

WAC 197-11-970 Determination of nonsignificance (DNS).

DETERMINATION OF NONSIGNIFICANCE

Description of proposal: The property owner of the Crowley Marine Services 8th Avenue S cleanup site, DeNovo Seattle LLC will conduct an interim action to remove contaminated soil from the site for construction of a new rail line and concrete foundation. The new rail line will serve a dredged material reload facility which will serve the Duwamish River and other sites in the Pacific Northwest. The interim action will be conducted under an approved Washington Department of Ecology Toxics Cleanup Program Interim Action Work Plan (IAWP) as required by the Model Toxics Control Act WAC 173-340 and the Agreed Order No. DE 6721 for the cleanup site. The interim action will include removal and offsite disposal of soil within the rail footprint to depths ranging from between three and approximately twenty feet. Contaminated soil will be excavated and disposed at an approved offsite facility and appropriate confirmation sampling conducted to meet the requirements of the IAWP.

Proponent: Jonathan K. Markoff, DeNovo Seattle LLC

Location of proposal, including street address, if any: Crowley Marine Services 8th Avenue South cleanup site, Ecology Facility ID 1940187, located at 7400 8th Avenue South, Seattle, WA 98108

Lead agency: Washington Department of Ecology, Toxics Cleanup Program

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

- There is no comment period for this DNS.
- This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.
- This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 15 days from the date below. Comments must be submitted by August 1, 2014.

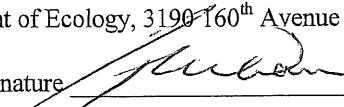
Responsible official: Robert W. Warren, P.Hg., MBA

Position/title: Section Manager, Toxics Cleanup Program

Phone: (425) 649-7054

Address: Washington Department of Ecology, 3190 160th Avenue SE, Bellevue, WA 98008

Date: July 18, 2014

Signature 

Send comments to:

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Bellevue, WA 98008
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ENVIRONMENTAL CHECKLIST

A. BACKGROUND [\[help\]](#)1. Name of proposed project, if applicable: [\[help\]](#)

Crowley Marine Services, 8th Avenue South Site Interim Action (IA)

2. Name of applicant: [\[help\]](#)

DeNovo Seattle LLC (DeNovo)

3. Address and phone number of applicant and contact person: [\[help\]](#)

Jonathon K. Markoff, DeNovo (Applicant)

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4. Date checklist prepared: [\[help\]](#)

July 17, 2014

5. Agency requesting checklist: [\[help\]](#)

Washington State Department of Ecology (Ecology)

6. Proposed timing or schedule (including phasing, if applicable): [\[help\]](#)

The IA is anticipated to begin on or around August 1, 2014, pending Ecology approval. The IA will take approximately 1 month to complete.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [\[help\]](#)

The Site is currently undergoing a Model Toxics Control Act (MTCA) remedial investigation under an Ecology Agreed Order (AO; DE 6721) for cleanup of soil and groundwater contamination at the Site. This IA is being required independent of any other remedial actions that could potentially occur at the Site. Future remedial activities will be coordinated through and approved by Ecology under the AO.

DeNovo is currently pursuing Site development activities with its tenant, Waste Management National Services. These actions—which include the Rail Improvement and Maintenance

Project—have undergone or will undergo separate SEPA review. However, the IA has been required by Ecology to support completion of the proposed Site development activities.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [\[help\]](#)

The following environmental information has been or will be prepared for the IA:

- Draft Interim Action Work Plan (IAWP; Anchor QEA 2014)
- Temporary Erosion and Sediment Control (TESC) and Stormwater Pollution Prevention Plan (SWPPP) Best Management Practice (BMP) Plan (see Figure 5 in Attachment 1)
- Archaeological Monitoring Plan

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. [\[help\]](#)

The IA footprint overlaps with the Rail Improvement and Maintenance Project, which received SEPA determinations of non-significance from the City of Seattle Department of Planning and Development (DPD) and the King County Environmental Health Services Division (DPD 2014; King County 2014). For construction of the Rail Improvement and Maintenance Project, all permits and approvals have been obtained on the property covered by the IA. For operation of the Rail Improvement and Maintenance Project, the King County Pile Permit and King County Industrial Wastewater Discharge Permit are outstanding.

No other government approvals for other proposals directly affecting the Site covered by this proposal are pending at this time.

10. List any government approvals or permits that will be needed for your proposal, if known. [\[help\]](#)
In addition to Ecology approval of the IAWP, Ecology approval of the Construction Stormwater General Permit will be needed for IA implementation.

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.) [\[help\]](#)

The IA is required by Ecology at the 8th Avenue Terminals Site adjacent to the Lower Duwamish Waterway (LDW) in Seattle, Washington (see Figure 1 in Attachment 1) to support planned development activities that will be completed in summer 2014. The purpose of the IA is to remove potentially contaminated soil from beneath the planned location of a rail line and concrete slab foundation associated with the Rail Improvement and Maintenance Project. The Ecology-required IA is also intended to minimize the potential need for future removal of the rail lines and slab for remediation by removing potentially contaminated soil prior to installation.

The IA will include removal and offsite disposal of soil within the approximate footprint of the Rail Improvement and Maintenance Project to depths ranging from approximately 3 to 16 feet

below ground surface (bgs). Handling and transportation of excavated soils will either be by truck transport to the Waste Management Alaska Street Transfer Facility or temporary stockpiling of soils for off-site transport by rail following completion of the planned 2014 development activities. Figures 2 through 4 in Attachment 1 include a Site Plan, Grading Plan, and general Cross Section of the IA. Figure 5 in Attachment 1 includes a TESC and SWPPP BMP Plan. Attachment 2 includes the proposed truck route overview and details for truck transport of removed soil to the Alaska Street Transfer Station.

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. [\[help\]](#)

The proposal is located at 7400 8th Avenue South in Seattle, Washington 98108 (King County Parcel No. 213620-0641). The Site is located in the southeast quarter of Section 29, Township 24 North, and Range 4 East. Site plans and a vicinity map are included in Attachment 1.

B. ENVIRONMENTAL ELEMENTS [\[help\]](#)

1. Earth

- a. General description of the site [\[help\]](#)

(circle one): Flat, rolling, hilly, steep slopes, mountainous,
other _____

- b. What is the steepest slope on the site (approximate percent slope)? [\[help\]](#)

The Site is generally flat and paved. Except for a small area in the northeast corner of the Site that includes a depression in the existing pavement, the steepest slope is approximately 4%.

- 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 agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [\[help\]](#)

Approximately 97% of the Site is paved with asphalt. The remaining portion is a previously developed area that is now sparsely vegetated with invasive grasses and shrubs, and four alder trees. The soils located beneath the existing asphalt contain approximately 5 to 17 feet of imported sand or gravel fill with varying amounts of silt. The fill is underlain by a clean sand unit to a depth of at least 50 feet bgs (SLR 2014).

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. [\[help\]](#)

The Site contains unstable soils underneath the existing pavement due to underlying imported fill.

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [\[help\]](#)

The IA will include removal and offsite disposal of soil within the footprint shown on Figure 3 to depths ranging from approximately 3 to 16 feet bgs as shown in Figure 4 in Attachment 1. In total, approximately 14,000 cubic yards (CY) of potentially contaminated material will be removed to address Ecology concerns regarding available data at the site and permanence of the proposed development activities planned for summer 2014 (total area of disturbance will be approximately 78,000 square feet [approximately 1.8 acre] as shown in Figure 3 of Attachment 1). Excavation and testing of this material will be coordinated with Ecology, per the AO, and will be disposed of at an approved off-site disposal facility. Handling and transportation of excavated soils will either be by truck transport to the Waste Management Alaska Street Transfer Facility or temporary stockpiling of soils for off-site transport by rail following completion of the planned 2014 development activities. The excavated area will be backfilled with approximately 12,000 CY of clean aggregate fill material sourced from an approved off-site supplier or borrow area.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [\[help\]](#)
Erosion could occur during excavation of underlying fill as part of the IA, but will be managed using BMPs developed for the project. No erosion is anticipated from use of the completed IA.
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [\[help\]](#)
Approximately 97% of the Site is impervious and will be restored once the IA is completed.
- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [\[help\]](#)
Erosion control BMPs will be implemented during construction to avoid or minimize erosion at the Site, including implementation of the TESC and SWPPP BMP Plan (see Figure 5 in Attachment 1). Other BMPs may include inspecting all erosion and sedimentation control measures on a regular basis and maintaining BMPs to ensure continued performance of their intended function. No erosion is anticipated from the completed IA.

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, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [\[help\]](#)
Limited dust and automobile emissions may occur during construction. No emissions will be emitted from the completed IA.
- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [\[help\]](#)
There are no off-site sources of emissions or odor that may affect the IA.
- c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)
BMPs will be implemented during the IA to reduce or control emissions at the Site, including not allowing vehicles to idle when not in use and maintaining vehicles in good working order.

3. Water

a. Surface Water: [\[help\]](#)

- 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. [\[help\]](#)

The LDW borders the south side of the Site and Slip No. 4 borders the east side of the Site, as shown in Figure 1 of Attachment 1. The LDW is an active industrial waterway and is a major shipping route for bulk and containerized cargo. Slip No. 4 is an inlet of the LDW that is used for barge moorage in the south portion, and farther north includes a protective cap installed in 2012 as part of a remedial action by the City of Seattle. No wetlands are located on the Site (USFWS 2014).

- 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. [\[help\]](#)

The IA will not require any work over or in the LDW or Slip No. 4. Some soil removal will occur within 200 feet of the adjacent waters as required by Ecology for implementation of the IA (see Figure 3 in Attachment 1).

- 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. [\[help\]](#)

No fill or dredge material will be placed in or removed from adjacent surface waters.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

The IA will not require surface water withdrawals or diversions.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. [\[help\]](#)

The IA does not lie within a 100-year floodplain (City of Seattle 2014; FEMA 1995).

- 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. [\[help\]](#)

The IA will not involve any discharges of waste materials to surface waters. Construction stormwater BMPs will be implemented to avoid or minimize any incidental discharges to adjacent surface waters during construction including implementation of the TESC and SWPPP BMP Plan (see Figure 5 in Attachment 1). Construction activities planned for implementation of the IA will be managed under an Ecology Construction Stormwater General Permit.

b. Ground Water:

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

The IA will not withdraw groundwater, and water will not be discharged to groundwater for drinking water or other purposes.

- 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. [\[help\]](#)

The IA will not discharge waste material into the ground from septic tanks or other sources.

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

The IA will not affect groundwater drainage patterns in the vicinity of the Site.

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. [\[help\]](#)

Stormwater will be the primary source of runoff at the Site. During construction, stormwater within the active construction zone will be prevented from entering nearby surface waters via construction stormwater control BMPs (see Figure 5 in Attachment 1). Clean stormwater occurring outside of the active construction zone will be allowed to discharge directly to the LDW under the Ecology Construction Stormwater General Permit, during completion of planned construction activities. Stormwater discharges from outfalls will be monitored and evaluated as part of the Ecology Industrial Stormwater General Permit, which is being applied for now, for operational use at the Site.

- 2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)

It is unlikely that waste materials would enter groundwater or surface waters from diesel-powered construction equipment at the Site, although there is a chance that a minor fuel spill could occur during construction and operation. A Spill Prevention, Control, and Countermeasure (SPCC) Plan and equipment will be prepared by DeNovo and will be available on-site to prevent, prepare for, and respond to any incidental spills that may occur on the Site during construction.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any: [\[help\]](#)

For construction, DeNovo will be responsible for the preparation and implementation of a SPCC Plan. Additional BMPs will be implemented to reduce or control surface water, groundwater, and runoff water impacts to the extent practicable including implementation of the TESC and SWPPP BMP Plan (see Figure 5 in Attachment 1).

4. **Plants** [\[help\]](#)

a. Check or circle types of vegetation found on the site: [\[help\]](#)

- deciduous tree: alder, maple, aspen, other
 evergreen tree: fir, cedar, pine, other
 shrubs

- grass
- pasture
- crop or grain
- orchards, vineyards, or other permanent crops
- wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

Approximately 97% of the Site is paved with asphalt. The remaining portion is a previously developed area that is now sparsely vegetated with invasive grasses and shrubs, and four alder (*Alnus* spp.) trees.

- b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)

No vegetation will be removed or altered.

- c. List threatened or endangered species known to be on or near the site. [\[help\]](#)

The U.S. Fish and Wildlife Service identifies golden paintbrush (*Castilleja levisecta*) as occurring within King County (USFWS 2013), but the Site does not contain suitable habitat for the species.

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)

No landscaping or use of native plants is proposed.

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

The vegetation at and near the Site is characterized by mostly invasive species commonly found in industrial shoreline environments, including Himalayan blackberry (*Rubus discolor*) and invasive grasses.

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: [\[help\]](#)

birds: hawk, heron, eagle, songbirds, other: seabirds
 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. [\[help\]](#)

Threatened or endangered species that are known to occur in the LDW include bull trout (*Salvelinus confluentus*), Chinook salmon (*Oncorhynchus tshawytscha*), and steelhead (*O. mykiss*). No in-water work is proposed; therefore, the IA is not anticipated to impact any of the federally listed species that may be present in the vicinity of the Site.

- c. Is the site part of a migration route? If so, explain. [\[help\]](#)

Seattle lies along the Pacific Flyway for migrating waterfowl, so during the migratory season, the Site could conceivably be frequented by migrating waterfowl. According to the Washington

Department of Fish and Wildlife “Priority Habitats and Species on the Web,” salmonids are known to migrate through the LDW adjacent to the Site (WDFW 2014).

- d. Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)
Construction BMPs previously identified within this SEPA Checklist will be implemented during construction to avoid or minimize potential impacts to wildlife.
- e. List any invasive animal species known to be on or near the site.
No invasive animal species are known to be on or near the Site.

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. [\[help\]](#)
No energy will be used for the completed IA.
- b. Would your project affect the potential use of solar energy by adjacent properties?
If so, generally describe. [\[help\]](#)
The IA will not affect the 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: [\[help\]](#)
No energy conservation features are included in the IA.

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. [\[help\]](#)
The soils and groundwater at the Site contain known contaminants, per environmental investigation efforts that have been completed to date. Ongoing coordination with Ecology will occur under the MTCA AO to further delineate and address soil and groundwater contamination at the Site. There is a possibility that a minor fuel spill could occur during construction and operation. A SPCC Plan will be implemented to avoid or minimize exposure to incidental spills during construction and operation.

1) Describe any known or possible contamination at the site from present or past uses.
The IA is located within the boundaries of a MTCA site that is regulated by Ecology under an existing AO. The Site is currently undergoing environmental investigation to delineate potential soil and groundwater contamination which was historically generated from heavy industrial use at the Site dating back to the 1920s. Ongoing coordination with Ecology will continue to occur under the MTCA AO to address potential soil and groundwater contamination, data gap concerns and permanence of the planned development activities (for summer 2014) at the Site in conjunction with the IA. Future remedial activities will also be coordinated through and approved by Ecology.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

Contaminated soils and groundwater are well-characterized at the Site and available information is evaluated and discussed in the IAWP. Ecology is requiring significant additional investigation (i.e., data collection) work be completed in advance of implementation of the planned IA activities in order to develop a conservative cleanup approach that considers the permanence of the planned development activities. No underground hazardous liquid or gas transmission pipelines are known to be located within the Site or vicinity.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

No toxic or hazardous chemicals will be stored, used, or produced during the IA.

- 4) Describe special emergency services that might be required. [\[help\]](#)

No special emergency services will be required for the IA.

- 5) Proposed measures to reduce or control environmental health hazards, if any: [\[help\]](#)

During construction, excavated soils will be generated, handled, and disposed of in accordance with Washington State and federal regulations and in conjunction with requirements of the AO. During operation, BMPs will be implemented to reduce or control potential environmental health hazards to the extent practicable, including maintaining a SPCC Plan and equipment on-site to prevent, prepare for, and respond to any incidental spills that may occur on the Site.

b. Noise

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

Noise in surrounding areas includes standard operational noise typical to industrial and manufacturing operations occurring along the LDW and adjacent areas. These types of noise will not affect the IA.

- 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. [\[help\]](#)

Noise emitted from the IA will be typical to the industrial environment where the Site is located. Short-term noise will be associated with construction activities, which may occur up to 24 hours per day. Impact noise, if impact equipment is needed for removing existing asphalt, will be limited to the hours of 8:00 a.m. to 5:00 p.m. on weekdays and 9:00 a.m. to 5:00 p.m. on weekends and holidays. No long-term noise will be associated with the IA.

- 3) Proposed measures to reduce or control noise impacts, if any: [\[help\]](#)

Impact noise, if impact equipment is needed for removing existing asphalt, will be limited to the hours of 8:00 a.m. to 5:00 p.m. on weekdays and 9:00 a.m. to 5:00 p.m. on weekends and holidays.

8. Land and shoreline use

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [\[help\]](#)

The Site is mostly vacant due to a recent transfer of ownership to DeNovo. Prior to DeNovo ownership, the Site was maintained and operated as a marine terminal, including barge offloading, storage, and transport of materials. The uplands of the Site (outside 200 feet of the shoreline) were used for compost materials storage, processing, transport, offices, and parking, and as a temporary hub for parking and operation of approximately 200 school buses. The IA will not affect current land uses at nearby or adjacent properties.

The Site is bordered by CleanScapes and Seattle Transload to the west, and CDL Recycle and Markey Machinery to the north. Boeing and Emerald Services own and operate the properties to the east, across the water from the Slip No. 4 Early Action Cleanup area where remediation was recently completed by the City of Seattle as an early action to LDW cleanup. Adjacent properties are used for industrial and manufacturing purposes. The LDW is an active industrial waterway located to the south of the Site and is a major shipping route for bulk and containerized cargo.

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

The Site has not been used for agriculture.

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

The Site will not affect or be affected by farm or forest land normal businesses operations due to the lack of such operations in the area.

- c. Describe any structures on the site. [\[help\]](#)

Existing structures on the Site include pre-fabricated steel buildings, a truck scale, portable offices, and stacked cargo containers.

- d. Will any structures be demolished? If so, what? [\[help\]](#)

No structures will be demolished as part of the IA.

- e. What is the current zoning classification of the site? [\[help\]](#)

The Site is located within an Industrial General 1 Unlimited 85 (IG1 U/85) zoning and Greater Duwamish Manufacturing Industrial Urban Village Overlay (City of Seattle 2014).

- f. What is the current comprehensive plan designation of the site? [\[help\]](#)

The City of Seattle Comprehensive Plan Future Land Use Map designates the Site as an “Industrial Area” under a “Manufacturing/Industrial Center” overlay (City of Seattle 2013).

- g. If applicable, what is the current shoreline master program designation of the site? [\[help\]](#)
The Shoreline Master Program designation of the Shoreline District, located within 200 feet of the ordinary high water mark (OHWM), is Urban Industrial.
- h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [\[help\]](#)
The Site is located within an Environmentally Critical Area (ECA) classified as a Liquefaction Prone area. The Site is also located in the vicinity of a Shoreline Habitat ECA, located 200 feet from the OHWM, and an archaeological buffer, located 200 feet from the U.S. Government meander line (historic shoreline). The LDW is classified as a fish and wildlife habitat area.
- i. Approximately how many people would reside or work in the completed project? [\[help\]](#)
The completed IA will not include human housing or employment.
- j. Approximately how many people would the completed project displace? [\[help\]](#)
The completed IA will not displace any people.
- k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)
The completed IA will not displace any people; therefore, there are no proposed measures to avoid or reduce displacement impacts.
- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [\[help\]](#)
The IA is compatible with existing and projected land uses and plans.
- m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:
There are no nearby agricultural or forest land uses in the vicinity of the IA; therefore, no compatibility measures are proposed.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [\[help\]](#)
The IA will not provide any housing units.
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#)
The IA will not eliminate any housing units.
- c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)
No housing impacts will result from the IA; therefore, no measures to reduce or control housing 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? [\[help\]](#)

No structures will be constructed as part of the IA.

- b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)

Views in the immediate vicinity of the Site will not be altered or obstructed.

- c. Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)

No measures to reduce or control impacts on aesthetics are proposed.

11. Light and glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [\[help\]](#)

Short-term light and glare from construction activities related to the IA will be typical to existing industrial and manufacturing uses occurring at the Site and on adjacent properties.

- b. Could light or glare from the finished project be a safety hazard or interfere with views? [\[help\]](#)

Light or glare will not be emitted from the completed IA.

- c. What existing off-site sources of light or glare may affect your proposal? [\[help\]](#)

No existing off-site sources of light or glare would affect the IA.

- d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#)

Lighting and glare will be limited to what is necessary to service the Site during construction.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)

Gateway Park North and an adjoining waterfront green space and habitat restoration area are located to the immediate west of the Site, and may provide limited opportunities for informal recreation. Some kayaking and recreational fishing occur in the LDW.

- b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#)

The IA will not displace any existing recreational uses at or adjacent to the Site.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [\[help\]](#)

No measures to reduce or control impacts on recreation are proposed.

13. Historic and cultural preservation

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

One documented historic property may be located at the Site (Thomas 1977). An underground wooden stave water pipe leading to a pumping station related to the Georgetown Steam Plant, a

National Register of Historic Places (NRHP)-listed property and National Historic Landmark located approximately 0.5-mile to the east of the Site, may be located at the Site (Thomas 1977). The current condition and exact location of the wooden stave pipe are unknown.

The King County Assessor's records do not show any structures older than 45 years at the Site and most structures on the Site are not individually defined in those records.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [\[help\]](#)

The Georgetown Steam Plant is located approximately 0.5-mile to the east of the Site, is NRHP-listed, and is also designated a National Historic Landmark (Thomas 1977).

No archaeological sites are recorded at the Site. The nearest site, 45KI1142, is a historic isolate (a wagon wheel), about 1,000 feet upriver (southeast) of the Site. Three precontact sites are located on the opposite bank of the river, approximately 0.5 mile upstream of the Site (45KI815, 816, and 817). Two of the sites are associated with the ethnographically reported Lwalb, an abandoned channel of the Duwamish River. The historic Columbia and Puget Sound Railroad grade, 45KI538, is located approximately 0.6 mile from the Site. It is still in active use as a railroad.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

Methods used to assess the potential impacts to cultural and historic resources on or near the Site included reviewing King County Assessor's records, historical maps, and photographs.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required. [\[help\]](#)

Ground disturbance for the IA will likely extend into native sediments. Also, the wooden stave pipe associated with the Georgetown Steam Plant may be encountered during construction. To reduce or control potential impacts to potential archaeological resources from construction, the contractor will implement an Archaeological Monitoring Plan during all ground disturbing activities that have the potential to disturb native sediments. Adherence to the Archaeological Monitoring Plan will protect cultural resources that are discovered, assist construction personnel in complying with applicable laws, and expedite the IA in the event of discovery.

14. Transportation

- a. Identify public streets and highways serving the site or affected geographic area, and describe proposed access to the existing street system. Show on site plans, if any. [\[help\]](#)

Public streets serving the Site include East Marginal Way South and 8th Avenue South. The existing street system is accessed via 8th Avenue South, which borders the west side of the Site.

b. Is site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? [\[help\]](#)
The Site is not currently served by public transit. The approximate distance to the nearest King County METRO transit stop is approximately 0.25 mile to the north of the Site at the intersection of Ellis Avenue South and South Myrtle Street.

c. How many parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [\[help\]](#)
The IA will not eliminate any existing nor create any parking spaces.

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). [\[help\]](#)
The IA will not require any new roads or streets, nor will it require any improvements to existing roads or streets.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [\[help\]](#)
The IA may use rail transportation for disposal of excavated soils at an approved off-site facility.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates? [\[help\]](#)
During implementation of the IA, trucks will be used to transport excavated material to the Waste Management Alaska Street Transfer Station, or material will be temporarily stockpiled and taken off-site by rail upon completion of the planned 2014 development activities. The IA will take approximately 1 month to complete. Soil removal volumes and soil handling rates for off-site disposal will vary throughout completion of the IA. Based on planned soil removal volumes described in Section B.1 of this SEPA Checklist, and considering anticipated truck load capacities, approximately 70 truck trips per day for a duration of 3 to 4 weeks would be required if material leaves the site by truck for transport to the Alaska Street Transfer Station. Attachment 2 includes the proposed truck route overview and details for truck transport of removed soil to the Alaska Street Transfer Station.

The completed IA will not generate vehicular trips.

g. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.
The IA will not interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area.

h. Proposed measures to reduce or control transportation impacts, if any: [\[help\]](#)
Recent Site use included bus hub activities which accommodated approximately 200 bus trips to and from the property twice daily. Transportation activities for construction, if the truck disposal

option is implemented, will be comparable to existing and past uses of the Site. The completed IA will not generate vehicular trips. No transportation impacts are anticipated to occur from the IA. However, BMPs will be implemented during construction to provide safe, well maintained, and spill-free routes; provide safe access and traffic control to, from, and within the work areas; prevent offsite transport of Site materials onto public routes; restrict all non-project related traffic from areas handling Site materials; and enforce overall vehicle safety.

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. [\[help\]](#)

The IA is not anticipated to create an increased need for public services.

- b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)

No impacts to public services from construction or operation of the IA are anticipated; therefore, no measures to reduce or control direct impacts on public services are proposed.

16. Utilities

- a. Circle utilities currently available at the site: [\[help\]](#)
 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. [\[help\]](#)

No utilities are proposed for the IA.

C. SIGNATURE [HELP]

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: _____

Name of signee _____

Position and Agency/Organization _____

Date Submitted: _____

REFERENCES

- Anchor QEA (Anchor QEA, LLC), 2014. *Draft Interim Action Work Plan, 8th Avenue Terminals, Inc. Site Seattle, Washington*. Prepared by Anchor QEA on behalf of DeNovo Seattle, LLC for the Washington State Department of Ecology. June 2014.
- City of Seattle, 2013. *City of Seattle Comprehensive Plan Future Land Use Map*. Prepared by the City of Seattle. May 2013.
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- FEMA (Federal Emergency Management Agency), 1995. *Flood Insurance Rate Map for King County, Washington, and Incorporated Areas*. Panel 640 of 1725. Map Number 53033C0640 F. Map Revised May 16, 1995.
- King County (King County Environmental Health Services Division), 2014. Determination of Nonsignificance. Issued to Nick Harbert, District Manager for Waste Management of WA, Inc. for activities occurring at 7400 8th Avenue South, Seattle, WA 98108. May 1, 2014.
- SLR (SLR International Corporation), 2014. *Draft Data Gaps Report, First Phase of Remedial Investigation, 8th Avenue Terminals, Inc. Site, Seattle, Washington*. Prepared for 8th Avenue Terminals, Inc. February 14, 2014.
- Thomas, Jacob, 1977. Seattle Electric Company Georgetown Steam Plant, National Register of Historic Places Nomination Form. Document on file at the Department of Archaeology and Historic Preservation, Olympia, WA.
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- USFWS, 2014. *National Wetlands Inventory*. Available from: <http://www.fws.gov/wetlands/Data/Mapper.html>. Accessed: January 6, 2014.

WDFW (Washington Department of Fish and Wildlife), 2014. Priority Habitats and Species on the Web. Available from: <http://wdfw.wa.gov/mapping/phs/>. Accessed: January 15, 2014.

ATTACHMENT 1

FIGURES

P:\CAD\Projects\1044-Denovo Constructors Misc Services_Site Remediation Agreed Order (Ecology M)\1044-SEPA-001 (Vicinity Map).dwg FIG 1
Jul 15, 2014 12:49pm jbigby



AERIAL SOURCE: Google Earth Pro, 2012.

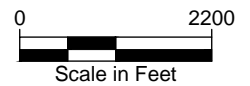
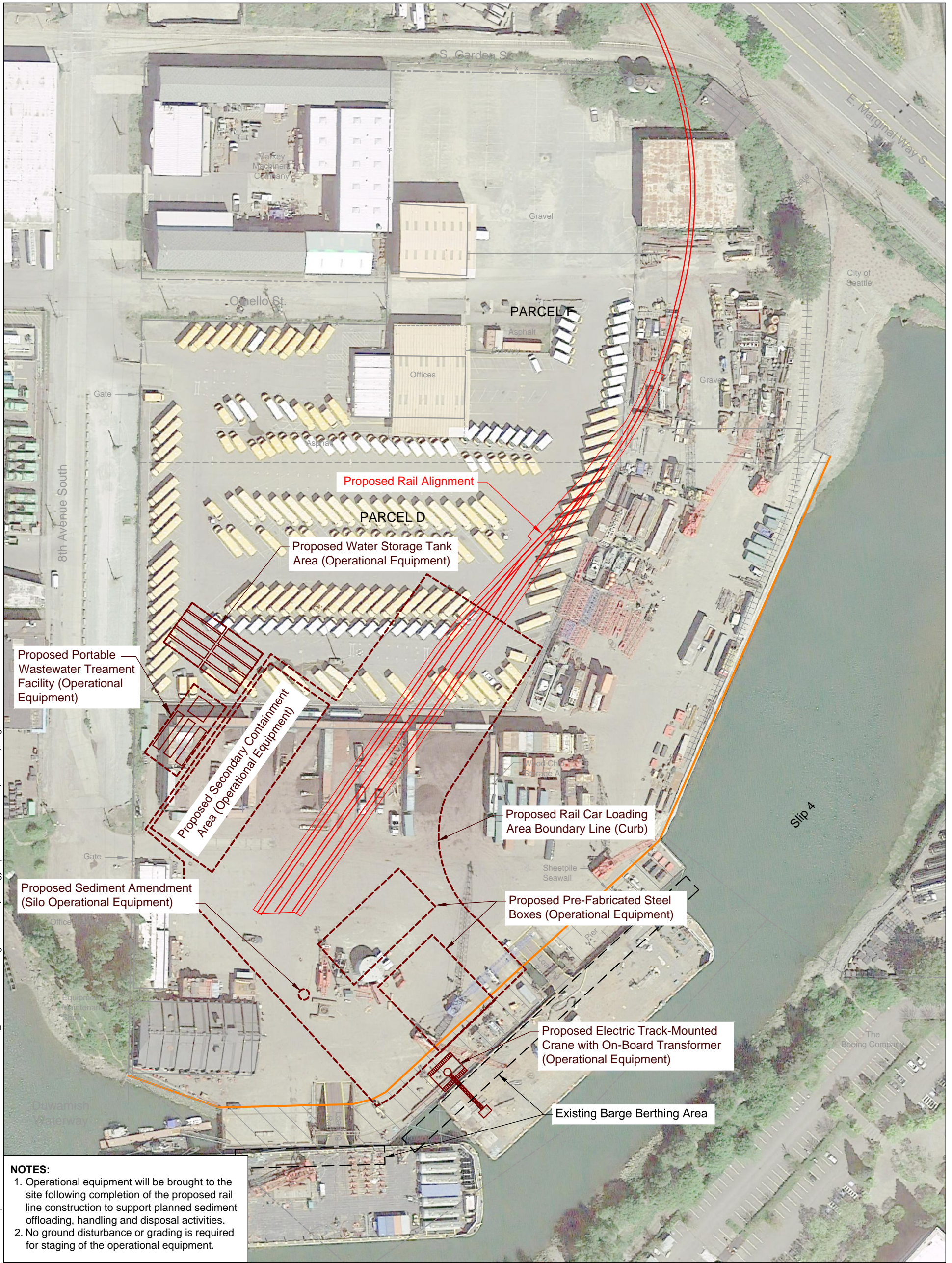


Figure 1
Site Vicinity Map
Interim Action SEPA Checklist
7400 8th Avenue South, Seattle, Washington

P:\CAD\Projects\1044-Denovo Constructors Misc Services\Site Remediation Agreed Order (Ecology M)\10440-SEPA-002 (Site Plan).dwg FIG 2

Jul 15, 2014 12:51pm jbiggsby



NOTES:
 1. Operational equipment will be brought to the site following completion of the proposed rail line construction to support planned sediment offloading, handling and disposal activities.
 2. No ground disturbance or grading is required for staging of the operational equipment.

SOURCE: Base map prepared from Triad Associates Survey Plan, with updates provided by SLR, dated 9/26/13, and a Site Plan provided by Tetra Tech, dated 1/29/13.
IMAGERY SOURCE: Google Earth Pro, 2012.
HORIZONTAL DATUM: Washington State Plane North, NAD83, U.S. Feet.
VERTICAL DATUM: NAVD88.

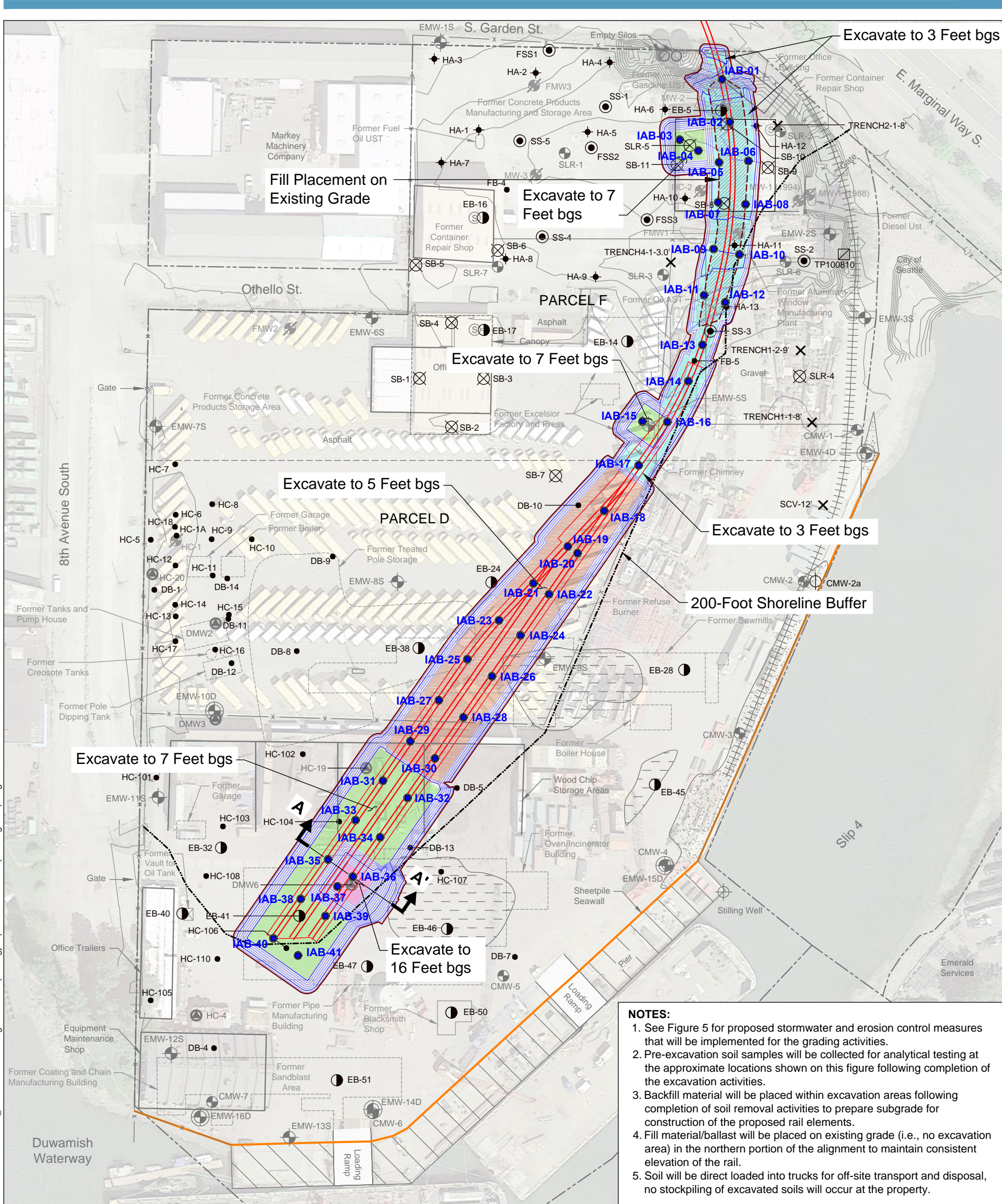
LEGEND:

----- Parcel D/Parcel F Boundary	===== Proposed Rail Line
----- Property Boundaries	- x - Fence
+ + + + + Existing Rail Line	===== Sheetpile Seawall

0 100
Scale in Feet



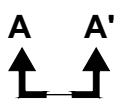
Figure 2
 Site Plan
 Interim Action SEPA Checklist
 7400 8th Avenue South, Seattle, Washington



- NOTES:**
1. See Figure 5 for proposed stormwater and erosion control measures that will be implemented for the grading activities.
 2. Pre-excavation soil samples will be collected for analytical testing at the approximate locations shown on this figure following completion of the excavation activities.
 3. Backfill material will be placed within excavation areas following completion of soil removal activities to prepare subgrade for construction of the proposed rail elements.
 4. Fill material/ballast will be placed on existing grade (i.e., no excavation area) in the northern portion of the alignment to maintain consistent elevation of the rail.
 5. Soil will be direct loaded into trucks for off-site transport and disposal, no stockpiling of excavated soils will occur at the property.

SOURCE: Base map prepared from Triad Associates Survey Plan, with updates provided by SLR, dated 9/26/13.
IMAGERY SOURCE: Google Earth Pro, 2012.
HORIZONTAL DATUM: Washington State Plane North, NAD83, U.S. Feet.
VERTICAL DATUM: NAVD88.

LEGEND:

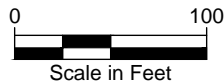


Cross Section Location and Designation

- Excavation Bottom (16 Feet bgs)
- Excavation Bottom (7 Feet bgs)
- Excavation Bottom (5 Feet bgs)
- Excavation Bottom (3 Feet bgs)
- Excavation Daylight Boundary

- Parcel D/Parcel F Boundary
- Property Boundaries
- | | | | | Existing Rail Line
- Proposed Rail Line
- x x x x x Fence
- Sheetpile Seawall
- Approx. Location of Dredge Fill Area
- Approx. Location of Sand And Dredge Fill Area
- 2013 Soil Boring Location
- 2013 Shallow Groundwater Monitoring Well
- 2013 Deep Groundwater Monitoring Well
- 2012 Trench Sample Location

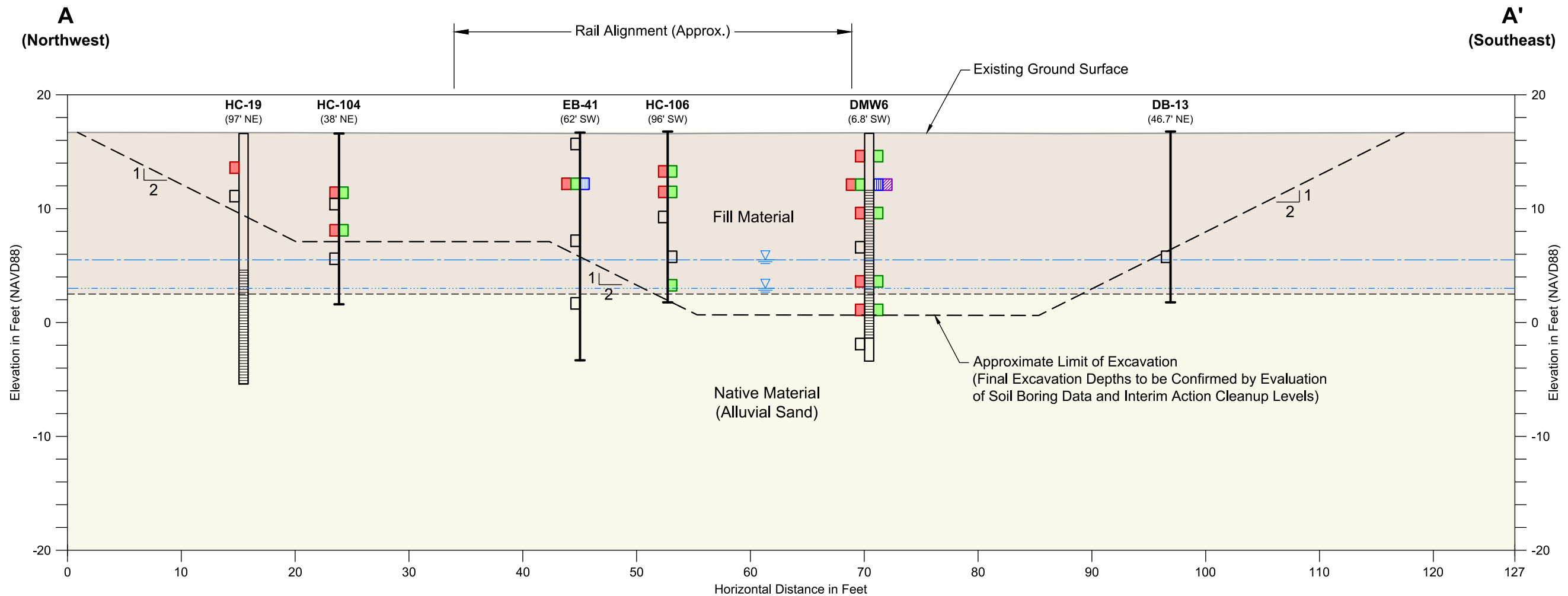
- IAB-02 2014 Soil Boring (Anchor QEA)
- 2008 Groundwater Monitoring Well
- 1989 or 1990 Groundwater Monitoring Well (Abandoned or Destroyed)
- 1989 or 1990 Groundwater Monitoring Well
- 1989 or 1990 Soil Boring (Approx. Location)
- 1989 or 1990 Surface Soil Sample (Approximate Location)
- 1994 Soil Boring (Approximate Location)
- 2008 Soil Boring (Approximate Location)
- 2009 Soil Boring (approximate Location)
- 2010 Test Pit (Approximate Location)
- Inactive Wash Water Sump
- Former Wash Water Sump



P:\CAD\Projects\1044-Denovo Constructors Misc Services\Site Remediation Agreed Order (Ecology M)\1044-SEPA-003 (Grading Plan).dwg FIG 3 Jul 15, 2014 3:16pm jbigsty

P:\CAD\Projects\1044-Denovo Constructors Misc Services\Site Remediation Agreed Order (Ecology, M)\1044-SEPA-004 (X-Sections).dwg FIG 4

Jul 15, 2014 3:35pm jbigby



Soil Preliminary Screening Level Exceedances³

- Metals (Arsenic, Copper, Lead)
- PAHs (Includes Naphthalene)
- PCB Aroclors
- TPH
- Soil Sample Interval below Preliminary Screening Levels

- NOTES:**
1. Contacts between soil units are based upon interpolation between borings and represent an interpretation of subsurface conditions based on currently available data.
 2. Excavation areas below groundwater table shall be completed at low tide.
 3. Impacted soil intervals identified using the preliminary screening levels presented in Table 1 of the IAWP (Anchor QEA 2014).
 4. Boring HC-106 located at southern boundary of excavation area.
 5. Liner will be placed at lateral extents of excavation side slopes to provide indicator for future cleanup activities and to prevent recontamination of excavation bottom surface.

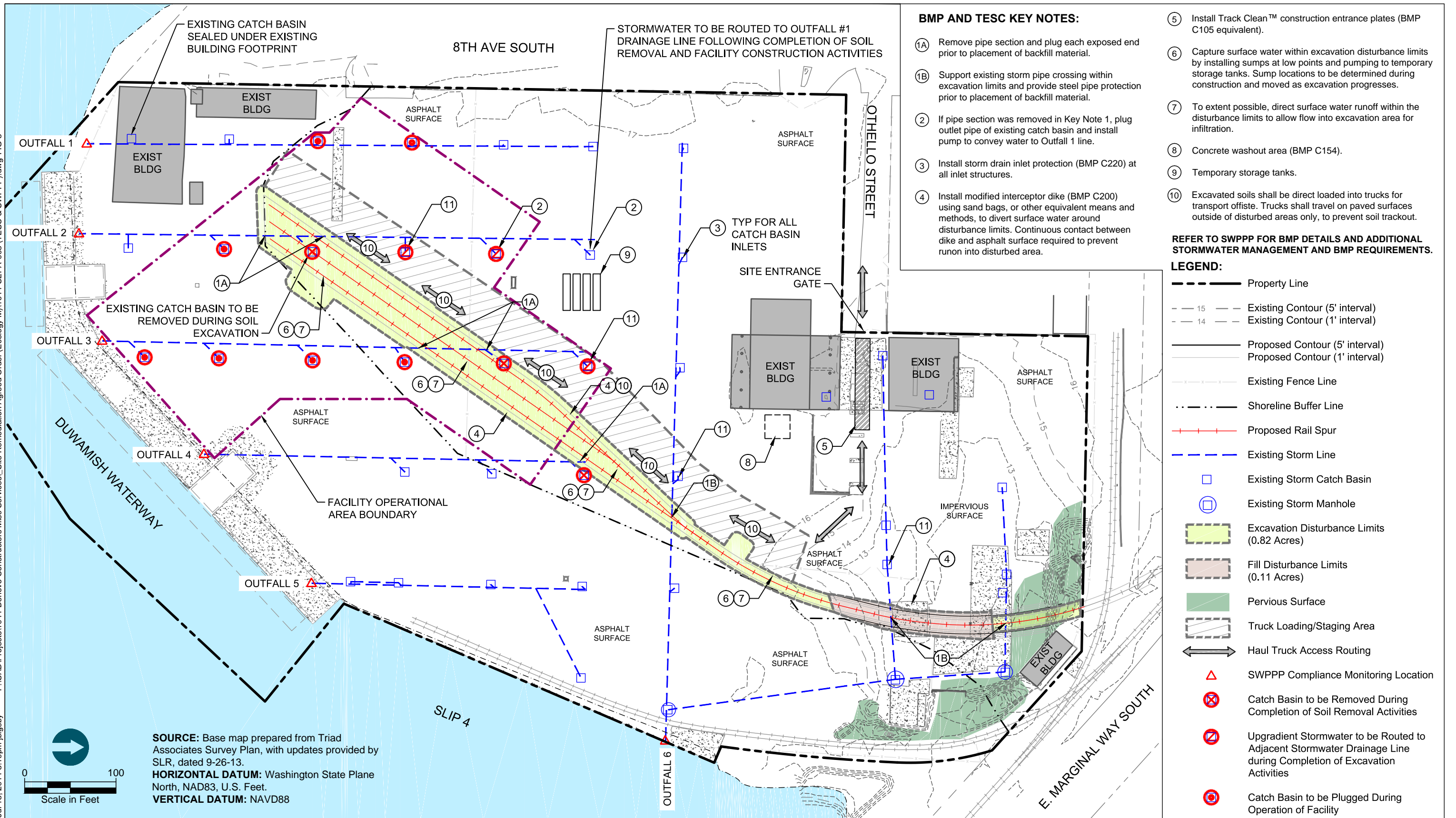
LEGEND:

- | | | | |
|---|---|--|--|
| <p>HC-104 Soil Boring Location and Number
(38' NE)
</p> <p>HC-19 Monitoring Well Location and Number
(97' NE)
</p> <p> Impacted Soil Interval</p> | <p>HC-104 Soil Boring Location and Number
(38' NE)
</p> <p>HC-19 Monitoring Well Location and Number
(97' NE)
</p> <p> Impacted Soil Interval</p> <p> Screened Interval</p> | <p> Approximate Limit of Excavation</p> <p> Inferred Geologic Contact</p> <p> Approximate Low Low Tide Groundwater Elevation</p> | <p> Approximate High High Tide Groundwater Elevation</p> <p> Scale in Feet</p> |
|---|---|--|--|

Figure 4
Cross Section A-A'
Interim Action SEPA Checklist
7400 8th Avenue South, Seattle, Washington



P:\CAD\Projects\1044-Denovo Constructors Misc Services\Site Remediation Agreed Order (Ecology, M)\1044-SEPA-005 (TESC & SWPPP).dwg FIG 5
 Jul 15, 2014 3:19pm jbgisby



SOURCE: Base map prepared from Triad Associates Survey Plan, with updates provided by SLR, dated 9-26-13.
HORIZONTAL DATUM: Washington State Plane North, NAD83, U.S. Feet.
VERTICAL DATUM: NAVD88

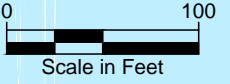


Figure 5
 TESC and SWPPP BMP Plan
 Interim Action SEPA Checklist
 7400 8th Avenue South, Seattle, Washington



ATTACHMENT 2
TRANSPORTATION MAPS

Figure 1 – Truck Route Overview



Figure 2 – Truck Route Detail 1: Site to East Marginal Way South

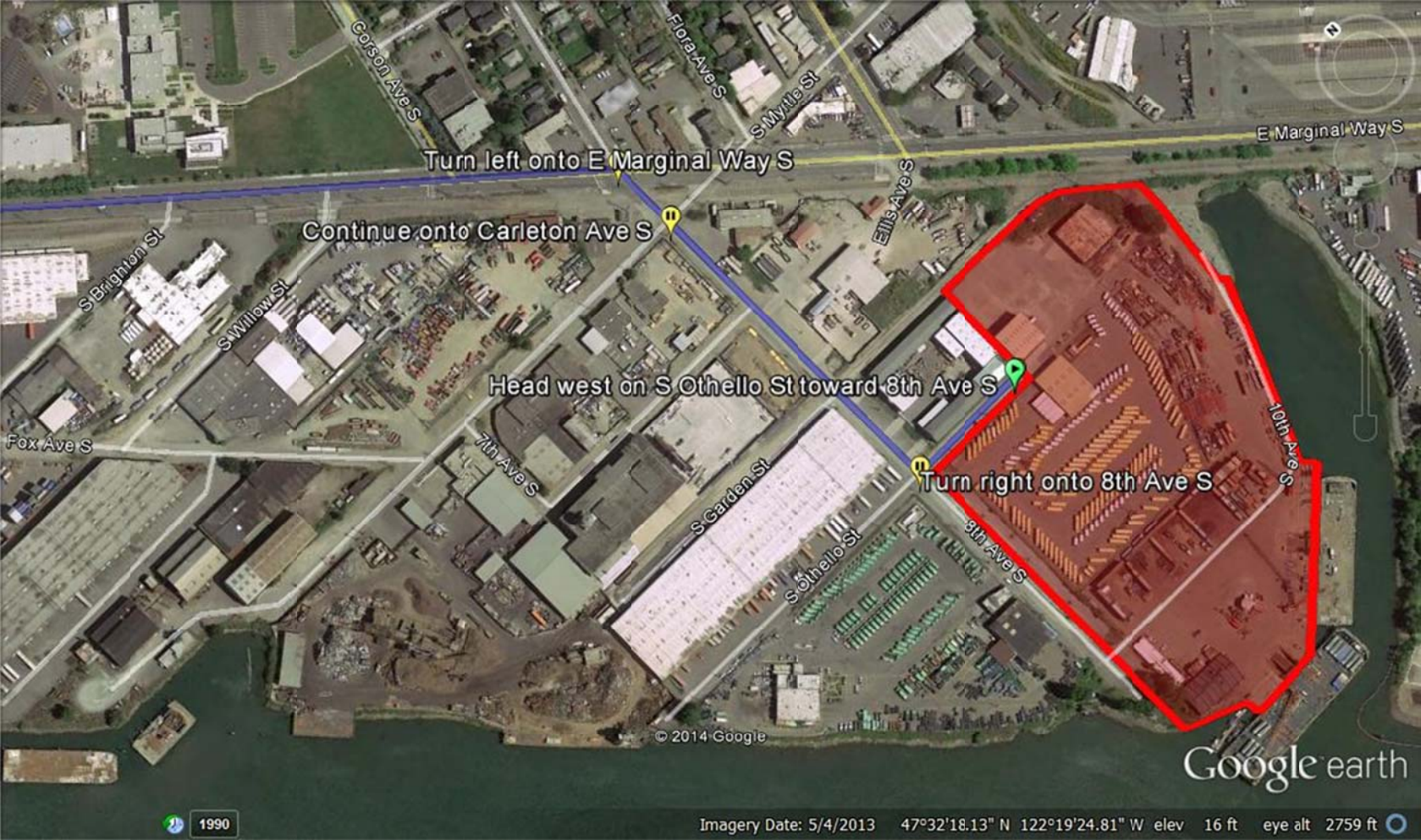


Figure 3 – Truck Route Detail 2: East Marginal Way South to Waste Management Alaska Street Transfer Station

