

# SEPA ENVIRONMENTAL CHECKLIST

for the proposed

## *ASUW Shell House Restoration*



UNIVERSITY *of* WASHINGTON

August 2024

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### Attachments

- Attachment A Geotechnical Report
- Attachment B Critical Areas Report
- Attachment C Arborist Report
- Attachment D Avian Survey Letter
- Attachment E Selected Pages from 30% Design Plans

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## A. Background

**1. Name of proposed project, if applicable:**

Associated Students of the University of Washington (ASUW) Shell House Restoration Project

**2. Name of applicant:**

University of Washington

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

Applicant

University of Washington (UW)

Facilities, Asset Management

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Seattle, WA 98195-9451

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**4. Date checklist prepared:**

August 27, 2024

**5. Agency requesting checklist:**

University of Washington

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

Project permitting has begun and is expected to be complete by April 2025. Construction will begin in April 2025 and end in spring 2026. The project is expected to be ready for use in summer 2026.

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

There are no plans for future additions or expansion related to this project.

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

*Geotechnical Engineering Services, University of Washington ASUW Shell House Improvements, Seattle Washington*, prepared by GeoEngineers for University of Washington. May 30, 2019. [Included as Attachment A.]

*University of Washington ASUW Shell House Restoration Critical Areas Report*, prepared by ESA, January 2024. [Included as Attachment B.]

*University of Washington ASUW Shell House Arborist Report*, prepared by Tree Solutions Inc., updated August 19, 2024. [Included as Attachment C.]

*Shannon and Wilson, Avian Survey Letter*, prepared by Shannon and Wilson for University of Washington. June 25, 2024. [Included as Attachment D].

*ASUW Shell House Restoration Project, Seattle, King County, Washington Cultural Resources Report*, prepared by ESA, July 2024.

- 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 other applications are pending for the property covered by this project.

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

- National Historic Preservation Act Section 106 Compliance
- City of Seattle Shoreline Substantial Development Permit
- City of Seattle Environmentally Critical Areas Exemption
- City of Seattle Landmarks Preservation Board Approval

- 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 University of Washington (UW) proposes a project to restore the 13,000-gross-square-foot Associated Students of the University of Washington (ASUW) Shell House to address (1)

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code-related improvements required by a change of occupancy from a storage facility to event and assembly space, and (2) program-related enhancements. A stated goal for the project is to restore and maintain the historic landmark status of the 1918 facility as a waterfront destination, event venue, and campus gathering space. Past uses near the project site include indigenous Coast Salish peoples carrying canoes between Lake Washington and Portage Bay prior to the construction of the Ship Canal by the US Army Corps of Engineers. The Shell House has served many uses throughout its storied history: seaplane hangar for the U.S. Navy, shell house for UW rowing, boat-building workshop for George Pocock's racing shells, canoe rental operations, and a storage facility for waterfront recreation vessels. The ASUW Shell House is no longer used for any of its prior operational uses.

The project's code-required upgrades include the following:

- Structural stabilization of the building. The existing hangar doors on the south side of the building will be stabilized and fixed in the open position, and a permanent glass wall will be installed in the building opening.
- Site drainage and stormwater treatment work (the project does not propose any change to existing stormwater outfalls or bulkheads).
- Universal accessibility improvements, including site grading for Americans with Disabilities Act (ADA) parking, an ADA pathway to access parking, an ADA building entrance, and a universal access elevator or lift.
- Mechanical, electrical, and plumbing engineering upgrades, including adding water and sanitary sewer service, increasing electrical service capacity, upgrading outside lighting, installing new heating and ventilation, and constructing restrooms.
- Building envelope upgrades, including new wall insulation and new roofing, sheathing, and shingles.
- Adding new fire- and life-safety features.
- Construction of a pathway between the building and parking lot and an egress trail outside the lake-side (east side) building doors leading to the north side of the building.

Proposed program-related improvements are anticipated to include the following:

- Restoration of the Pocock boat-building workshop to include meeting functions and space for exhibits. Stairs and an elevator will serve the space, which is located on an upper floor.

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- Adding audio-visual equipment and upgrading lighting to support events. The project will allow for events with up to 400 attendees, including campus or community events or retreats.
- Adding a kitchenette to support and provide flexibility for catering or hosted events.
- Creating an exterior deck as an extension of the interior space on the south side of the building. The new glass wall on the south side of the building will have doorway access to the proposed deck. The deck will not extend over water.

This project will include upland work above and outside of the ordinary high-water mark of Lake Washington and the Ship Canal, and outside of all wetlands. The building footprint will increase due to (1) the new deck on the south side of building, and (2) the new insulation, sheathing, and shingles, which will increase the wall thickness by a few inches. The project also includes replacement of the concrete to the north and east of the building, construction of a utility and waste enclosure to the north, and repairs to the west lot (a gravel parking lot to the west of the building). Construction will require a staging area around the Shell House as well as a haul route along a portion of Ship Canal Trail.

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

The ASUW Shell House is located at 3655 Walla Walla Road NE in the designated Shoreline Environment of Lake Washington immediately north of the entrance to the Lake Washington Ship Canal (Ship Canal) at the Montlake Cut, approximately 500 feet southeast of the UW Husky Stadium. The project site consists of two parcels (King County parcel numbers 1625049001 and 162504HYDR) in the southeast quarter of Section 16, Township 25 North, Range 4 East within the City of Seattle (King County 2024b). The project site is bounded by Walla Walla Road to the north, Lake Washington (Union Bay) to the east and south, and Walla Walla Lane to the west. Figure 1 of Attachment B, Critical Areas Report, is a vicinity map of the project.

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## B. Environmental Elements

### 1. Earth

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

The site includes the limits of proposed construction (an area that includes the ASUW Shell House, pathways and parking areas surrounding the Shell House, and proposed connection to the sewer main) and construction staging, parking, and access areas. Page C400 of Attachment E, Selected Pages from 30% Design Plans, shows the limits of proposed construction.

Parking lots associated with Husky Stadium are located northwest of the site. Docks for small watercraft east and northeast of the project site extend into Union Bay. The docks are outside of the work limits proposed for this project. Vegetation consists of grass, trees, shrubs, and flowers. Walla Walla Road provides vehicle access to the Shell House from the northwest, including emergency vehicle access.

**Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other:**

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

The project site slopes down gradually from 24 feet elevation on the north side of the site to 21 feet elevation along the Union Bay shoreline on the south side of the site (see Attachment A, Geotechnical Report). The steepest slope on the project site is approximately 6 percent (see Page C402 of Attachment E, Selected Pages from 30% Design Plans).

#### c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them, and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

According to the Natural Resources Conservation Service (NRCS) Web Soil Survey (NRCS 2023), soils at the project site are classified as Urban Land. This soil type is typical of urban development. The project site does not contain any agricultural land of long-term significance.

Soil samples taken from the project site indicated approximately 2 inches of sod or topsoil near the southeast corner of the Shell House. Below the sod or asphalt, sand, and gravel for the parking lot and Walla Walla Road, 4 feet to 7 feet of fill exists, associated with past grading and consisting of brown/gray loose to medium dense silty fine to medium sand with gravel and organic matter. Silty gravel with sand was also observed at approximately 4.5 feet below ground surface. Alluvium, peat,

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glaciolacustrine deposits, or glacial till were observed between 4.5 feet below ground surface and up to 41 feet below ground surface (see Attachment A, Geotechnical Report).

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

The site is located within two environmentally critical areas (ECAs) designated by the City of Seattle: peat settlement-prone area and liquefaction-prone area (City of Seattle 2023). The peat settlement-prone ECA is associated with historic peat deposits from Lake Washington. Based on borings conducted as part of geotechnical investigations (see Attachment A, Geotechnical Report) and other borings adjacent to the project site, peat is present below the Shell House, especially near the southeast corner of the building.

Due to the location of the Shell House and the relative flat topography that surrounds it, geotechnical studies performed in 2019 found that landsliding as a result of strong ground shaking is unlikely at this site. See Attachment A, Geotechnical Report.

**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.**

Approximately 774 cubic yards would be excavated for the purposes listed below in **Table 1**. See pages C401 and C402 Attachment E, Selected Pages from 30% Design Plans, for grading notes. The maximum slope of all landings will be 1.5 percent. The total amount of fill will be approximately 806 cubic yards. Table 1 shows fill, excavation, and grading areas and volumes, by project component.

The fill will be sourced from CalPortland at 4002 W. Marginal Way SW, in Seattle, and will include 5/8-inch crushed rock at curbs, sidewalks, paving, and pathways (including the north pathway); 1 ¼-inch crushed rock at grass-paved areas and fine grading areas; and 5/8-inch to 1 ¼-inch clean crushed rock at structural backfill areas.

**f. Could erosion occur because of clearing, construction, or use? If so, generally describe.**

Construction activities at the site will expose soils, increasing the potential for soil erosion. Fill at the project site contains material that is highly moisture-sensitive and susceptible to disturbance, especially when wet. The existing fill and native soils will be susceptible to disturbance from construction equipment during wet-weather conditions, and pumping and rutting of the exposed soils under equipment loads may occur.

The erosion potential of the on-site soils is low to moderate. Construction activities including stripping and grading will expose soils to the erosional effects of wind and water. The amount and potential impacts of erosion are partly related to the time of year that construction actually occurs. Wet-weather construction would increase the



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amount and extent of erosion and potential sedimentation. See Attachment A, Geotechnical Report, for more information.

**Table 1 Proposed Fill, Excavation, and Grading**

<b>DATE: 7/29/2024 SITE VOLUMES + AREAS</b>	<b>VOLUME (cubic yards)</b>	<b>AREA (square feet)</b>
<b>CUT</b>		
LOWER SITE ROUGH GRADING CUT	78	24,518
SEWER SUMP EXCAVATION	7	20
PAVEMENT CUT	220	6,562
FOUNDATION DRAINAGE ALLOWANCE	19	250
NORTH PATH ROUGH GRADING	45	1,352
UTILITY TRENCH +PAVING	335	1,521
<b>TOTAL CUT</b>	<b>704</b>	<b>34,222</b>
<b>MULTIPLIER</b>	<b>1.10</b>	<b>1.10</b>
<b>REPORTED</b>	<b>774</b>	<b>37,644</b>
<b>FILL</b>		
LOWER SITE ROUGH GRADING FILL	105	24,518
PAVEMENT FILL	220	6,562
FOUNDATION DRAINAGE ALLOWANCE	19	250
NORTH PATH ROUGH GRADING FILL	55	1,352
UTILITY TRENCH +PAVING	335	1,521
<b>TOTAL FILL</b>	<b>733</b>	<b>34,203</b>
<b>MULTIPLIER</b>	<b>1.10</b>	<b>1.10</b>
<b>REPORTED</b>	<b>806</b>	<b>37,623</b>

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

Impervious surfaces will cover approximately 70 percent of the site after construction (see page C300 of Attachment E, Selected Pages from 30% Design Plans).

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

Earthwork should occur during extended periods of dry weather when the surficial soils are less susceptible to disturbance and can provide better support for construction equipment. Dry-weather construction will reduce earthwork costs and increase the potential for using the drier native soils as structural fill. Trafficability on the site is not expected to be difficult during dry-weather conditions. However, the existing fill and native soils will be susceptible to disturbance from construction equipment during wet-weather conditions, and pumping and rutting of the exposed soils under equipment loads may occur. See Attachment A, Geotechnical Report, for more information. For earthwork activities during wet weather, the following steps should be taken:

- The ground surface in and around the work area should be sloped so that surface water is directed away from the work area and ponds do not develop. The contractor should implement measures to prevent surface water from collecting in excavations and trenches and to remove surface water from the work area.
- Earthwork activities should not take place during periods of moderate to heavy precipitation.
- Slopes with exposed soils should be covered with plastic sheeting.
- The contractor should implement measures to prevent on-site soils and soils to be used as fill from becoming wet or unstable. These measures may include the use of plastic sheeting, sumps with pumps, and grading.
- Soils should not be left exposed. Sealing surficial soils with a smooth-drum roller prior to periods of precipitation will reduce the extent that these soils become wet or unstable. The contractor should cover soil stockpiles that will be used as structural fill with plastic sheeting.
- Construction traffic should be restricted to specific areas of the site, preferably areas that are surfaced with the existing asphalt or working pad materials not susceptible to wet-weather disturbance.
- Construction activities should be scheduled so that the length of time that soils are left exposed to moisture is reduced to the extent practical. The contractor should protect exposed subgrade soils with crushed rock or asphalt-treated base.

Erosion and sedimentation control measures may be implemented by using a combination of interceptor swales, straw bale barriers, silt fences, and straw mulch for temporary erosion protection of exposed soils. All disturbed areas should be finish-graded and seeded as soon as practicable to reduce the risk of erosion. Erosion and

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sedimentation control measures should be installed and maintained in accordance with the requirements of the City of Seattle. (See Attachment A, Geotechnical Report, for more information.)

Imported gravel borrow should be used as structural fill under all building elements, especially in wet-weather conditions. On-site alluvial soils and unsuitable fill soils should not be considered for reuse as structural fill and should be exported, unless used in landscape areas. Specific geotechnical recommendations (including those related to pile measurements, depths for lateral resistance, earthquakes, lateral spreading, liquefaction potential, ground rupture, drainage, and other earthwork) are presented in Attachment A, Geotechnical Report.

## 2. Air

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

Project activities will produce air emissions during construction, including emissions from gas-powered vehicles and equipment, fugitive dust, and odors. Emissions that occur during construction will be temporary, lasting only as long as the approximately 12-month construction period.

Air emissions that will occur once operation commences include emissions from gas-powered vehicles, such as vehicles used to access the site for events and programs. To the extent that periodic maintenance requires heavy equipment, air emissions would result from the use of that equipment.

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

There are no off-site sources of emissions or odor in the project vicinity.

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

Air emissions during construction will be short-term and temporary. Measures to reduce air emissions during construction will include using electric-powered vehicles and equipment when possible and ensuring that vehicles are not left idling. Air emissions during construction and operation will not occur on a regular, permanent basis and will be minor.

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## 3. Water

### a. Surface:

- 1. Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

The project site is within the Shoreline Environment of Lake Washington, which is designated as a Shoreline of the State.

The U.S. Fish and Wildlife Service (USFWS) National Wetlands Inventory (NWI) also mapped a small portion of freshwater palustrine forested and scrub-shrub wetland 295 feet southwest of the Shell House (USFWS 2024b). This area was not assessed because the project will not affect this area, located on the opposite side of the Montlake Cut from the Shell House. See Figure 2 in Attachment B, Critical Areas Report.

- 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.**

This project will not require work over or in water. The project will require working within 200 feet of the ordinary high-water mark of Lake Washington and, for that reason, will require a Shoreline Substantial Development Permit. See Page C300 of Attachment E, Selected Pages from 30% Design Plans.

- 3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

No material will be placed in or removed from surface water or wetlands.

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

No surface water withdrawals or diversions will occur.

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

The project is not located within a 100-year floodplain (FEMA 2024).

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

The project will not require discharges of waste materials to surface waters.

### b. Ground:

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

Groundwater will not be withdrawn from a well for drinking water or other purposes. Water will not be discharged to groundwater.

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

No waste material will be discharged into the ground. The project will not use septic tanks.

**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 source of runoff is precipitation draining off of paved surfaces. Runoff is currently collected in underground storm pipes located along the north, east, and west sides of the Shell House. The existing on-site stormwater drainage system includes storm drain piping, manholes, catch basins, inlets, vaults, trench drains, and other appurtenances. A concrete trench is located on the east side of the building and will remain after construction. A new-compost amended vegetated filter strip (CAVFS) will be added to the landscaping east of the ADA-accessible parking stalls. There are two existing catch basins located at the northeast and northwest corners of the Shell House building; these will be adjusted to the new grade, and three new catch basins will be constructed. Storm collection and runoff elements will remain except for storm piping, manholes, catch basins, and other stormwater features on the east side of the building. Two underground storm pipes leading from the southeast and southwest corners of the Shell House into Union Bay to the south will remain. See Attachment E, Selected Pages from 30% Design Plans, pages C200 and C501.

Outfall to bodies of water occurs: (1) to the east of the Shell House in Wetland A with discharge into Union Bay, and (2) southwest and southeast of the Shell House with discharge into the Lake Washington Ship Canal/Union Bay (see Attachment B, Critical Areas Report).

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The project will include upgrading the storm drainage system to add three catch basins along the north edge of the building, side sewers, and drainage facilities in accordance with the 2021 Seattle Stormwater Manual (City of Seattle 2021), and connection to the existing storm system, including downspouts.

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

No waste materials will be discharged to ground or surface waters as a result of the project.

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

The project will not alter drainage patterns in the vicinity of the site. The storm drain elements near the southeast corner of the building will be examined and the pipe and inlet will be replaced if needed. Outfall locations will remain the same as existing conditions.

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

The contractor will implement required best management practices for stormwater, including using (CAVFSs and compost-amended soils for all planting areas.

All paved and landscaped areas should be graded so that surface drainage is directed away from the building to appropriate catch basins. Water collected in roof downspout lines must not be routed to the footing drain lines. Collected downspout water should be routed to appropriate discharge points in separate pipe systems. See Attachment A, Geotechnical Report.

## 4. Plants

**a. Check the 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**
- orchards, vineyards, or other permanent crops.**
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other**

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**water plants: water lily, eelgrass, milfoil, other**

**other types of vegetation**

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

Ten trees will be removed as a result of construction; see page EX L0.02 of Attachment E, Selected Pages from 30% Design Plans. The Table of Trees and Site Map in Attachment C, Arborist Report, and page EX L0.02 of Attachment E, Selected Pages from 30% Design Plans label these ten trees to be removed as numbers 10166, 70, 62, 61, 9413, 60, K, 9464, 97, and 10355.

Some grass will be removed for the construction of ADA parking spaces and an ADA pathway.

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

No threatened or endangered plant species are known to be on or near the site (USFWS 2024a).

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

The project will retain existing planted areas and two benches east of the Shell House. The project will involve pocket planting enhancements bordering the entrance and in the parking areas north of the Shell House, on the east side of the Shell House between the building and the pathway, and on the south side of the Shell House. The planting palette includes four planting mixes: eco-lawn, grass-pave, and two groups of plants (see the overall planting plan on page L5.00 and list on page L5.01 of Attachment E, Selected Pages from 30% Design Plans).

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

French broom (*Genista monspessullana*) occurs near the site approximately 600 feet west along the Ship Canal (King County 2024a).

## 5. Animals

**a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site.**

The site is located in a wildlife habitat ECA and provides habitat for a variety of animals. The site is also located in an urban area, and typical animals found there include squirrels, raccoons, opossums, rabbits, and rodents. In addition, the Union Bay Natural Area is a 74-acre wildlife area located approximately 0.5 miles northeast of the site and provides critical habitat for a variety of waterfowl, songbirds, amphibians, reptiles, mammals, and fish.

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## Examples include:

- **Birds: hawk, heron, eagle, songbirds, other:** Bird species known to occur include bald eagle (*Haliaeetus leucocephalus*), evening grosbeak (*Coccothraustes vespertinus*), olive-sided flycatcher (*Contopus cooperi*), rufous hummingbird (*Selasphorus rufus*), great blue heron (*Ardea herodias*), bufflehead (*Bucephala albeola*), and mergansers (*Mergus* spp.). Bird species observed on or near the site include Anna's hummingbird (*Calypte anna*), pine siskin (*Spinus pinus*), wood duck (*Aix sponsa*), and cormorant (*Phalacrocorax* sp.) (see Attachment B, Critical Areas Report and Attachment D, Avian Survey Letter).
- **Mammals: deer, bear, elk, beaver, other:** Mammal species known to occur include beaver (*Castor canadensis*) and river otter (*Lontra canadensis*). No mammal species were observed on or near the site (see Attachment B, Critical Areas Report).
- **Fish: bass, salmon, trout, herring, shellfish, other:** Fish species include steelhead (*O. mykiss*), bull trout (*Salvelinus confluentus*), and Chinook (*Oncorhynchus tshawytscha*), coho (*O. kisutch*), pink salmon (*O. gorbuscha*), and sockeye salmon (*O. nerka*) (see Attachment B, Critical Areas Report).

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

Both the USFWS and the National Marine Fisheries Service (NMFS) provide listings of threatened and endangered species protected under the Endangered Species Act that are under their jurisdiction. The current listings indicate the potential presence of three federally listed salmonid species that use the Lake Washington Ship Canal adjacent to the site: Puget Sound Evolutionarily Significant Unit (ESU) Chinook salmon, Puget Sound Distinct Population Segment (DPS) steelhead, and Coastal-Puget Sound DPS bull trout (NMFS 1999, 2007; USFWS 1999). Along with the above-listed salmonids, the Statewide Washington Integrated Fish Distribution (SWIFD) database also lists pink, coho, and sockeye salmon occurring in the Lake Washington Ship Canal during their life cycle (NWIFC 2023) (see Attachment B, Critical Areas Report).

Critical habitat exists near the site for Coastal-Puget Sound DPS bull trout (USFWS 2024a) and Puget Sound ESU Chinook salmon (NMFS 2023a). Essential Fish Habitat is also mapped for Chinook salmon near the site (NMFS 2023b) (see Attachment B, Critical Areas Report).

In addition to these fish species, five additional wildlife species protected by or proposed to be protected by the Endangered Species Act potentially occur in or near the site: North American wolverine (*Gulo gulo luscus*), marbled murrelet (*Brachyramphus marmoratus*), yellow-billed cuckoo (*Coccyzus americanus*), northwestern pond turtle



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(*Actinemys marmorata*), and monarch butterfly (*Danaus plexippus*) (see Attachment B, Critical Areas Report).

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

Along with these listed species, several bird species protected under the Migratory Bird Treaty Act and the Bald and Golden Eagle Protection Act potentially occur in the site. These species include but are not limited to bald eagle (*Haliaeetus leucocephalus*), evening grosbeak (*Coccothraustes vespertinus*), olive-sided flycatcher (*Contopus cooperi*), and rufous hummingbird (*Selasphorus rufus*) (see Attachment B, Critical Areas Report).

The Puget Sound area is located within the Pacific Flyway, which is a flight corridor for migrating waterfowl and other avian fauna. The Pacific Flyway extends from Alaska to Mexico and South America. No portion of the project will interfere with or alter the Pacific Flyway (USFWS 2024a).

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

The project does not include measures to preserve or enhance wildlife.

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

Invasive animal species in the area include Norway rat, raccoon, opossum, and rodents that are typically found in urban areas.

## 6. Energy and natural resources

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

The project will require electricity for heating and lighting.

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

The project will not affect the potential use of solar energy by adjacent properties.

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- 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.**

The existing exterior envelope will be upgraded to improve energy efficiency to the extent required by SMC for a landmarked historic building. All interior and exterior lighting operations will comply with the 2021 Seattle Energy Code (Chapter 12, Section 1204 of the Seattle Building Code, which is adopted in Chapter 22.101 of the Seattle Municipal Code (SMC). Exterior lights will not be turned on during the day; landscape and façade lighting will have a shut-off switch; and lighting setbacks will reduce wattages by at least 50 percent during any period when no activity has been detected for 15 minutes or more. Interior lighting controls will include occupancy sensors, time switch controls, dimming, and daylight responsive controls. See Attachment E, Selected Pages from 30% Design Plans, page EL0.01.

## 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 because of this proposal? If so, describe.**

The project site is not listed as contaminated on the Washington State Department of Ecology (Ecology) *What's in My Neighborhood: Toxics Cleanup* website, and no underground storage tanks are known to be located on or near the site (Ecology 2024).

There are no active cleanup sites on or within the immediate vicinity of the project site. The nearest cleanup sites are the following (Ecology 2024):

- Former Ravenna Landfill (now the site of intramural playfields, a golf driving range, parking lots, and tennis courts), located approximately 0.5 mile northeast, awaiting cleanup
- WSDOT Site located on 20th Avenue E beneath State Route (SR) 520, located approximately 0.2 mile south of the Ship Canal, awaiting cleanup
- UW Power Plant Drywell Closure, located at 3920 Jefferson Road NE, awaiting cleanup
- Northwest Fisheries Science Center, 2725 Montlake Boulevard E, approximately 0.35 mile away—cleanup is underway
- Montlake Texaco site, located at 2625 E Montlake Pl E, approximately 0.5 mile away—cleanup is underway

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As with any construction project, there is the potential for accidental spills of hazardous materials from construction equipment and vehicles. Spilled materials could include fuels, lubricants, solvents, antifreeze, and similar materials. If not contained, these contaminants could enter groundwater or surface water.

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

The ASUW Shell House site is not known to have contamination from present or past uses (Ecology 2024).

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

There are no known existing hazardous chemicals or conditions that will affect project development.

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

Chemicals stored and used during construction will likely be limited to gasoline and other petroleum-based products required for the maintenance and operation of construction equipment and vehicles.

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

No special emergency services will be required.

**5. Proposed measures to reduce or control environmental health hazards, if any.**

Care will be taken during construction to avoid spills or leaks of petroleum-based products or chemicals used for construction. No hazardous materials will be used in any components of the completed project.

**b. Noise**

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

Existing noise sources near the project site include noise from construction and traffic on SR 520 and short-term, temporary crowd noise from football games and other events at Husky Stadium. Noise from watercraft could also occur and is regulated by the Seattle Noise Ordinance Subchapter IV (SMC 25.08.485). The City of Seattle regulates noise via the Seattle Noise Ordinance (SMC 25.08). The ordinance

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sets a limit for exterior sound levels based on land use, establishes quiet hours, and prohibits construction and maintenance activities during certain hours of the day.

**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)?**

Project construction will generate short-term noise. Heavy construction equipment will be used and may include track hoes, back hoes, dump trucks, and forklifts. Noise will not exceed allowed sound levels for construction and will be limited to permitted construction hours described in the Seattle Noise Ordinance (SMC 25.08.425).

During operations, use of the ASUW Shell House for events could create noise audible to neighbors, but noise is expected to be similar to existing noise levels and types. Noise during use of the ASUW Shell House for teaching or events is expected to be similar to existing levels.

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

Measures to reduce noise related to construction include:

- Maintain construction equipment in good condition and equipped with mufflers. If feasible, stay away from noise-sensitive receivers. Minimize vehicle idling by turning off engines when not in use.
- Notify nearby residents or employees of the construction schedule.
- Comply with SMC 25.08.425 related to construction activities and hours. The Seattle Land Use Code allows construction equipment operations between the hours of 7 a.m. and 10 p.m. on weekdays and 9 a.m. and 10 p.m. on weekends and holidays. Construction will generally occur between 7 a.m. and 5 p.m. on weekdays. Construction at night or on holidays is not currently planned. Weekend construction could occur in some cases.
- If construction activities exceed permitted noise levels, instruct contractors to implement measures to reduce noise impacts to comply with the noise ordinance, which may include additional muffling of equipment.
- ASUW Shell House construction activities and operational use will adhere to the Seattle Noise Ordinance.

## 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.**

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The ASUW Shell House is currently used for storage of waterfront recreation equipment and vessels. The surrounding area to the north is used as parking for Husky Stadium, which is located approximately 500 feet northeast. The UW Waterfront Activities Center (WAC) is located 100 feet northeast of the project site. The Ship Canal Trail is located to the north and west of the project site and is used for recreation.

After project construction, the Shell House will no longer be used to store waterfront recreation equipment and vessels. Items previously stored at the Shell House will either be moved to the WAC or returned to private owners. The project will not affect land or shoreline use of adjacent properties.

- 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 because of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?**

The project site has not been used for farmlands or working forest lands.

- 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?**

There are no adjacent farm or forest lands, and the project will not affect the operations of any working farm or forest lands.

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

The existing Shell House is the only structure on the site.

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

No structures will be demolished. The Shell House will be renovated in order to preserve the historic building and allow for the space to be used as a multipurpose assembly space.

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

The site is owned by the University of Washington and is currently zoned as Major Institution overlay MIO-160-MR (M) (King County 2024b).

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

The site is designated as a Major Institution by the City of Seattle (City of Seattle 2024).

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

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The property is located in the Conservancy Management (CM) Shoreline Environment as governed by Section 23.60A 0 Seattle Shoreline Master Program Regulations of the Seattle Municipal Code.

- h. Has any part of the site been classified as a critical area by the city or county? If so, specify.**

The site is considered an Environmentally Critical Area (ECA) due to liquefaction potential, peat settlement potential, and wildlife habitat areas.

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

No people will reside in the completed project. The restored Shell House will be used for events and be staffed when events are held or during periodic open hours. It is expected that two full-time employees will each spend 75% of their working time at the Shell House for an estimated total 1.5 full-time equivalent (FTE).

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

The completed project will not displace any people.

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

There will be no displacement impacts; therefore, no measures are proposed.

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

The project will not result in any changes to land use. In recent years, the building has been used for watercraft storage, and in the future will be used as an event space.

The project is consistent with existing allowable institutional land use of the site and falls under the permitted uses in the Seattle Land Use Code (SMC 23.51B.002).

The project is also compatible with future land use, as the site will continue to be used by the University of Washington. A stated goal for the project is to restore and maintain the historic landmark status of the 1918 facility as a waterfront destination, event venue, and campus gathering space.

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

Impacts on agricultural and forest lands will not occur. No measures are proposed.

## 9. Housing

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

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No housing units will be provided.

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

No housing units will be eliminated.

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

Impacts on housing will not occur. No measures 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?**

The existing Shell House building is approximately 37 feet 4 inches tall. The structural improvements and renovation will not increase the height of the building. New fall protection anchors and a mechanical relief damper, which are considered exceptions to the height limit, will extend the structure height by 36 to 48 inches. After construction, the tallest height of any proposed structure will be 41 feet 4 inches. See Attachment E, Selected Pages from 30% Design Plans, page A3.01.

The primary exterior building materials will be wooden shingles and a new glass wall on the south side of the building. The existing hangar doors on the south side of the building will be fixed in place, and a permanent glass wall will be installed in the building opening.

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

No views in the immediate vicinity will be altered or obstructed.

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

Care will be taken to ensure that the wood-shingled exterior of the Shell House remains consistent with its historic appearance. Improvements to the exterior grounds will include a new pathway, ADA-accessible parking and pathway, and an ADA-accessible building entrance. No adverse aesthetic impacts are expected; therefore, no measures to reduce or control aesthetic impacts 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?**

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The project includes installing new lighting inside the Shell House, which could be visible from the outside during events. The project will also include the following exterior upgrades to lighting:

- Installing new lights north of the Shell House and on the north side of the Shell House building.
- Demolishing two lamp posts and installing three new light poles (one of which will be motion-activated for use in an area of refuge) east of the Shell House.
- Installing lighting on the south side of the Shell House building.
- Installing a motion-censored light on the southwest corner of the Shell House building.

All interior and exterior lighting operations will comply with the 2021 Seattle Energy Code. Lighting is regulated by the 2021 Seattle Energy Code (Chapter 12, Section 1204 of the Seattle Building Code, adopted in SMC 22.101). Exterior lights will not be on during the day. Façade lighting will have a shut-off control, and lighting setback will reduce wattages by at least 50 percent during any period when no activity has been detected for 15 minutes or more. Interior lighting controls will include occupancy sensors, time switch controls, dimming, and daylight responsive controls. See Attachment E, Selected Pages from 30% Design Plans, page EL0.01.

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

Potential glare experienced briefly by boaters in Union Bay and the Ship Canal as they pass by the new glazing on the south-facing wall of the Shell House will be reduced by existing trees located between the shoreline and the building.

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

Off-site sources of light, including stadium lighting from Husky Stadium and practice fields, are not expected to affect the project.

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

Light and glare impacts are not expected, so no measures are proposed.

## 12. Recreation

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



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The largest recreational site in the immediate vicinity is Husky Stadium, located 500 feet northeast of the Shell House. The Husky Stadium parking lot, located between the stadium and the Lake Washington Ship Canal waterfront, is used for tailgating during football season.

In addition, the UW WAC, located 100 feet east of the site, rents kayaks, canoes, and other watercraft. The shoreline and docks located to the east and northeast of the Shell House are used for water access and to launch boats.

The Ship Canal Trail, which runs along the Lake Washington Ship Canal and along the north side of the Shell House, is used as a path for walking, running, and cycling, and connects to the Burke-Gilman Trail approximately 0.2 mile to the west. The Burke-Gilman Trail is a paved trail used for recreation and commuting.

The Ship Canal is used by boaters, including for crew races, and for recreational use by motor and sailboats. There is also a rock-climbing wall used for recreation located 200 feet west of the Shell House.

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

All recreational items previously stored in the Shell House have been relocated to the WAC or returned to their private owners, so the proposed project will not displace any recreational uses.

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

Construction noise would be heard at the WAC and will end after construction. Access to the Ship Canal Trail and Union Bay will be maintained during and after construction. Recreation opportunities will increase in the long run by restoring the Shell House to public use as an event and assembly space.

## 13. Historic and cultural preservation

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

There are two buildings, structures, or sites within the project location that are listed in historic registers (Washington Department of Archaeology and Historic Preservation [DAHP] 2024; Seattle Department of Neighborhoods 2024). These are the ASUW Shell House and the Lake Washington Ship Canal. The Shell House was constructed in 1918; it is listed in the National Register of Historic Places (NRHP) as the Naval Military Hangar – University of Washington Shell House and is a designated City of Seattle Landmark as the UW Canoe House/ASUW Shell House/US Naval Training Hangar. The Lake

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Washington Ship Canal is both a designated City of Seattle Landmark (as the Montlake Bridge and Montlake Cut) and is listed in the NRHP as the Chittenden Locks and Lake Washington Ship Canal Historic District.

The ASUW Shell House has served many uses through its storied history: seaplane hangar for the U.S. Navy, University of Washington rowing shell house, boat building workshop for George Pocock's racing shells, canoe rental operations, and most recently, storage facility for waterfront recreation vessels (Sodt 2018). The ASUW Shell House is no longer used for any of its prior operational uses.

- 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.**

The DAHP's Statewide Predictive Model classifies the project location as Very High Risk for containing precontact-era archaeological resources (DAHP 2024). This model does not predict the potential for historic-era archaeological resources, which may be present within the project location.

To date, there are no archaeological sites, cemeteries, or disclosed traditional cultural properties within the project location that have been recorded with DAHP (DAHP 2024). Five archaeological sites have been identified within approximately 0.25 mile of the project location. These sites date to the historic-era (DAHP 2024).

The project location was included in a previous historic structure survey of the UW Seattle Campus (Gray et al. 2017); no other cultural resources assessments have been conducted at the project location. Five cultural resources assessments have been carried out immediately adjacent to the project location, all of which were associated with the State Route (SR) 520 replacement project.

The project location is within the ancestral lands of the Duwamish people, whose traditional language is Southern Lushootseed and who are part of a larger cultural group known generally as the Southern Coast Salish people (Lane 1974, 1975a, 1975b; 1988; Miller and Blukis Onat 2004:24-25, 56-108; Suttles and Lane 1990). The Southern Coast Salish cultural group encompasses the Duwamish, Snoqualmie, Stillaguamish, Suquamish, and Tulalip Tribes, and additional groups in the Puget Sound region whose ancestral lands were primarily farther from the project site: the Puyallup, Nisqually, and Squaxin people (Suttles and Lane 1990). The Southern Coast Salish people have resided in the Puget Sound region since time immemorial (Duwamish Tribal Services 2018; Muckleshoot Indian Tribe 2024; Snoqualmie Indian Tribe 2024; Stillaguamish Tribe of Indians 2020; Suquamish Tribe 2024; Tulalip Tribes 2024). This is also supported by archaeological evidence within the region (Kopperl et al. 2016).

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Prior to construction of today's Montlake Cut, the landform was a natural isthmus with a seasonal stream that was used by Indigenous groups to portage (carry) canoes between the waterbodies known in English as Union Bay and Lake Union. In addition, there were houses located on either side of the portage along the Union Bay shoreline and a trail that led along the north side of the isthmus, through what is now part of the UW Campus (Buerge 2017:xiv, map no. 6). The project location is known in Lushootseed as *sxWátSadweehl* (Carry a Canoe) (Thrush 2007:250-251, map no. 107; Waterman 1922:192, map no. 112). To the southeast of the project location are two other locations with known Lushootseed names: *stáhLahl* (Baby Fathom) and *stéétcHee* (Little Island) for locations at today's Washington Park and Arboretum (Thrush 2007:250-251, map no. 105 and 106).

The earliest survey of the project location was completed in 1856 at which time the alignment of an Indigenous trail was shown following the course of today's Montlake Cut, and a second trail to the north across today's UW Campus; no other notable features such as villages or homesteads, were mapped (U.S. Surveyor General 1856).

The project location is within lands patented by the State of Washington in 1889 and which were eventually developed as part of the University of Washington. No structures appear at the project location on late 19th and early 20th century maps, prior to construction of the Shell House (Anderson Map Company 1890; Baist Map Company 1905, 1908, 1912; Sanborn Fire Insurance Company 1893, 1905, 1917, 1919, 1950; U.S. Bureau of Land Management 1991; USGS 1895, 1897, 1901, 1903, 1904, 1908, 1909, 1911).

The UW conducted geotechnical testing for the project in March and April of 2024. This work consisted of potholing around the Shell House building foundation and completing three test trenches on the west, north, and east sides of the building. An archaeological monitor was present for all geotechnical testing and no cultural resources or archaeologically-sensitive soils were encountered during the work.

The UW has been awarded a Save America's Treasures Grant from the National Park Service for this Project, making the Project a federal undertaking and requires that the Project comply with the National Historic Preservation Act (commonly referred to as "Section 106"). An assessment report will be prepared as part of Section 106 compliance and submitted to DAHP and Affected Tribes; the assessment report will be exempt from public disclosure under the Revised Code of Washington (42.56.300).

- 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.**

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As part of the Section 106 compliance, the UW has initiated consultation with Affected Tribes and DAHP regarding the project. The following information was reviewed to complete this checklist: previous archaeological survey reports and City of Seattle Landmarks List (DAHP 2024; Gray et al. 2017; Seattle Department of Neighborhoods 2024; Sodd 2018), historical maps (Anderson Map Company 1890; Baist Map Company 1905, 1908, 1912; Sanborn Fire Insurance Company 1893, 1905, 1917, 1919, 1950; USGS 1895, 1897, 1901, 1903, 1904, 1908, 1909, 1911; U.S. Surveyor General 1856), government landowner records (U.S. Bureau of Land Management 1991), and published ethnographies and regional histories (Buerge 2017; Duwamish Tribal Services 2018; Kopperl et al. 2016; Lane 1974, 1975a, 1975b, 1988; Miller and Blukis Onat 2004; Muckleshoot Indian Tribe 2024; Snoqualmie Indian Tribe 2024; Stillaguamish Tribe of Indians 2020; Suquamish Tribe 2024; Suttles and Lane 1990; Thrush 2007; Tulalip Tribes 2024; Waterman 1922). Additionally, archaeological monitoring was conducted during geotechnical investigations in March and April 2024.

- 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.**

As stated above, the UW has been awarded a Save America's Treasures Grant from the National Park Service for this Project, making the Project a federal undertaking and requires that the Project comply with the National Historic Preservation Act (commonly referred to as "Section 106"). Section 106 compliance has been initiated by the UW with DAHP and Affected Tribes (the Muckleshoot Indian Tribe, Snoqualmie Tribe of Indians, Stillaguamish Tribe of Indians, Suquamish Tribe, and Tulalip Tribes), and this compliance will involve additional cultural resources review as determined by the Section 106 consulting parties. Current identification methods being proposed by the UW to Section 106 consulting parties is a cultural resources assessment using surface and subsurface archaeological survey identification methods, and a reconnaissance-level historic property inventory to identify any additional resources beyond the ASUW Shell House that will be 50 years or older at the time of anticipated start of construction. This assessment will be submitted to DAHP and Affected Tribes; the report will be exempt from public disclosure under the Revised Code of Washington (42.56.300). The Section 106 process will determine any potential impacts to cultural resources and if mitigation is necessary, measures will be developed by consulting parties specific to the identified resources and Project impacts.

## 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.**

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The project site is accessed via Walla Walla Road NE, which connects Montlake Boulevard to Husky Stadium and its parking lot. Pedestrians access the project site using the Ship Canal Trail, which runs along the north side of the Lake Washington Ship Canal.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

The site is well-served by public transit, with the UW Link Light Rail Station located 0.25 mile northeast of the site on Montlake Boulevard. In addition to Light Rail, 16 Sound Transit and King County Metro bus routes serve the UW Station.

- c. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).**

The project does not include right-of-way improvements. Mobility improvements include universal accessibility improvements, such as site grading for ADA parking, an ADA building entrance, and a universal access elevator or lift; construction of a pathway between the building and parking lot; and an egress trail outside the lake-side (east side) building doors leading to the north side of the building.

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

The project will not use water, rail, or air transportation in daily operations or for construction, and will not affect nearby rail transportation (the UW Link Light Rail Station) or air transportation (sea planes on Lake Washington).

- e. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?**

Traffic will increase during construction due to worker vehicle trips and truck trips delivering or removing equipment or materials. Construction vehicles will access the site via Walla Walla Road, and workers will park in adjacent parking lots or arrive via public transportation to the nearby University of Washington light rail station or neighboring bus stops. Construction traffic will end after construction is finished.

The project will allow for campus or community events with up to 400 attendees. Assuming two events occur each month on average, each with an average of 200 attendees, half of whom use transit, approximately 200 vehicle trips per month (2,400 trips per year) would be associated with the completed project. A portion of

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these trips will be new trips, assuming that the availability of new event space at the Shell House will allow for more events. Event attendees will park in existing parking lots adjacent to the WAC and Husky Stadium, including Lots E12, E19, and E21, each providing ADA stalls to serve adjacent programs. A total of 1,000 stalls are available (790 stalls in Lot E12, 140 stalls in Lot E19, and 70 stalls in Lot E21).

Peak volumes will vary based on event days and times. The percentage of trips that are truck trips will likely be low and include trucks for the purpose of supply deliveries or catering.

- f. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

The project will not affect the movement of agricultural or forest products.

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

There are no expected impacts on transportation, so no measures are proposed.

## 15. Public services

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

The project will require additional public services (fire and police protection, emergency services, and transit) to the extent that more people would temporarily occupy the Shell House to attend events and programs. This increase in demand will be minor, and public services providers are expected to be able to accommodate this additional need.

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

No measures are proposed.

## 16. Utilities

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:**

Electricity (provided by UW Campus power distribution), refuse/recycling services and stormwater conveyance systems (provided by Seattle Public Utilities), and internet/data are the utilities available at the existing Shell House.

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- 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.

The project will include mechanical, electrical, and plumbing engineering upgrades, including adding water and sanitary sewer service, new electrical service, upgrading outside lighting, installing new heating and ventilation, and constructing new restrooms.

After construction, the following providers will provide utilities at the Shell House:

- Seattle City Light (electricity)
- Seattle Public Utilities (stormwater, potable water, sewer, garbage/recycling)
- Various service providers (internet, data, and telephone)

## 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.

X 

**Type name of signee:** Julie Blakeslee

**Position and agency/organization:** Environmental and Land Use Planner, University of Washington Facilities, Asset Management

**Date submitted:** August 27, 2024

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