proposed Wallingford Steps; and improve the transition up the slope from the Burke Gilman Trail.