

WAC 197-11-960 Environmental checklist.

ENVIRONMENTAL CHECKLIST

Purpose of checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:

Port of Olympia's Proposed Interim Action and the associated National Pollutant Discharge Elimination System (NPDES) permit (water discharge permit), part of the Washington State Department of Ecology (Ecology) and the Port of Olympia's Agreed Order entered into in October 2008 to begin cleanup of contamination at the East Bay Redevelopment site in Olympia. (Project)

2. Name of applicant: Port of Olympia

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

Port of Olympia
Joanne Snarski
915 Washington Street, NE
Olympia, WA 98503
(360) 528-8076

4. Date checklist prepared: February-March August 2009

5. Agency requesting checklist: Department of Ecology

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

The planning, design and permitting for the larger East Bay subdivision was accomplished from 2007-2009 with plat approval, final permits and work to commence in 2009. The Interim Action will be completed during construction of the Ports planned infrastructure improvements (roads and utility lines), when the Port removes contaminated soil.

Ecology will review and consider comments received during the Interim Action comment period March 16-April 16 2009 and make changes to the work plans if appropriate. The Port will implement the Interim Action (removal of contaminated soil) during construction of roads and utility lines expected in 2009. Remedial Investigation work began in November 2008 and is ongoing. When the requirements of this Agreed Order are completed Ecology will negotiate a second Agreed Order or Consent Decree with the Port. This legal document will require the Port to complete a Feasibility study and to draft a Cleanup Action Plan. The Port and Ecology will keep the public involved and informed as this cleanup moves forward. Comment periods will be held at various points in the process.

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

This Project is located within the area covered by the Port of Olympia's Budd Inlet Land Use Plan for the State Avenue district, and evaluated in the February 7, 1994 FEIS and Addendum December 23, 1994 Addendum to the FEIS for the Budd Inlet Land Use Plan. The Port has employed a Phased Review approach to land uses on the Port Peninsula. Phased review is appropriate when the sequence is from a non-project document to a document of a narrower scope such as a site specific analysis or the sequence is from an environmental document on a specific proposal at an early stage (such as need and site selection) to a subsequent environmental document at a later stage, such as sensitive design impacts.

The Port's East Bay proposed short sub-division of one lot into nine lots and associated infrastructure improvements and the demolition of two structures previously underwent SEPA review by the Port of Olympia in September 2007 at the project level to evaluate the impacts of these project level actions, consistent with the approach indicated in the Port's 1994 environmental documents.

The current proposed Interim Action Project is necessary to facilitate future redevelopment of this land and to fulfill the Washington State Department of Ecology (Ecology) and the Port of Olympia's Agreed Order entered into in October 2008 to begin cleanup of contamination at the East Bay Redevelopment site.

Ecology will review and consider comments received during the comment period and make changes to the work plans if appropriate. The Port will implement the Interim Action (removal of contaminated soil) during construction of roads and utility lines. Remedial Investigation work began in November 2008 and is ongoing. When the requirements of this Agreed Order are completed Ecology will negotiate a second Agreed Order or Consent Decree with the Port. This legal document will require the Port to complete a Feasibility study and to draft a Cleanup Action Plan. The Port and Ecology will keep the public involved and informed as this cleanup moves forward. Comment periods will be held at various points in the process.

The environmental impacts of any future East Bay development Projects will be reviewed at such time when there are sufficient plans and details of future projects available for meaningful evaluation of any potential impacts.

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

Attachment 1. Project Vicinity Map.

Attachment 2. Port of Olympia, Final Environmental Impact Statement for the Port of Olympia Strategic Plan, issued by the Port of Olympia on February 7, 1994. Evaluates potential cumulative impacts for development on Port property.

Attachment 3. Port of Olympia, Addendum to the Port of Olympia Strategic Plan Final Environmental Impact Statement for the Budd Inlet and Airdustrial Park land use plans, issued by the Port of Olympia on December 23, 1994.

Attachment 4. GeoEngineers Phase I Environmental Site Assessment report for entire East Bay Site, Lots 1-9, March 14, 2007.

Attachment 5. Brown & Caldwell Phase II Environmental Site Assessment, March 15, 2007. This reports the soil and groundwater sampling conducted on the 2 acre parcel proposed for sale to LOTT, Lot 8.

Attachment 6. GeoEngineers Phase I Environmental Site Assessment for the proposed City Hall site, Lot 3, November 27, 2006.

Attachment 7. GeoEngineers Phase II Environmental Site Assessment for the proposed City Hall site, Lot 3, November 3, 2006. This reports the soil and groundwater sampling conducted on the 2 acre parcel proposed for sale to the City of Olympia for a new City Hall.

Attachment 8. GeoEngineers Phase II Environmental Site Assessment for the proposed Hands on Children Museum site, February 6, 2007. This reports the soil and groundwater sampling conducted on the parcel proposed for sale to the City of Olympia for a new Hands on Children's Museum, Lot 4.

Attachment 9. NW Testing Phase I Environmental Site Assessment Report for the 724 East State Street Property, Lot 1, August 30, 2006.

Attachment 10. NW Testing Phase II Environmental Site Assessment Report for the 724 East State Street Property, Lot 1, October 25, 2006.

Attachment 11. City of Olympia, Historic Property Inventory Report for Olympia Veneer, located on Lots 3, 4, 5, 6, 7 & 8.

Attachment 12. Port of Olympia/Department of Ecology, Voluntary Clean-up Program Agreement, January 5, 2007.

Attachment 13. Shea Carr Jewell, Transportation Trip Generation Estimate, August 22, 2007.

Attachment 14. Skillings Connolly, Preliminary Drainage and Erosion Control Report, August 28, 2007.

Attachment 15. Skillings Connolly Preliminary East Bay Short Plat, August 2007, sheets 1-43.

Attachment 16, Washington Forestry Consultants, Inc. Preliminary Tree Protection Plan, August 14, 2007.

Attachment 17 Port of Olympia MDNS & Modified MDNS for the East Bay short plat, infrastructure and building demolition proposal,

Attachment 18 - Draft Remedial Investigation/Feasibility Study and Conceptual Cleanup Action Plan, East Bay Redevelopment, Port of Olympia, Olympia, Washington, dated December 20, 2007 by GeoEngineers, Inc

Attachment 19 - Order No. DE5471, Washington State Department of Ecology (Ecology) and the Port of Olympia's Agreed Order entered into in September 2008 to begin cleanup of contamination at the East Bay Redevelopment site.

Attachment 20 - January 29, 2009 Final East Bay Redevelopment Site Responsiveness Summary

Attachment 21 - Greylock Consulting, LLC, Pilot Dewatering Test, Port of Olympia East Bay Site, Olympia, Washington, November 5, 2008

Attachment 22 – Skillings Connolly, Inc., East Bay Infrastructure Project, Groundwater Pump and Treat Interim Action, Engineering Design Report, January 2009

Attachment 23 – GeoEngineers and Pioneer Technologies Corporation, Remedial Investigation Work Plan, East Bay Redevelopment, Port of Olympia, Olympia, Washington.

Attachment 24 – Pioneer Technologies Corporation, Port of Olympia East Bay Site: Interim Action Work Plan.

All attachments are available for review and / or purchase at the Port of Olympia main office at 915 Washington Street, and also can be downloaded from www.portolympia.com and or at the Ecology's Toxics Cleanup Website: http://www.ecy.wa.gov/programs/tcp/sites/eastBayRedev/eastBayRedev_hp.htm

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.

No.

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

Laws and regulations addressing permits or federal, state, or local requirements that Ecology believes may be applicable at the time of entry of this Order are listed below. This list may not include all pertinent laws and regulations. Work performed shall be in accordance within the substantive requirements of any applicable law or regulation.

1. Chapter 90.48 RCW (State Water Pollution Control Act) and Chapter 173-220 WAC (National Pollutant Discharge Elimination System (NPDES) Permit Program Regulations).
2. Chapter 70.105D RCW (Model Toxics Control Act), and Chapter 173-340 WAC (MTCA Regulations).
3. Chapter 70.105 RCW (Washington State Hazardous Waste Management Act), and Chapter 173-303 WAC (State Dangerous Waste Regulations).
4. Chapter 173-160 RCW (Minimum Standards for Construction and Maintenance of Wells).
5. Chapter 43.21C RCW (State Environmental Policy Act), and Chapter 197-11 WAC (State Environmental Policy Act Rules).
6. Washington Industrial Safety and Health Act (WISHA).
7. Applicable City of Olympia Municipal Codes.
8. Applicable Thurston County Codes.

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.)

The Port of Olympia previously undertook SEPA review in 2007 for the East Bay Short Plat (short platting one existing legal lot into 9 lots), implementing associated infrastructure/street improvements, and demolishing existing structures on the site, resulting in a modified MDNS which issued September 2007. At that time, the environmental remediation was structured as a Voluntary Cleanup Program for the Site and infrastructure work. To expedite the cleanup for future developments and to ensure Ecology oversight, the Site was transferred into the formal cleanup program in February 2008, pursuant to RCW 70.105D.030(1) and 70.105D.050(1). Ecology and the Port entered into the Agreed Order in October 2008 to begin cleanup of site contamination. As part of this Agreed Order, the Port is required to develop two work plans to complete an Interim Action (partial cleanup) and a Remedial Investigation at the site.

The Agreed Order issued pursuant to the Model Toxics Control Act (MTCA), RCW 70.105D.050(1). Applicable state SEPA regulations state that a SEPA determination shall issue for a MTCA Interim Action (WAC 197-11-268). This environmental review complies with that requirement, given the modified structure of the clean-up action since the Port's initial related SEPA review.

The Project subject of this review is the Interim Action Plan and associated NPDES permit. The Interim Action will be completed during the Port's construction of infrastructure improvements (roads and utility lines), when the Port removes contaminated soil. The Interim Action Work Plan outlines how the contaminated soil will be removed. The Remedial Investigation will determine the nature and extent of contamination on the site.

The Infrastructure Improvements previously studied pursuant to the Port's 2007 SEPA review consist of:

Improvements include (1) widening roadways adjacent to the site to City of Olympia standards, to provide for vehicles, bicycles, and parking, (2) Curb and gutter, sidewalks, (3) illumination, (4) "T" intersection at Marine Drive and Olympic Avenue, (5) a traffic signal, (6) landscaping, (7) stormwater system upgrades, and (8) extension of water, reclaimed water, and sanitary sewer systems.

Improvements also include approximately 1,200 LF of Jefferson Street between State Avenue and Marine Drive to the north, 900 LF of Marine Drive between Olympia Avenue and a new connection to Jefferson Street to the north, 600 LF of Olympia Avenue between Marine Drive and East Bay Drive, 700 LF of roadway on new alignment between Adams Street and Marine Drive, and 500 LF of frontage improvements along State Avenue and East Bay Drive. Chestnut Street will be extended approximately 300 LF north to a new connection with Olympia Avenue.

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.

See Attachments 1 and 19. The East Bay Redevelopment Site is generally located at 315 Jefferson Street NE in Olympia ("Site"). The Site is referred to as East Bay Redevelopment and is generally located at 315 Jefferson Street NE in Olympia, Washington. The East Bay Redevelopment Site includes, but is not limited to, part of Parcel 1 and all of Parcels 2, 3, 4, 5, 6, 7, and 9, as shown on Exhibit A to Attachment 19. The Site lies on the south end of the Port Peninsula adjacent to the East Bay of Budd Inlet. The Site is defined by the extent of contamination caused by the release of hazardous substances at the Site. See Exhibit C from Attachment 19 Aerial of DOE Clean up Concerns and Exhibit D of Attachment 19 Aerial of Site Plan with Recognized Environmental Conditions. The Department of Ecology has determined that the Site constitutes a Facility under RCW 70.105D.020(5).¹

B. ENVIRONMENTAL ELEMENTS

¹ Additionally, the East Bay Site is adjacent to the LOTT Alliance Wastewater Treatment Plant Expansion ("LOTT Expansion") Site. The LOTT Expansion Site includes the area of the existing LOTT Alliance Budd Inlet Wastewater Treatment Plant (500 Adams Street NE), the parking lot south of the plant, and Parcel 8, as set out in Exhibit A. The LOTT Expansion Site is currently enrolled in Ecology's Voluntary Cleanup Program (VCP) because of residual soil and groundwater contamination from former lumber mills. The site is assigned VCP identification number SW0933. Former lumber mill operators on the LOTT Expansion site include the Olympia Door Company and the Springer Mill Company. Available historical information does not conclusively indicate whether the operational area of the St. Paul & Tacoma Lumber Company (one of the former operators of the East Bay Redevelopment Site) included the LOTT Expansion Site. Also, it is not currently believed that contamination from the LOTT Expansion Site and the East Bay Redevelopment Site are commingled. Therefore, the LOTT Expansion Site is not included in the scope of this Agreed Order. However, if Ecology determines in writing that adequate evidence exists to support combining the two sites, the LOTT Expansion Site will become part of the East Bay Redevelopment Site

1. Earth

- a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other
- b. What is the steepest slope on the site (approximate percent slope)?
1%
- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.
Primarily sand and gravel. This entire site is based on fill performed in phases over the past 77 years or so, with the last fill placed in the early 1980's.
- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.
No. Although this area is noted to be susceptible to liquefaction, there is no evidence of unstable soil or liquefaction, particularly after the 2001 Nisqually Earthquake.
- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Demolition:

A minor amount of filling and grading will be conducted to level the site after demolition. All material will come from an approved upland source. Concrete foundations will be recycled.

Infrastructure:

Fill will be used to bring the new roadway alignments to grade. Fill quantities are undetermined at this time.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
Erosion control measures will be implemented by the Contractor to ensure compliance with City and Ecology regulations.
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?
The current Project will not directly result in result in impervious surface. As part of the larger East Bay Plat and Redevelopment which was the subject of the 2007 SEPA review, the lots including demolition site will be primarily pervious after demolition; the street improvements will result in approximately 19% impervious surface within the entire 9 lot short plat. The area disturbed during infrastructure installation will result in approximately 95-98% impervious surface.
- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
Silt fences, catch basin blocks, and use of other materials such as straw bales as needed.

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.
The current Project will not directly result in result in emissions to the air. As part of the larger East Bay Plat and Redevelopment which was the subject of the 2007 SEPA review, asbestos, lead and dust were potential issues during demolition of the structures, and particulate matter from diesel engine non-road equipment during construction.
- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.
No.
- c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Dust will be controlled with water trucks if needed. Contractors will be required to use ultra low sulfur diesel fuel in off-road equipment and instructed to turn off construction equipment when not in use.

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.
Indian and Moxlie creeks run underneath the site on the Chestnut Street alignment in a City culvert that spans from East Bay to Interstate 5. As part of public planning process for this site that included 4 community workshops, the concept of daylighting the creeks was explored but no action was recommended. The site is separated from East Bay of Budd Inlet by a roadway and a shoreline trail.
- 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.
Yes. Portions of the roadways and infrastructure are located within the shoreline zone adjacent to East Bay in Budd Inlet.
- 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.
None.
- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.
No.
- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.
Federal Emergency Management Agency Mapping indicates a flood elevation of 11.00 (NGVD 29). In general, portions of the site are below 11.00 and portions are above as elevations range from 10.00 to 11.5. the 100 year floodplain and other portions are above. All proposed roadways will be constructed at or above the flood elevation of 11 (NGVD29)
- 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.
No.

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.
The activity associated with this Project can be essentially described as "dewatering" an excavation trench, and is not an activity typically associated with groundwater withdrawal or discharge, that would trigger associated groundwater extraction permits. The activity consists of the Port of Olympia obtaining a site-specific industrial discharge permit for the temporary discharge of treated rainwater and groundwater collected/generated during infrastructure installation trenching activities. (See Section 3.c.(1) below) The treatment facility will be temporary, only to be used for the purpose of dewatering utility trenches during construction of the East Bay Infrastructure Project. The engineering design report for proposed treatment system has been submitted to Ecology. This document has been reviewed and approved by Ecology. The approved treatment system consists of influent settling tanks, sand filtration, bag filtration, activated carbon and a post-treatment storage tank.
The treated water will be released into the existing storm system, which will discharge into the East Bay of Budd Inlet. Current engineering estimates demonstrate that the discharge will be intermittent, occurring during heavy rainfall and when construction trenches require dewatering. The maximum discharge flow will be 500 gallons per minute. The maximum duration of the project will be 10 months.

- 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.

None.

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.

The Port of Olympia will obtain a site-specific industrial discharge permit for the temporary discharge of treated rainwater and groundwater collected/generated during infrastructure installation trenching activities. The treatment facility will be temporary, only to be used for the purpose of dewatering utility trenches during construction of the East Bay Infrastructure Project. The engineering design report for proposed treatment system has been submitted to Ecology. This document has been reviewed and approved by Ecology. The approved treatment system consists of influent settling tanks, sand filtration, bag filtration, activated carbon and a post-treatment storage tank. The treated water will be released into the existing storm system, which will discharge into the East Bay of Budd Inlet. Current engineering estimates demonstrate that the discharge will be intermittent, occurring during heavy rainfall and when construction trenches require dewatering. The maximum discharge flow will be 500 gallons per minute. The maximum duration of the project will be 10 months.

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

No.

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

Silt fences, catch basin blocks, and use of other materials such as straw bales as needed.

4. Plants

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

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

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

Twelve existing trees will be removed per the Preliminary Tree Plan, Attachment 16,. One, potentially up to 3 of the existing 23 oak trees will be removed as needed for the location of the proposed traffic roundabout.

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

The current Project will not directly generate the need for measures to preserve or enhance vegetation on the site. As part of the larger East Bay Plat and Redevelopment which was the subject of the 2007 SEPA review, no less than twenty of the existing 23 oak trees will be retained. Landscaping will be planted as part of the street improvements. Future site development will address landscaping as well. Infrastructure improvements will include planting approximately 175-200 trees.

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: Sea gulls, swallows, pigeons, purple martins

mammals: deer, bear, elk, beaver, other:

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

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

Chinook Salmon are present in adjacent areas of Budd Inlet and Puget Sound. Bald Eagles are observed south of this area near Capitol Lake. Purple martins nest in boxes attached to piling in East Bay, and are a Washington Department of Fish and Wildlife State Candidate Species. Bull Trout and Marbled Murrelets may occur in the project area, but no records or studies have indicated their presence within Budd Inlet. The presence of Southern resident Orcas in Budd Inlet is an unusual occurrence that happens about once a year.

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

The project site is located within the Pacific Flyway, which is flight corridor for migrating waterfowl and other avian fauna. The Pacific Flyway extends south from Alaska to Mexico and South America.

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

None.

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.

N/A.

- b. Would your project affect the potential use of solar energy by adjacent properties?

If so, generally describe.

No.

- 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:

N/A.

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.

In general, the types of contaminants found on the site that are above the Model Toxics Control Act Method A clean up level, unrestricted use, include petroleum hydrocarbons, cPAH's, metals, semi-volatile organic compounds and dioxins and furans. The Site's MTCA Agreed Order entered into between the Port and Ecology dictates remedial action to be undertaken with Ecology oversight as described below in Section 7(a)(2).

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

None

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

Infrastructure & Clean Up Action

Pursuant to the MTCA Order, the Port will undertake the following remedial actions at the Site in accordance with Chapter 173-340 WAC. A Summary of the Clean up actions and the expected schedule is summarized below.

Remedial Investigation/Schedule of Deliverables

Port Deliverable	Schedule
Draft RI Work Plan, including Sampling and Analysis Plan, and Health and Safety Plan (HASP)	Within 30 days of the effective date of this Agreed Order
Final RI Work Plan incorporating Ecology's comments.	30 days after Ecology's written comments of the draft RI Work Plan.
Complete RI field work	According to schedule in RI Work Plan
Draft RI Report	Within 60 days after field work is completed
Public comment period of draft RI Report	Held for 30 days after receipt of the draft RI Report from the Port
RI Final Report incorporating Ecology's comments	30 days after Ecology's written comments on the Draft RI Report are received.
Draft Supplemental RI Work Plan to fill data gaps, if necessary	60 days after Ecology's written request to supplement data in deemed necessary.
Supplemental; RI Work Plan incorporating Ecology's comments.	30 days after receipt of Ecology's written comments on supplemental work plan.
Complete Supplemental RI field work.	According to schedule in work plan.
Draft Supplemental RI report	Within 60 days after field work completed
Final Supplemental RI Report	30 days after Ecology's written comments on the Draft RI Report are received.

Infrastructure Interim Action/Schedule of Deliverables

Port Deliverable	Schedule
Draft Interim Action Work Plan incorporating supplemental data.	Within 60 days of the effective date of this Agreed Order
Public comment period on draft Interim Action Work Plan.	Held for 30 days after receipt of the draft Interim Action Work Plan.
Firm Interim Action Work Plan	Within 30 days after receipt of Ecology's written comment of the draft IAP.
Implement Interim Action	According to schedule in IAP Work Plan
Draft IAP Report	Within 60 days after field work is completed
Final IAP Report	30 days after receipt of Ecology's written comments on the draft IAP Report.

Ecology must periodically review the chosen cleanup action no less frequently than every five years after its initiation to assure that human health and the environment are being protected if Ecology selects or approves a cleanup action under an order, agreed order or consent decree and any of the following conditions exist: (1) where institutional controls and/or financial assurance is required as part of the cleanup action, (2) where the cleanup level is based on a practical quantitation limit under WAC 173-340-707, or (3) where, in Ecology's judgment, modifications to the default equations or assumptions would significantly increase the concentration of hazardous substances remaining at the site or the reliability of the cleanup action is such that additional review is necessary to assure long-term protection of human health and the environment.

b. Noise

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

None.

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

There will be demolition and construction noise during normal City construction work hours.

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

Work during City of Olympia daylight hours, and compliance with City of Olympia Daytime Noise regulations.

8. Land and shoreline use

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

Light industrial, retail, commercial.

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

No.

c. Describe any structures on the site.

A large warehouse and two additions collectively termed Warehouse 2 were located along Marine Drive in Olympia, WA adjacent to the East Bay portion of Budd Inlet but was recently demolished

Additional structures, the 3-2-1 Building, (aka Studio 321) and shed were also previously located on site but were recently demolished.

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

No.

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

Urban Waterfront

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

Urban Waterfront

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

Urban Waterfront

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

No.

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

N/A.

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

No persons will be displaced by the Interim Action Clean Up Projector street improvements.

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

None triggered.

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

The clean up action will allow completion of an area subdivision that will encourage future redevelopment compatible with existing and projected land uses and plans.

9. Housing

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

None.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.
None.

c. Proposed measures to reduce or control housing impacts, if any:
None needed.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?
The Project will not directly result in any structures.

b. What views in the immediate vicinity would be altered or obstructed?
None

c. Proposed measures to reduce or control aesthetic impacts, if any:
None triggered.

11. Light and glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?
None.

b. Could light or glare from the finished project be a safety hazard or interfere with views?
No.

c. What existing off-site sources of light or glare may affect your proposal?
None.

d. Proposed measures to reduce or control light and glare impacts, if any:
None triggered.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?
The Swantown Marina is nearby, and a shoreline trail.

b. Would the proposed project displace any existing recreational uses? If so, describe.
No.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:
None. Neither the shoreline trail or marina will be impacted by the Project.

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.
The Warehouse 2 structure is on the Olympia inventory of historic structures but is not placed on any register. Site history has been documented by the Port in a historical study of Port property and facilities and excerpts are included in the work plans.

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

The history of the building and its industries are of local historic importance, and these have been well documented by local historic preservation planners.

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

The site and structure are well documented historically through photos and interviews.

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.

Existing access is via State Avenue, Marine Drive, Jefferson Street, and Olympia Avenue. The Infrastructure Project associated with the larger East Bay Redevelopment Project, subject of the prior 2007 SEPA review will enhance access to this area via these existing streets and create additional access points with the extension of Cherry, Chestnut and Olympia Avenue.

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

The area is currently served by transit along State Avenue.

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

None. As a result of the Infrastructure Project associated with the larger East Bay Redevelopment Project, subject of the prior 2007 SEPA review approximately 8-10 existing parking spaces along Thurston Avenue will be replaced with 8-foot parking lanes on both sides of the street. Similar parking lanes will also be added along the Olympia/Thurston connector, Jefferson Street and Chestnut Street. On-site parking will also be available; to be designed by future, individual developers of each parcel. The exact number of future parking spaces per lot will be dictated by the proposed future uses and is undetermined at this time. As project specific development is proposed for each lot, that use will undergo separate SEPA review.

- 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).

No. The Infrastructure Project associated with the larger East Bay Redevelopment Project, subject of the prior 2007 SEPA review included the following Street Improvements: (1) widening roadways adjacent to the site to City of Olympia standards, to provide for vehicles, bicycles, and parking, (2) Curb and gutter, sidewalks, (3) illumination, (4) a T intersection at marine Drive and Olympia Avenue, (5) a traffic signal, (6) landscaping, (7) stormwater system upgrades, and (8) extension of water, reclaimed water, and sanitary sewer systems.

Improvements also include approximately 1,200 LF of Jefferson Street between State Avenue and Marine Drive to the north, 900 LF of Marine Drive between Olympia Avenue and a new connection to Jefferson Street to the north, 600 LF of Olympia Avenue between Marine Drive and East Bay Drive, 700 LF of roadway on new alignment between Adams Street and Marine Drive, and 500 LF of frontage improvements along State Avenue and East Bay Drive. Chestnut Street will be extended approximately 300 LF north to a new connection with Olympia Avenue.

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

The site of the Project is an area served by rail and water transportation. This Project (clean up action) will not use water, rail or air transportation.

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

None as a result of this clean up action. The Infrastructure Project associated with the larger East Bay Redevelopment Project, subject of the prior 2007 SEPA review, will create transportation corridors and facilitate land development consistent with local plans and zoning. Based upon a Transportation Trip Generation Estimate for this short sub-division, it is anticipated that there will be approximately 449 p.m. peak hour trips from the 9 lots and future developments as outlined in Attachment 13. These future

developments will be served by the existing roadway and the proposed roads and infrastructure; as each future Project is proposed, each will be required to prepare a site and use specific transportation impact analysis upon which the City of Olympia would base and project-level required mitigation.

- g. Proposed measures to reduce or control transportation impacts, if any:
None triggered by this clean up Project.

15. Public services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.
No
- b. Proposed measures to reduce or control direct impacts on public services, if any.
None needed.

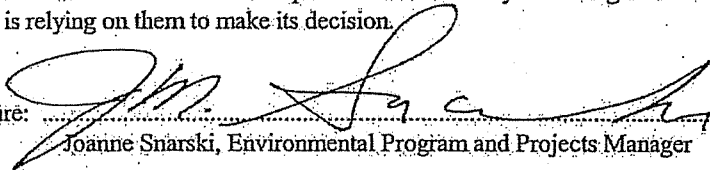
16. Utilities

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Electricity, Puget Sound Energy
Phone, Qwest
Cable, Comcast
Natural Gas, Puget Sound Energy

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: .....
Joanne Snarski, Environmental Program and Projects Manager

Date Submitted: March 6, 2009