Northlake Technology Center Site Cleanup Action Environmental Checklist
SMC 25.05.960

A. BACKGROUND

1. Name of proposed project, if applicable:

Northlake Technology Center Site Cleanup Action

2. Name of applicant:

Touchstone Corporation

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

APPLICANT:
Shawn Parry
Touchstone Corporation
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Seattle, WA 98121
206-727-2393

CONTACT PERSON
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Ecology Toxics Cleanup Program
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4. Date checklist prepared:

January 19, 2007

5. Agency requesting checklist:

Washington Department of Ecology

AND
City of Seattle Department of Planning and Development (DPD)

The City of Seattle (SEPA lead agency for the land use action on the 3301 Densmore Avenue N 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).

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

Information on project phasing is included below in response to A.7. It is anticipated that the Cleanup action would begin in mid to late 2008 and would be complete within the first six months of construction with an estimated completion date of June 30, 2009. The proposed Cleanup Action schedule is listed in Table 1 below.

Table 1. Proposed Cleanup Action Schedule

January 2007	Submit Cleanup Action Plan (CAP) to Ecology
January 2007	Complete Prospective Purchaser Consent Decree
January 2007	Submit to DPD and Ecology: SEPA checklist and Cleanup Action documents for Threshold Determination, Public Notice and Public Comment
January 2007	Implement Public Participation Plan for Cleanup Action, with 30-day public comment period
February 2007	Record Consent Decree and prepare Responsiveness Summary
Fall 2008	Demolish existing structures; implement Cleanup Action Plan
Winter 2008-2009	Initiate construction of redevelopment proposal

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

The proposed project is one of three phases of the Northlake Technology Center proposal. The phases of the proposal are: 1) Relocation of Existing King County Metro Facilities Maintenance (Relocation); 2) Clean Up Action (Clean Up); and 3) Site Redevelopment Office/Technology Building (Redevelopment). The Relocation phase must occur prior to the Redevelopment. The proposed relocation to a site on Aurora Avenue N in Seattle requires an environmental analysis for that particular site. Each of the phases is undergoing separate SEPA review and issuance due to the timing of each action and assignment of lead agency responsibility.

The SEPA checklists are available for review upon issuance at the City of Seattle, Department of Planning and Development, Applicant Services Center, 700 Fifth Avenue, Suite 2000, P. O. Box 34019, Seattle, WA 98124-4019.

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

Consultants conducted several environmental assessments in the early 1990s to assess the extent of contamination at the Metro Lake Union Site (see list below). These reports and additional work performed by Applied Geotechnology, Inc. (AGI), were summarized in a Remedial Investigation/Feasibility Study (RI/FS) (AGI, 1993).

Additional work was conducted following the RI/FS, culminating in the Cleanup Action Plan completed in 1998 (Foster Wheeler, 1998). In 1999, King County and Chevron entered into a Consent Decree with Ecology to implement the Cleanup Action Plan and clean up the Metro Lake Union Site. Remediation of the site was divided into Phase I and Phase II. Phase I included removal of the aboveground storage tanks (ASTs) along with associated piping and structures, followed by excavation and off-site disposal of shallow soil containing metals from AST sand blasting and painting activities. Phase II included a variety of methods to increase bioremediation of soil and groundwater containing petroleum hydrocarbons. Phase II also included groundwater monitoring, institutional controls, and restrictive covenants.

AST removal and Phase I soil excavation and disposal was conducted in 1999. Confirmation sampling following soil excavation indicated that all soils with concentrations of metals in excess of cleanup levels were removed (AGI, 2000). The Phase II bioremediation system included groundwater extraction, peroxide injection, and biosparging that were conducted between 1999 and 2003. These methods were successful in cleaning up most of the contamination; however, some contamination remains. Localized pockets of petroleum hydrocarbons exceeding the current Method C Industrial soil cleanup levels for the site continue to be observed (SAIC, 2006). The Prospective Purchaser Consent Decree and Cleanup Action Plan for the North Yard Property contain the plan to clean up contaminated soil at the North Yard Property to Method A cleanup levels for unrestricted use.

- Applied Geotechnology, Inc. (AGI), 1993, Draft remedial investigation/feasibility study, Facilities North Site, Seattle, Washington; Bellevue, Washington, November 1993.

- Foster Wheeler Environmental Corporation (Foster Wheeler), 1998, Draft Cleanup action plan, Former Chevron Bulk Plant 100-1327 Facilities North/King County Metro Transit Lake Union Site: Seattle, Washington, November 24, 1998.

- Washington State Department of Ecology (Ecology), 1998, Consent decree, Former Chevron Bulk Terminal #100-1327 Facilities North/King County Metro Transit Lake Union Site; Seattle Washington, November 24, 1998.

- Determination of Nonsignificance (DNS) Facilities North Interim Tank Farm Demolition and Shallow Soil Remediation and SEPA Environmental Checklist. Issued by Metro Transit Division. April 27, 1998.

- Determination of Nonsignificance (DNS) Facilities North Site Cleanup Actions and SEPA Environmental Checklist. Issued by King County Metro Transit Division. November 25, 1998.

- Applied Geotechnology, Inc. (AGI), 2000, Cleanup action report, Shallow Soil Remediation Facilities North, Seattle, Washington: Bellevue, Washington, January 19, 2000.

- Science Applications International Corporation (SAIC), 2006, March 2006 annual groundwater monitoring report, Former Chevron Bulk Plant No. 100-1327, Facilities North/King County Metro Transit Lake Union Site, Seattle, Washington: April 20, 2006.

- Cleanup Action Plan North Yard Property at the KCDT Facilities North/Metro Lake Union/Former Chevron Bulk Terminal #100-1327 Cleanup Site, Seattle, Washington Prepared for: Touchstone Corporation Prepared by: Associated Earth Sciences, Inc. January 18, 2007. Project No. KV03772A

- Cultural Resources/Archaeological Assessment for the Touchstone Technology Center Project, Seattle, Washington. Prepared for Touchstone Corporation. Prepared by Northwest Archaeological Associates, Inc. November 2, 2006.

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 North Yard Property cleanup for the Clean Up Action phase of this phased environmental review.

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
	Prospective Purchaser Consent Decree
	Engineering Design Document (describing remediation)
City of Seattle	Shoring and excavation permit
	Demolition, grading, and drainage permits
Puget Sound Clean Air Agency	Notice of Demolition
	Asbestos Removal Permit
King County/METRO	Stormwater Discharge Permit

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.)

Site History

The Metro Lake Union Cleanup Site ("the site") was historically a petroleum handling facility operated by Chevron, formerly Standard Oil of California, and was purchased by King County in 1982. Prior to 1982 the parcel was used by Chevron as a petroleum pumping and storage station as early as 1925. Oil was pumped in from vessels on North Lake Union via a waterfront site for storage in tanks formerly located at the center of the site. Trucks transported oil products to distribution locations from there. Standard Oil constructed buildings on the site in 1927 according to the assessor's records.

The Municipality of Metropolitan Seattle (Metro) purchased the upland site from the Chevron Corporation in 1982. Metro's intention was to buy diesel fuel for its bus operation in bulk and have a secure, lower priced supply. During this time, Metro purchased and stockpiled diesel fuel, pumping and storing it on site. The last of the stored diesel fuel was removed in 1989 and the tanks and piping were cleaned, closed and locked in 1992.

In 1992, Metro undertook site renovation efforts to convert the site to a maintenance facility. Renovation uncovered significant areas of petroleum contamination. In 1993, Metro conducted a Remedial Investigation/Feasibility Study (RI/FS), which began the cleanup effort.

Beginning in 1992, Metro began using the uplands site for its route facilities maintenance operation. Fuel storage tanks were removed to make room for maintenance vehicles. Buildings were converted to storage, offices and other uses. These uses continue at the current time.

In 1999, Chevron and King County entered into a consent decree with the Washington State Department of Ecology to conduct a cleanup action for the site. That cleanup was divided into two phases: 1) Above ground tank (AGT) removal and shallow soils removal for metals due to lead-based paint and sand blasting used on the AGT; and 2) Deeper soils and groundwater cleanup due to petroleum substances, and compliance monitoring. The cleanup was conducted pursuant to the Model Toxics Control Act (MTCA) Cleanup Regulations, Chapter 173-340 Washington Administrative Code (WAC).

In 1999, King County completed the removal of the above ground tanks and the shallow soils contamination that was a result of sand blasting and lead-based paint at the tanks. In 2000 Ecology issued a letter that Phase 1 was completed. Phase 2 of the cleanup addressed the deeper soil and groundwater contamination due to petroleum seepage. Monitoring wells were installed on the site to test for groundwater quality and contaminants including petroleum substances, volatile organic compounds such as benzene and toluene, and poly aromatic hydrocarbons (PAHs) and dissolved arsenic and lead. Where contaminants were found, cleanup measures were taken including:

- Hydrogen Peroxide Injection (1999-2001) – Injecting a substance into the soil and groundwater to help “break down” contaminants.
- Enhanced Fluid Recovery (2001) – Vacuuming contaminated groundwater material from the saturated soil.
- Biosparging (2002-2003) – Injection of air into groundwater to enhance the breakdown of petroleum substances and enhance soil microbial activity to remove the contaminated groundwater pockets
- Groundwater monitoring (1994-Present) – Conducting quarterly groundwater monitoring and semi-annual groundwater monitoring for all chemicals of concern to document cleanup progress and compliance monitoring.

These cleanup measures were successful in cleaning up most of the petroleum contamination to the MTCA industrial cleanup levels established for the site. However, some petroleum contamination remains. Some wells continue to register levels of contaminants above the site cleanup levels. The cleanup levels previously used at the site by King County and Chevron were industrial levels. Therefore, a Restrictive Covenant was placed on property at the site limiting its use to industrial uses. That Restrictive Covenant also prohibited excavation of soils on the property without Ecology’s approval, except for landscaping and shallow underground utilities.

Proposed Project

Touchstone Corporation (Touchstone) intends to purchase the portion of the Metro Lake Union Cleanup Site known as the North Yard except for the adjacent road rights of way (hereafter "the Property" or "the North Yard Property"). The Property is currently owned by King County/Municipality of Metropolitan Seattle (Metro).

Touchstone intends to remediate soil contamination that remains on the Property under a Prospective Purchaser Consent Decree (PPCD) with the Department of Ecology. This PPCD requires Touchstone to remediate soil contamination within the boundaries of the Property it purchases, and does not address off-property soil contamination or groundwater contamination throughout the site. Touchstone will clean up the soil contamination on the Property to more stringent levels than were previously used—“unrestricted” levels that allow residential and commercial uses of the Property. Touchstone intends to construct an office building at the Property after completion of the cleanup action and relocation of the existing King County Maintenance Facility to a new location. The Property will be redeveloped and covered with a building

1. Cleanup Action Plan (CAP)

The Cleanup Action Plan (CAP) describes the proposed cleanup work for the North Yard Property and is attached to this environmental checklist as Exhibit D to Appendix A. It is incorporated by reference in this SEPA document. It includes the following elements:

- A summary of the nature and extent of chemicals at the Property;
- A discussion of exposure pathways for chemicals of concern;
- The cleanup levels for the Property;
- A detailed description of the selected alternative;
- The compliance monitoring and reporting requirements;
- A schedule;
- An Environmental Contingency Plan (ECP) that is intended to provide guidance for construction contractors regarding practices and procedures to protect workers, the public, and the environment from chemical exposures during construction; and
- A Compliance Monitoring and Sampling and Analysis plan (SAP) that describes how samples will be collected and tested.

2. Demolition of Existing Structures

Before the CAP can be implemented, all existing structures, foundations and pavement must be removed from the Property. Prior to demolition activities, the contractor will provide pre-survey documentation of the buildings for possible presence of asbestos and lead paint. Asbestos containing materials (ACMs) and lead-based paint (LBP) are known to be present in buildings at the Property. These buildings are to be removed prior to excavation and cleanup.

3. Soil Removal and Cleanup Levels

The cleanup will involve constructing temporary sumps to remove saturated pockets of petroleum substances. The cleanup will then include excavating and removing a large volume of soil. Contaminated soil (estimated to be up to 25, 000 cubic yards) would be excavated to levels acceptable for residential use of the Property, to the bottom of the smear zone and if necessary, a foot below. If contaminated soil above the cleanup levels exists deeper than one foot below the smear zone, Touchstone may, at its option, continue to excavate until all soil exceeding the cleanup levels is removed, or submit to Ecology a disproportionate cost analysis to determine whether the soil can remain in place underneath the building. The contaminated soils will be tested and transported for offsite disposal or treatment at an approved facility. During excavation dewatering activities will be conducted to remove stormwater and groundwater. The stormwater and groundwater will be tested, treated (if necessary) and properly managed as wastewater to be discharged in accordance with permit requirements. The CAP ensures cleanup to levels that would safely meet standards for residential land use of the Property. MTCA "unrestricted" cleanup levels are proposed. If contamination is allowed to remain at depths below the smear zone, a restrictive covenant will be required prohibiting residential use and restricting excavation of the remaining Impacted Soil without Ecology approval. These measures will eliminate pathways for potential exposure to contaminants and assure protection of people who will work or live at the Property in the future.

It is expected that shoring will be installed before excavation begins or that soil nailing will be utilized as excavation progresses. The excavation for the parking garage will extend down to the water table along the south side and approximately 40 feet below the water table on the north side. It is expected that impacted soil

will be found to a depth of approximately 5 feet below the water table along the south side of the property. It is expected that the excavation will extend laterally to the property boundary along the south side. Cleanup of groundwater at the Site and of soils outside of the North Yard Property boundary remain the responsibility of KCDT Metro Transit and Chevron under their existing Consent Decree.

4. Compliance Monitoring

The cleanup will require compliance monitoring for soils to confirm whether the cleanup levels have been achieved within the North Yard Property. Soils outside the North Yard Property and groundwater monitoring for the Site remain the responsibility of KCDT Metro Transit and Chevron.

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 Property is located in Seattle, Washington, with an address of 3301 Densmore Avenue North. The Property is located between North 34th Street (to the north) and North Northlake Place (to the south), and between Woodlawn Avenue North (to the west) and Densmore Avenue North (to the east). The location is in Section 18, Township 25N, Range 4E. The legal description is: Lots 1-12 inclusive, Block 74, Lake Union Addition to the City of Seattle, According to the Plat Thereof, recorded in Volume 1 of the Plats, Page 238, in King County, Washington (See Property Diagram, Exhibit B in Appendix A).

The Touchstone Property is most of the northern portion (referred to as the North Yard) of a larger property currently owned by King County/Metro. King County/Metro also owns property south of North Northlake Place referred to as the South Yard (See Site Diagram, Exhibit A in Appendix A.) The cleanup being conducted by Touchstone only addresses portions of the North Yard that will be purchased by Touchstone.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (circle one): <u>Flat,</u> rolling, hilly, steep slopes, mountainous, other (part of the site has a steep slope – see 1.b. below).

The property is approximately 360 feet long (north to south) and 228 feet wide (east to west).

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

There currently is a significant slope at the site from north to the south. The northeast corner elevation is approximately 70' ft. The southeast corner elevation is approximately 34' ft. for a total grade change of approximately 36 ft.

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 on the site. Existing structures cover the majority of the property, and space between structures is nearly totally paved with asphalt or concrete. The soils beneath the property are primarily glacial till, recessional sand, and fill in places.

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 International Building Code with City of Seattle Amendments- (2003 Edition) places the Puget Sound area in design categories. There is no history of unstable soils on the property.

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

It is estimated that up to approximately 40,000 cubic yards of nuisance and high TPH soils will be disposed/treated off-site. The remaining soil is expected to be clean. The nuisance and high TPH soils would be transported for offsite thermal desorption (treatment) or disposal at a site approved by regulatory agencies. (See Appendix A, Exhibit D, Figure 2, Building Excavation Plan and Figure 3, Cross Section). The estimated total of clean excavation is approximately 55,000 cubic yards of soil. The total estimated soil excavation is approximately 95,000 cubic yards.

The expected lateral extent of excavation is shown in Appendix A, Exhibit D, Figure 2 and the expected depth of excavation is shown in Appendix A, Figure 3. As shown in Appendix A, Exhibit D, Figure 3, the excavation for the parking garage will extend down to the water table along the south side and approximately 40 feet below the water table on the north side. It is expected that impacted soil will be found to a depth of approximately 5 feet below the water table along the south side of the property. It is expected that the excavation will extend laterally to the property boundary along the south side.

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

Excavation to implement the MTCA cleanup action would occur. The excavation will extend down to the water table along the south side and approximately 40 feet below the water table on the north side. Minor erosion of temporarily stockpiled materials and open excavated areas could occur during the remediation process.

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

Not applicable for this phase of the project. Eventually, 87% of the site would be impervious surface covered by the building and pavement as part of the Redevelopment action.

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

Construction

A Stormwater Pollution Prevention Plan (SWPPP) and a Temporary Sedimentation and Erosion Control Plan (TESC) will be prepared by the project engineer and submitted to the City of Seattle and Ecology for review and approval. The temporary erosion and sediment control plan would be implemented during excavation and construction. The contractor would be required to comply with applicable regulations in the City of Seattle's Stormwater, Grading, and Drainage Control Code (SMC 22.800), including pertinent best management practices (BMPs).

Job site safety during the MTCA cleanup action will be required under the site Health and Safety Plan. Contract documents will 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 B7.a. Environmental Health.

No impacted soil above cleanup levels would remain in place above one foot below the bottom of the smear zone following completion of the MTCA cleanup action. Contaminated soils would be transported off site and disposed of or treated at an approved facility. When the proposed CAP implementation is complete, sampling of soils will occur to make sure soils on the Property above the smear zone meet MTCA unrestricted soil cleanup levels.

Once Touchstone has removed the buildings, asphalt and concrete covering the North Yard Property, if remedial work is stopped or delayed for more than 14 days, and less than 60 days, a temporary cover will be installed within 28 calendar days of stoppage. If work stoppage last more than 60 calendar days, then a 5-year cover will be installed within 90 calendar days from work stoppage. The cover over the Property will be constructed as follows:

1. Touchstone will install and maintain a temporary cover over the Property or a sufficient portion of the Property to ensure that any exposed soil on the Property will be protected from water, snow, or wind. The cover will include storm water controls. The temporary cover will be constructed using minimum 10-mil plastic geomembrane with taped seams.

2. Touchstone will install and maintain a 5-year cover over the Property or a sufficient portion of the Property to ensure that any exposed soil on the Property will be protected from water, snow, or wind. The cover will include storm water controls. The 5-year cover will be constructed using a minimum 30-mil polyvinyl chloride (PVC) geomembrane with glued or welded seams.

Both alternatives would include a stormwater collection system. Stormwater would be discharged to the storm sewer in accordance with City of Seattle permit, King County Metro discharge and Ecology MTCA requirements.

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.

During excavation, there may be a small short-term increase in exhaust emissions and odors from vehicle and equipment exhaust, and a temporary increase in fugitive dust during excavation.

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

No off-site source of emissions would affect this proposal.

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

Excavation vehicles would be equipped with standard emission control devices. The Engineering Design Report will specify requirements for truck loading, decontamination zones(s), 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.

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 250 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 two hundred (200) feet) the described waters? If yes, please describe and attach available plans.

The project would not require any work over, in, or adjacent to any surface water body. It would not require any work within 200 ft 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.

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.

No surface water withdrawals or diversions are proposed.

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

The project 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.

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.

Well locations have been identified as “hot spots” with either free product or high concentrations of petroleum hydrocarbons. Following excavation of "hot spots", groundwater in the "hot spot" sumps will be removed using a vacuum truck on a periodic basis during the pre-construction period from the sumps constructed in the excavations. This groundwater will either be discharged to the storm sewer (following treatment, if necessary) or stored in Baker Tanks for off-site hauling and treatment.

In advance of construction, perimeter dewatering wells may be constructed if they are necessary. These dewatering wells would be designed and constructed to lower the water table below the base of the excavation. Extracted groundwater will either be discharged to the storm sewer or Baker Tanks, as discussed above. The

extracted groundwater will be sampled and analyzed for petroleum hydrocarbons during construction to determine chemical concentrations.

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

No waste material would be discharged into the ground. Sewage would be discharged into the sanitary sewer.

All of the sewage and storm drainage would be piped. There would be no discharge into the ground from septic tanks or other sources.

c. Water runoff (including stormwater):

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

Stormwater runoff at the Property currently is from the building and impervious parking lot surfaces. Runoff flows into an underground drainage system via catch basins, and then discharges into METRO sewer system.

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

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

No waste materials will enter surface water, and no waste materials will enter groundwater. Low yield, perched ground water beneath the south portion of the North Yard is currently impacted by petroleum hydrocarbons originating from past site use as a bulk fuel storage terminal. The proposed project will remove this petroleum hydrocarbon impacted ground water and prevent future impact to the ground water beneath the Property due to past site activities. No adverse impact to ground water is anticipated from the proposed new Property use.

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

Water Runoff

The cleanup action for soil will also likely remediate some existing groundwater contamination. Any groundwater contamination remaining after the cleanup is done will be addressed, as necessary, by other parties. Stockpiled soil materials will be covered with impervious sheeting or other appropriate material. Catch basins receiving runoff from exposed earth surfaces will be protected from siltation by temporary filter fabric and berms or check dams if necessary. All erosion control methods will be designed and used in accordance with accepted best management practices and City of Seattle development standards.

Groundwater

Dewatering activities may remove groundwater during excavation. This extracted groundwater will be tested and discharged to the storm sewer in accordance with permit requirements from King County/Metro and City of Seattle. These permits will identify allowable petroleum hydrocarbon concentrations that will determine if treatment is necessary. The extracted groundwater will be sampled and analyzed for petroleum hydrocarbons during construction to determine chemical concentrations.

4. Plants

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

x deciduous tree: alder, maple, aspen, other: fruit trees
__ 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

Most surfaces within the project area are impervious. The exceptions are the sloped grassy area in the northern portion of the parcel and the street trees and grass along Densmore Avenue N, Woodlawn Avenue N, N 34th St and N Northlake Place. A hedge also is situated adjacent to the existing northern-most building along Densmore Avenue N.

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

The sloped grassy area in the northern portion of the parcel will be removed as part of the Clean Up Action. Street trees, grass and hedge along the perimeter of the Property may also have been removed if required by the prior Clean Up Action and excavation of the Property. Another reason they may already be removed is if the soil along the planting strips is found to be contaminated and unhealthy for the trees to grow.

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

No threatened or endangered plant species are known to be present in this urbanized area according Bill Ames, arborist with Seattle DOT (personal communication November 16, 2006).

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

No landscaping is proposed associated with the Cleanup Action.

5. Animals

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

birds: hawk, heron, eagle, songbirds, other: pigeons, crows, sparrows

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

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

Use of the Property by animals is limited by its urban character. Small mammals and perching birds are present in the area.

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 Property,

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 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:

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

6. Energy and Natural Resources

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

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

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

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

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

No particular energy conservation measures are proposed during the Cleanup Action.

7. Environmental Health

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

The proposed demolition of buildings may require abatement of asbestos materials, lead based paints, and light fixture ballasts containing PCBs. Prior to demolition, a hazardous materials survey will be conducted, quantifying the presence of hazardous materials in the building. The survey will stipulate methods for appropriate containment, removal, and disposal of any hazardous materials identified in the warehouse structure. Abatement will be consistent with local, regional, and state requirements for worker safety, containment, and disposal of hazardous materials.

Former industrial activities on the site resulted in soil and groundwater impacts. Touchstone proposes a cleanup action plan for the Property to remediate contaminated soil to residential standards. The cleanup should reduce exposure to contamination at the Property. Workers at the Property during cleanup could potentially be exposed to contaminated soil or groundwater.

(1) Describe special emergency services that might be required.

A site-specific Health and Safety Plan would be prepared by the contractor. The Health and Safety Plan would identify all environmental health hazards and describe procedures to reduce risks to workers during the cleanup program. Emergency procedures, evacuation routes and local emergency service contacts would be identified in advance of the cleanup schedule. All workers would be required to have the appropriate OSHA Hazardous Material Worker Training. Certification of this training would be included in the Health and Safety Plan. A copy of the Health and Safety Plan would be maintained onsite during all field activities.

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

The only group that may be potentially exposed to environmental health hazards would be workers during the cleanup action. Protection of these personnel would be accomplished by enforcing the OSHA Training requirements, preparing and adhering to a Health and Safety Plan that, at a minimum, must comply with the Environmental Contingency Plan approved by Ecology (see attached Appendix A, Exhibit D, Appendix A), 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.

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 Property.

Touchstone or its contractor is responsible for developing their own Health and Safety Plan and ensuring that the plan is correctly implemented. The plan shall, at a minimum, comply with the health and safety guidelines specified in the Cleanup Action Plan.

b. Noise:

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

Off-site 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. None of the existing off-site noise sources in the area is projected to adversely affect the proposed 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.

There would be a short-term increase in noise levels generated on site during the cleanup action due to excavation activities. Excavation and construction activities would generate short-term noise at the Property. Potentially affected receptors nearest the construction site would be residents of the Regata and Tavona Condominiums immediately east of the Property, as well as residents of other dwelling units within a one-block radius of the Property. Employees and visitors of other nearby businesses, such as the Essential Bakery, would also be receptors. Construction noise and vibration would be generated by earth excavating and grading equipment, concrete delivery trucks, portable power generators, and a variety of miscellaneous construction equipment typically required for such a project. Pile driving is not anticipated, in expectation that the foundations can be placed on bearing soils. The project will comply with the Seattle Noise Control Ordinance (SMG 25.08).

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

Vehicles associated with excavation, transport and other elements of the cleanup action would be equipped with standard mufflers to minimize noise. No significant impacts are expected from the temporary increases in noise due to construction that cannot be effectively addressed through compliance with the Noise Control Ordinance. At the City's discretion, temporary construction noise impacts could be controlled at the site by controlling hours of activity and following noise abatement precautions to reduce noise levels of construction equipment. Hours of activity would comply with those allowed under the City of Seattle Noise Control Ordinance (SMG 25.08).

8. Land and Shoreline Use

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

The Property is in the South Wallingford Neighborhood, six blocks south of the Wallingford Residential Urban Village boundary and two blocks east of the boundary of the Fremont Hub Urban Village. The neighborhood is a mixed residential, commercial, and industrial neighborhood. It is predominantly developed with small scale and mid-rise buildings representing a mix of office, retail, commercial, and apartment structures, as well as surface parking. Adjacent property uses include:

North - Single-family residences, the Essential Baking Company, City of Seattle Solid Waste offices, and a parking lot are located north of the project site. The Seattle Transfer Facility is located northwest of the site approximately one block away.

South - The Burke-Gilman Trail, Isotron Advanced Polymer Composites on N. Northlake Place and Gas Works Park are located south of the project area.

East - The Regata and Tavona residential condominiums are located east of the property.

West - The Institute for Systems Biology and Yogi Way are located in a building west of the Property.

Previously, the entire King County/Metro property was a bulk fuels terminal built by Standard Oil Company of California (Standard) or Chevron in 1925. Standard/Chevron used the facility for storage and distribution of bulk petroleum-based fuels and oils, and various containerized petroleum products until the property was sold to King County/Metro in 1982. The entire property is currently owned by King County, both the North and South Yards, has been designated as a cleanup site, known as the Metro Lake Union Site. It is also referred to as "The Tank Farm site" by local residents.

The property has been used by King County/Metro (Metro Facilities Shop) as a maintenance facility since 1982. Maintenance duties based at the facility include bus zones and shelters (cleaning and maintenance), park and ride lots (cleaning, landscaping and maintenance), Driver comfort stations (cleaning and maintenance), All metro bases and facilities landscaping; and other transit buildings and structures (cleaning, landscaping and maintenance). The project area is comprised of two asphalt parking lots (with light posts, fencing and gates), retaining walls and three structures. Outdoor support areas include a covered engine repair burn/weld area, loading docks, dumpsters and waste storage. Parking and equipment storage at the site includes pick-up trucks, garbage compactors, sweeper vehicles, pressure wash trailers, sanding/snow removal vehicles and landscaping trailers. All surfaces within the project area are impervious surfaces, except for a steep grassy hill in the northern portion of the parcel.

The Clean Up Action Plan for the North Yard Property, proposed as the first element in the phased environmental review, would demolish all the building structures on the Property, remove the contaminated soils and excavate for a proposed parking garage and office building. The parking garage and office building will be constructed as the second phase on the Property and will occur after the cleanup has occurred. The cleanup is estimated to be completed by the end of 2008.

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

The site has not been used for agriculture for at least 80 years.

c. Describe any structures on the site.

The project area is currently comprised of two asphalt parking lots (with light posts, fencing and gates), retaining walls and three warehouse structures. All surfaces within the project area are impervious surfaces, except for a steep grassy hill in the northern portion of the parcel and street trees and grass along the east and south portions of the Property.

The first building is a one-story garage structure fronting on N. 34th St and is approximately 10, 694 square feet. It is of masonry construction and was built in the 1920s. The second building is an accessory garage storage structure of masonry construction and is approximately 7,182 square feet. It was also originally constructed in the 1920s. The third building is an L-shaped one-story warehouse and office structure that was originally constructed in the 1920s and is approximately 726 square feet.

The excavation to remove soil contamination and prepare for the parking garage will require demolition of all the structures on the property.

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

All existing structures on the Property would be removed. Adjoining sidewalk and pavement may be demolished along with utilities as needed for the project.

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

The site is zoned IC- 45 (Industrial Commercial with height limit of 45 ft).

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

The Property is in south Wallingford, six blocks south of the Wallingford Residential Urban Village boundary and two blocks east of the boundary of the Fremont Hub Urban Village.

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

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

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

The site of the proposed project has not been mapped by the City of Seattle as an Environmentally Critical Area (City of Seattle Environmentally Critical Areas Maps, October 31, 1992).

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

There would be no resident or employee population on the Property following the cleanup action. However, this would be temporary if the Property is redeveloped. A redevelopment of the Property may result in people working at the Property.

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

Currently, the facilities maintenance facility employs approximately 36 day shift workers and 18 graveyard shift workers. Existing employees of the King County Maintenance Facility would be relocated to the proposed new site for the facility at 12526 Aurora Avenue N. in Seattle.

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

Touchstone proposes to relocate the existing King County Facilities Maintenance operation to a new location on Aurora Avenue N. The site will then be cleaned of soil contamination and excavated for a parking garage. Upon completion of the cleanup and excavation, a five-story office/technology building of approximately 228,277 square feet and 2-stories of underground parking will be constructed.

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

The applicant proposes soil remediation to Model Toxics Control Act (MTCA) unrestricted/residential cleanup levels to prepare a contaminated industrial site for commercial development.

The Cleanup Action is compatible with the King County Comprehensive Plan, the City of Seattle Comprehensive Plan, the Wallingford Neighborhood Plan and the South Wallingford Neighborhood Plan Amendment. The project would benefit the community by cleaning up property containing identified petroleum contamination and thus removing a source of contamination.

9. Housing

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

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

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

No housing units would be eliminated.

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

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?

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

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

The cleanup action proposal involves demolition of all existing structures on the Property. Thus, views of this property would not be altered by the cleanup action. However, this view alteration is expected to be temporary due to the development that is planned for the Property.

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

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

11. Light and Glare

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

The cleanup action proposal involves demolition of all existing buildings on the Property. The 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 would be temporary if the Property is redeveloped.

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

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

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

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

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

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

12. Recreation

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

Existing designated recreational opportunities in the immediate vicinity of the Property 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 (approximately one half block southeast of the Property).

Burke-Gilman Trail. This pedestrian and bike trail links a regional network of public and open spaces stretching from Lake Washington to Ballard.

Wallingford Steps. The Wallingford Steps include concrete staircases, concrete planters with irrigation, and lighting. They provide a major pedestrian connection between Wallingford, the Burke-Gilman Trail, and Gas Works Park.

Gas Works Park. This unique and award-winning 20-acre park is one of the world's few industrial reclamation parks. Although recommended as a park site by the Olmsted Brothers, the site was acquired for coal gasification beginning in 1906, and last used to produce methane gas in 1956, when pipelines brought natural gas to the Seattle area. The imposing industrial relic, with its large towers, is the sole survivor of 1,400 gasification plants that once dotted the United States. Current park features include Kite Hill with its large sundial, the Play Barn, and a paved shoreline viewpoint.

Department of Natural Resources State Waterway 21. A public access viewpoint has been built for viewing the operations of nearby Northlake Shipyard, which also leases some of the waterway for its operations.

Waterway 19. In the cove just east of Gasworks Park, a collaboration between the Seattle Parks and Recreation Department and the State Wildlife Department is enhancing wildlife habitat with native plants. Temporary parking is available close to the water for loading and unloading of watercraft.

Seattle Heritage Shipyard Project. This proposal would transform an underutilized waterfront site in Seattle's industrial zone into a maintenance and repair facility for Washington's historic fleet, and a location for public education and heritage interpretation. The North Lake Union heritage vessel maintenance and repair facility will comprise approximately 5,000 square feet within the existing main building, as well as the entire site. Begun in February, 2005, the anticipated project completion date is June, 2009. The Metro Dock site and its existing warehouse structure at 1445 N. Northlake Way is owned by King County.

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.

Implementation of the project would result in no permanent displacement of any existing recreational uses. The site is in close proximity to the Burke-Gilman Trail, which abuts the site on N Northlake Way. No disruptions to the use of the Burke-Gilman Trail along the property frontage are anticipated during construction of the project. However, a temporary closure or detour may be implemented during construction if deemed necessary by the City of Seattle to protect public safety.

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

Temporary traffic control or pedestrian obstructions during construction (if any) would be managed in accordance with the current City of Seattle guidelines. 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. The site is in close proximity to the Burke-Gilman Trail, which abuts the site on N Northlake Way. If any temporary closure were needed, a signing and control plan would be implemented.

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.

There are no other places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site.

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

Gas Works Park is designated as a City of Seattle Landmark and is located across the street from the project site on N Northlake Way (See Section B.12.a for more information). There are no other landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site. However, since the project falls within 200 feet of the US Government meander line, the project adheres to the guidelines set out in the City's Department of Planning and Development (DPD) Director's Rule 2-98 (SMC) which describes how the city environmental guidelines mesh with those implemented under SEPA.

Based on archival research, analysis of historical maps, review of geotechnical data, and the results of previous archaeological research in the vicinity, no known archaeologically significant cultural resources are in the proposed project area. Geotechnical studies indicate the project area is underlain primarily by glacial till and recessional outwash sand, with fill in areas. Native matrices are estimated at current grade in most areas, though fill may be as deep as 20 feet in the southern portion of the parcel. If archaeological resources do exist within the project area, they would not be deeply buried within the Holocene sediment, and it is likely that extensive development of the subject parcel beginning in the 1920s would have destroyed any archaeological resources should they have existed. A report to this effect has been filed with the Washington Office of Archaeology and Historic Preservation (personal communication with Nichole A. Gillis, Northwest Archaeological Associates, Inc., November 2, 2006).

There is little expectation that any evidence of historic or archaeological landmarks would be identified during the proposed excavation for this cleanup action. However, the Native American Tribes are known to have used or inhabited this area, such as the Duwamish and Muckleshoot Tribes. The Duwamish and Muckleshoot Tribes will be sent notice about the proposed excavation. During excavation if evidence of Native Tribe occupancy is discovered, then the archaeologist or representative for the tribe will be notified to examine the evidence.

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

No mitigation measures are expected to be necessary. However, if required, contractors and subcontractors would be supplied with copies of regulations regarding archaeological resources with the understanding that crews will comply with those regulations. If archaeological resources were encountered during project construction, the following would be implemented:

- Inadvertent discovery protocol should be implemented when appropriate;
- The project would abide by state and local regulations governing the discovery and excavation of archaeological resources.

14. Transportation

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

The Property is served by N. 34th Street on the north, N Northlake Place on the south, Densmore Avenue N on the east, and Woodlawn Avenue N on the west. Vehicular access is from the southeast edge of the Property from N Northlake Way and from the west edge of the Property along Woodlawn Avenue N. There is a secondary vehicular access point from N Northlake Place at the southwest edge of the Property to the storage areas.

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

The closest bus stop is at N 35th Street and Stone Way Avenue N, approximately ¼ mile to the west of the site.

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

The Property currently has approximately 65 parking surface parking spaces, located on two different levels. This parking is used primarily for storage of Metro Maintenance vehicles. The Cleanup action would eliminate all parking spaces on the Property as the facility structures and parking area would be demolished and relocated elsewhere. Any redevelopment of the Property in the future would include parking spaces in accordance with the City of Seattle Land Use Code.

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).

Implementation of the proposal would not require any new roads or streets, or improvements to existing roads or streets.

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

The proposed project would not use or occur in the immediate vicinity of rail transportation. The Property is at the north end of Lake Union, where Kenmore Air operates water landing craft on scheduled and charter routes. Many private boats and occasional charter boats use Lake Union as well.

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

Construction traffic may temporarily increase congestion in the area and would generate temporary, short-term increases in traffic from construction vehicles and material delivery. During the project, the labor workforce would fluctuate depending on the phase of excavation.

Truck trips to carry out the estimated quantity of soils from the Property (95,000 cubic yards) are projected to occur at a rate of approximately 14 per hour, typically during non-peak hours (9:00 AM to 3:00 PM), over a period of 6 months.

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

Construction Traffic and Pedestrian Control Plan: Prior to commencing any construction on the premises, the developer would develop and submit a construction traffic and pedestrian control plan to the City addressing the following issues at a minimum: pedestrian safety, traffic routing, pedestrian routing and mobilization of truck traffic to and from the premises. Special attention will be given to the use of the Burke-Gilman Trail, which borders the site on the southern edge.

Contractors would be asked to limit construction traffic non-peak hours on the surrounding street system as much as possible. Contractors may have to find parking through leasing of off-street lots if there is no on street parking available in the area or if it is full.

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 guidelines. 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. The site is in close proximity to the Burke-Gilman Trail, which abuts the site on N Northlake Way. If any temporary closures were needed, a signing and control plan would be implemented.

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.

The Cleanup action would not exert any long-term increase in demand for public services. Emergency services such as police and fire services are available if needed during the Cleanup action.

The Seattle Police Department North Precinct is located at 10049 College Way N. (located approximately 3.5 miles from the project site) and provides a full range of emergency-response and public safety services.

The Harbor Patrol is located near the site at 1717 N. Northlake Place. Located at State Waterway 20, this Seattle Police Department office is responsible for all waters within city limits and is an important resource in emergencies.

The Fremont Fire Station 9 located at 3829 Linden Avenue North (approximately ½ mile from the project site) and would provide fire protection services for the Property.

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

No measures to reduce or control direct impacts on public services is expected to be required.

16. Utilities

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

Adjacent water lines are located in Woodlawn Avenue N., Densmore Avenue N, and N 34th Street.

Adjacent water lines are located in Woodlawn Avenue N., Densmore Avenue N, and N 34th Street. Adjacent electrical lines are located in N 34th Street, Densmore Avenue N., and connection t the site from N Northlake Way at the southwest. Combined sewer/storm drainage main lines are located in N 34th Street, and in N Northlake Way.

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.

Any short-term utility requirements during the Cleanup action would be met by existing services to the Property.

Any temporary interruptions would be reported to and coordinated with neighboring business and residences and utility companies.

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: _____

Title: _____

Date submitted: _____

REFERENCES

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Appendix A

Prospective Purchaser Consent Decree