

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

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

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [\[HELP\]](#)

1. Name of proposed project, if applicable:

[UPS BFI Gateway Expansion](#)

2. Name of applicant:

UPS

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

UPS-Steve Ginevan PM
7277 Perimeter Road S, Seattle, WA 98168
303-286-6087

4. Date checklist prepared:

October 3, 2019

5. Agency requesting checklist:

King County

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

King County International Airport and UPS have agreed that the facility must be substantially complete and ready for operation no later than October 1st, 2021 in order to support 2021-2022 package rush season. Construction activities will have to be phased in order to accommodate ongoing UPS operations on the site throughout the construction period. Construction is also constrained by the wet season and the rush period in the winter of 2020-2021. These constraints dictate that design, permitting, bidding and contract negotiations must be completed in a timely fashion so that the General Contractor can mobilize on-site no later than April 1st, 2020.

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

No.

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

Geotechnical (Terracon 2018), Phase II Environmental Site Assessment (Hart Crowser 2018), and Traffic (KPG 2019) reports have all been prepared for this proposal.

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.

FAA 7460-1 Notice of Proposed Construction and Alteration for the King County International Airport (KCIA) Large Aircraft Parking Project.

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

- [FAA 7460-1 Notice of Proposed Construction and Alteration and National Environmental Policy Act \(NEPA\) process](#)
- [Building, mechanical, fire, and drainage permits from King County Department of Permitting and Environmental Review \(KC DEPR\)](#)
- [Electrical permit from Washington Department of Labor and Industries](#)
- [Fire permit application through King County Fire District](#)

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.)

[Redevelop a 19-acre airside leasehold on the King County International Airport to replace/improve existing UPS shipping hub. Includes building demolition, clearing and grading, construction of a new cargo sort facility and supporting structures, repaving for road and support vehicle movements and for transport-category aircraft. Anticipate commercial building permit and SEPA review.](#)

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.

[7300 Perimeter Rd S, Seattle, WA 98108. Vicinity Map, Topographic Map, and Site Plan attached \(Attachment A, B, and C\).](#)

B. Environmental Elements [\[HELP\]](#)

1. **Earth** [\[help\]](#)

a. General description of the site:

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

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

[Less than 0.5%.](#)

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.

The USGS publication Geologic Map of Seattle – A Progress Report (2005) was used to reference mapped geologic conditions at the project site. General types of soils include alluvial deposits from the Duwamish River consisting of silt, sand, gravel, and cobbles, and locally containing accumulations of peat. These deposits are typically very loose to loose. Man-made fill and near-surface graded soils are typically present in previously built environments. The subsurface conditions encountered in the boring explorations for a nearby Project at 7575 Perimeter Road were generally consistent with these designated map units, and are overlain by fill, debris, and other evidence of previous grading activities (Terracon 2018).

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

No.

- 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.

Proposed grading will cover approximately 14 acres with up to 3-4 feet of cut and up to 2 feet of fill in places.

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

Erosion is unlikely on this flat terrain mostly composed of fill material approximately 4-6 feet deep. The contractor will be required to implement a temporary erosion and sediment control (TESC) system.

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

Approximately 95 % of the site will be impervious surfaces.

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

Best management practices (BMP) will be employed and include installing and maintaining an active TESC system.

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

- 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.

Dust from grading activities and emissions from heavy equipment during construction can be expected. After construction, engine emissions from vehicles and aircraft will continue. See attached Greenhouse Gas Emissions Worksheet for approximate quantities (Attachment D).

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

No.

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

No special measures to reduce or control emissions are being considered at this time.

3. **Water** [\[help\]](#)

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.

No. The nearest surface water body, the Duwamish Waterway, is 2,600 feet to the southwest.

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.

No.

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

None.

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

No.

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

No.

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

No.

b. Ground Water: [\[help\]](#)

- 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 general description, purpose, and approximate quantities if known.

No.

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

None.

c. Water runoff (including stormwater):

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

Stormwater runoff is the only form of runoff at the site. KCIA consists of four major Drainage Basins, each discharging at dedicated outfalls into the Duwamish River. The proposal is located in Drainage Basin 1 that covers the north portion of the KCIA airfield and the surrounding tenant spaces that include the Boeing Commercial facilities. Runoff from Drainage Basin 1 discharges to the Slip #4 outfall via the Northwest Pump Station.

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

A Temporary Erosion and Sediment Control (TESC) plan will be prepared for the Contractor to follow during construction activities. Erosion and sediment control BMPs will be installed prior to any land disturbing activities and maintained during all construction activities until permanent erosion control measures are in place. This will minimize the potential for erosion and discharge of sediment-laden stormwater to the storm sewer system.

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

No, the drainage patterns in the vicinity of the project will not be affected by the proposed project.

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

Stormwater detention and treatment will follow King County Surface Water Design Manual (SWDM).

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

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
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

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

A few unhealthy cherry trees on the street frontage will be removed and replaced per King County Code.

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

There are no listed plant species on or near this urban site.

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

Because the site is in the perimeter of the operating airport, the FAA Circular AC 150/5200-33, Hazardous Wildlife Attractants on or near airports, precludes the use of plants that animals and birds find attractive. Proposed landscaping will comply with this standard.

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

The site and areas near the site are mostly impervious surfaces and maintained lawns/landscaping. No noxious weeds or invasive species are known to occur on-site.

5. **Animals** [\[help\]](#)

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

The Washington State Department of Fish and Wildlife (WDFW) map does not show any priority habitats and species within the site area. Birds which are likely to be observed on or near the site might include typical urban wildlife including racoons, rats, mice songbirds, hawks, crows, seagulls, geese, ducks, and pigeons.

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

No threatened or endangered species are known to be on or near the site. The Wildlife Hazard Assessment for the airport confirms no sightings of sensitive species.

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

The Puget Sound is part of the Pacific flyway a major north south flyway for migratory birds in America.

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

Construction activities are confined to a developed industrial site that has minimal habitat value so no measures to preserve or enhance wildlife are proposed.

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

No invasive animal species are known to be present on or near the site.

6. Energy and Natural Resources [\[help\]](#)

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.

Gas will be used for HVAC. No oil will be used and no manufacturing will occur on site.

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

No.

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

Any new buildings will be designed to meet or exceed the Washington State Energy Code.

7. Environmental Health [\[help\]](#)

- 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.

Construction related to this project will create no more environmental hazard that would normally be associated with a project of this scale. Temporary exposure to environmental health hazards will be mitigated with a site-specific health and safety plan (HASP) and appropriate engineering controls (personal protective equipment (PPE)). Appropriate construction barriers will be installed around the area to prevent public access. No long-term environmental health hazards are anticipated due to the proposed project.

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

[See Phase II Environmental Site Assessment for more details \(Hart Crowser 2018\).](#)

- 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.

[See Phase II Environmental Site Assessment for more details \(Hart Crowser 2018\).](#)

- 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.

Petroleum products typical of a construction project of this size will be stored and used during the projects development and construction. Operations of the facility will include petroleum products typical of an aircraft operation facility

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

None. The KCIA has its own fire department.

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

None.

b. Noise

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

The project area is located between the KCIA runways and I-5 a major interstate highway. Aircraft noise and vehicle traffic noise will contribute to a high noise environment at the site.

- 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.

The project will create construction noise in the short term. This short-term noise is not expected to be above background noise levels from aircraft and traffic on I-5. Noise from facility operation and traffic are also not anticipated to be above background levels.

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

None.

8. Land and Shoreline Use [\[help\]](#)

- 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.

Currently, the site is being used as a UPS shipping hub. Land uses at nearby or adjacent properties will not be affected.

- 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?

Not applicable.

- 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:

Not applicable.

- c. Describe any structures on the site.

There are 2 modular buildings and the 4300 Perimeter Road South building on-site.

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

Yes. The 2 modular buildings and the 4300 Perimeter Road South building will be demolished.

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

Industrial General 2 Unlimited/85 (IG2 U/85).

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

Industrial.

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

Not applicable.

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

Not applicable.

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

It is estimated that 351 people would work at the completed project.

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

None.

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

None.

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

None.

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

None.

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

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

None.

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

None.

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

None.

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

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The tallest building will be 40 feet. Principal exteriors include steel siding and glazing with a variety of textures.

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

The project is not expected to alter or obstruct views.

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

Not applicable.

11. Light and Glare [\[help\]](#)

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

The project will meet lighting and glare requirements for KCIA. The site will be lighted all night.

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

No. The project will meet lighting and glare requirements for KCIA.

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

None.

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

The project will meet lighting and glare requirements for KCIA.

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

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

Van Asselt Playground is approximately 2,000 feet to the east across I-5 and offers a playground with various children's amenities. Ruby Chow Park is approximately 1.3 miles to the north of the project site. The park offers picnic tables, grassy areas & views of planes taking off & landing.

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

No.

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

None.

13. Historic and cultural preservation [\[help\]](#)

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.

Yes. The 7300 Perimeter Road South Building was built in 1938-39 and may be eligible for a preservation register. The Original designer of the PWA project has not been identified. The original builder was Washington Construction Company.

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.

There is no evidence of Indian or historic use or occupation. There are no areas of cultural importance near the site. No professional studies have been conducted to identify such resources.

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.

This project includes demolition of existing structures and previously-developed lands and therefore is not expected to impact cultural and historic resources. The City of Seattle Department of Neighborhoods Historical Sites Database was reviewed. The National Register of Historic Places was reviewed. See the report, commissioned at the request of the County's Historic Preservation Program, for more historical and architectural information about specific buildings or structures on the airport property that were identified in a King County inventory of potentially significant airport resources (BOLA Architecture and Planning 2012).

- 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.

This project is not expected to impact cultural and historic resources but KCIA shall contact the Muckleshoot, Snoqualmie, Stillaguamish, Suquamish, and Tulalip Indian Tribes as early as possible in the planning process to inquire about concerns and information they may have about cultural resources in the project area and should keep them updated as to upcoming project activities. KCIA shall also include the Duwamish tribe in its community outreach for this project. Work crews will be trained in recognizing archaeological materials and in the appropriate procedures they should follow in the event any such materials are discovered during the project.

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

- 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.

The site can be accessed from Airport Way South. There will be no changes to site access as a result of this project.

- 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 served by public transit and the nearest bus stop is located at South Hardy Street and South Albro Place.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

Within the construction limits of the proposed project, there are approximately 202 existing parking stalls. These would be removed and 155 employee/customer parking stalls constructed in the proposed work. The leasehold includes a non-contiguous existing parking lot with 43 stalls, outside the construction limits, immediately north of South Othello Street. This lot will continue to serve as employee parking for the proposed project. Total parking serving the final project would be 198.

- d. 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).

Perimeter Road, a private road, would be closed south of the 7300 Building (just south of the Airport Terminal), eliminating through traffic on this segment. Local access to the properties fronting the segment would take access through S Portland Street. KPG analyzed the road closure implications. See traffic report by KPG October 18, 2019, for more information.

- e. 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 utilize adjacent roads to transport construction equipment and materials but will not impact traffic or transportation facilities. The project will occur in the vicinity of KCIA but will not impact air transportation.

- 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?

The completed project will not impact the number of vehicle trips to/from the site.

- 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.

No, the site is not located adjacent to agricultural or forest lands.

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

Not applicable; this project is not expected to impact transportation routes or traffic.

15. Public Services [\[help\]](#)

- 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.

No, additional public service is not anticipated.

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

None.

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

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

- c. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Electricity, natural gas, water, refuse service, telephone, and sanitary sewer are all needed for the project. Providers include:

Water: King County International Airport

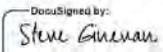
Sewer: Seattle Public Utilities

Power: Seattle City Light

Natural Gas: Puget Sound Energy

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 Steve Ginevan
Position and Agency/Organization Project Manager/UPS
Date Submitted: 10/29/2019 | 11:14 AM PDT

D. Supplemental sheet for nonproject actions [\[HELP\]](#)

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

- 1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Proposed measures to avoid or reduce such increases are:

- 2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

- 3. How would the proposal be likely to deplete energy or natural resources?

Proposed measures to protect or conserve energy and natural resources are:

- 4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks,

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:

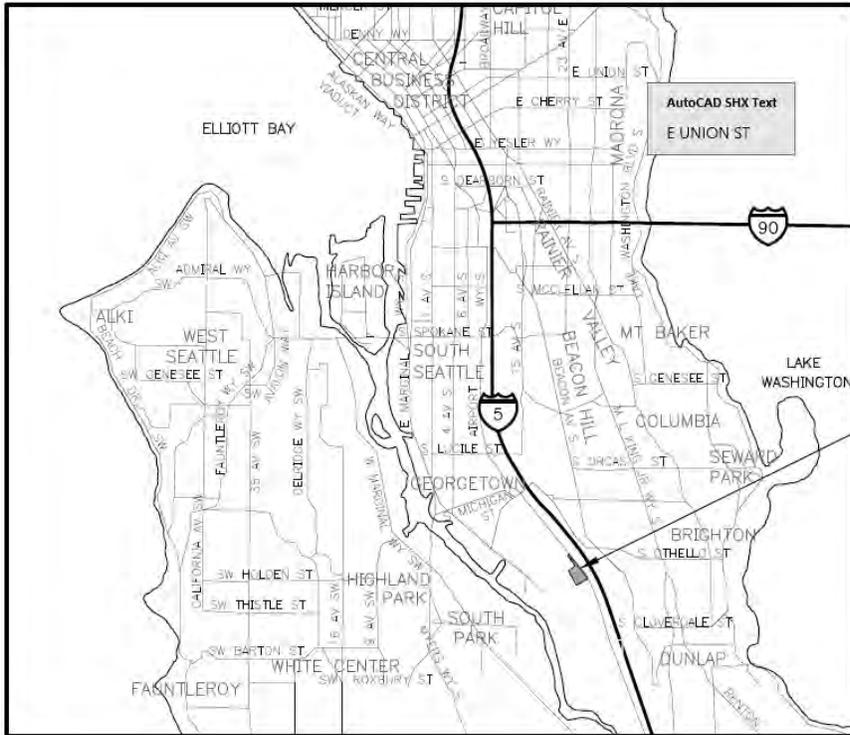
5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Proposed measures to avoid or reduce shoreline and land use impacts are:

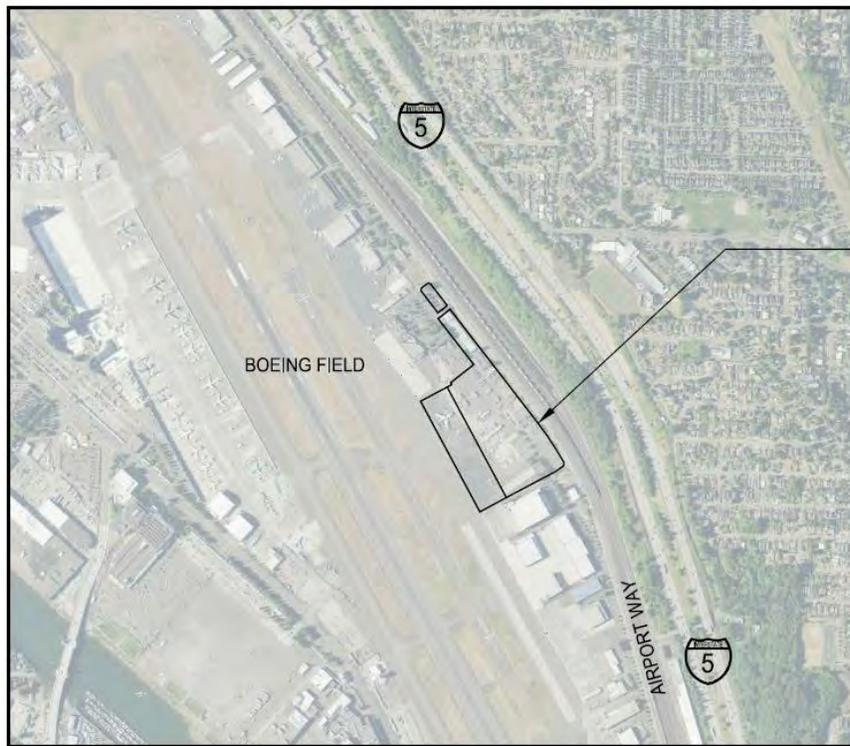
6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.



VICINITY MAP

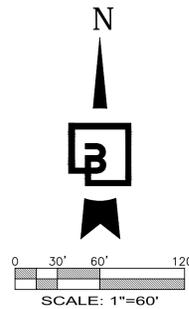
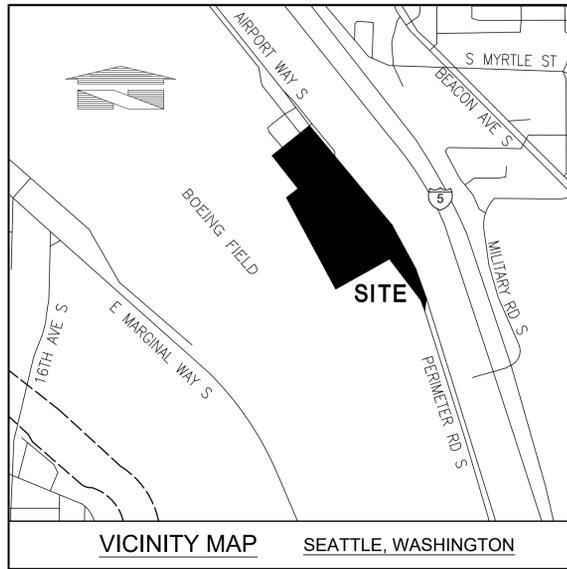


AREA MAP

Attachment A. Vicinity and project area map.

TOPOGRAPHIC SURVEY

Attachment B



LEGEND

- (NOTE: NOT ALL SYMBOLS MAY APPEAR ON THE MAP)
- SURVEY MONUMENT (AS NOTED)
 - SECTION CORNER (AS NOTED)
 - SET REBAR/CAP (LS#45789)
 - FOUND REBAR/CAP (AS NOTED)
 - SET 2"x2" HUB/TACK LINE STAKE
 - MAG/WASHER OR LEAD/TACK (AS NOTED)
 - BENCHMARK
 - LUMINAIRE (LUM.)
 - YARD LIGHT
 - ORNAMENTAL LIGHT
 - TRAFFIC SIGNAL LIGHTS
 - POWER METER
 - POWER POLE
 - JUNCTION BOX (AS NOTED)
 - TELEPHONE MANHOLE
 - CATCH BASIN (CB)
 - STORM MANHOLE (SDMH)
 - SANITARY SEWER MANHOLE (SSMH)
 - CLEANOUT (AS NOTED)
 - GAS METER
 - GAS VALVE
 - WATER VALVE (WV)
 - FAUCET
 - FIRE HYDRANT(FH) / CONNECTION(FDC)
 - WATER MANHOLE
 - WATER METER
 - BLOW-OFF / AIRVAC
 - MONITOR WELL
 - SIGN
 - IRRIGATION SPRINKLER
 - DIRECTIONAL ARROW
 - HANDICAP
 - CHAIN LINK FENCE
 - WOOD FENCE
 - HOGWIRE FENCE
 - SILT FENCE
 - METAL/IRON FENCE
 - GUARD RAIL/CABLE FENCE
 - WATER LINE
 - GAS LINE
 - STEAM LINE
 - TELEPHONE LINE (OH) OR (UG)
 - POWER LINE (OH) OR (UG)
 - STORM LINE
 - SEWER LINE
 - ROCKERY
 - KEYSTONE WALL
 - DECIDUOUS TREE
 - CONIFEROUS TREE
 - TREE DRIFLINE
 - CONCRETE
 - GRAVEL/SAND (AS NOTED)
 - ASPHALT
 - BUILDING LINE
- ABBREVIATIONS
- (R#) REFERENCE SURVEYS
 - (OH) OVERHEAD
 - (UG) UNDERGROUND
 - (TP) TYPICAL
 - (C) CALCULATED
 - (M) MEASURED
 - (RD) ROOF DRAIN

HORIZONTAL DATUM: (NAD 83/91 NORTH ZONE)

BASIS OF BEARINGS:
NORTH 35°14'13" WEST, AS MEASURED BETWEEN WSDOT MONUMENTS GP17005-179 (2621) & GP17005-181 (2623).

VERTICAL DATUM - NAVD88

VERTICAL BENCHMARK:
WSDOT MONUMENT GP17005-179 (2621), BEING THE TOP OF A FOUND CONCRETE MONUMENT W/ 3" BRASS DISK LEVEL WITH WEST CONCRETE SHOULDER OF 1-5, 3.8± MI. SOUTH OF I-90.
ELEV. = 86.61 US FEET (NAVD 88)

PROCEDURE / NARRATIVE

A FIELD TRAVERSE USING A TOPCON "GT1000" TOTAL STATION, "TOPCON HYPER HR" GPS UNIT AND TOPCON "FC5000" DATA COLLECTOR SUPPLEMENTED WITH AND FIELD NOTES WAS PERFORMED, ESTABLISHING THE ANGULAR, DISTANCE, BETWEEN THE MONUMENTS, PROPERTY LINES, AND TOPOGRAPHIC FEATURES AS SHOWN HEREON. THE RESULTING DATA MEETS OR EXCEEDS THE STANDARDS FOR LAND BOUNDARY SURVEYS AS SET FORTH IN WAC 332-130-090.

DATES OF SURVEYS:

FIELD SURVEY BY BARGHAUSEN CONSULTING ENGINEERS, INC. CONDUCTED IN JANUARY 2019.

SURVEYORS NOTES:

1. UNDERGROUND UTILITIES AND FEATURES DEPICTED HEREON ARE BASED ON FIELD OBSERVATION, MARKINGS, DEVELOPMENT PLANS, AND/OR AVAILABLE RECORD DOCUMENTS ONLY. THE TRUE LOCATION, NATURE AND/OR EXISTENCE OF BELOW GROUND FEATURES, DETECTED OR UNDETECTED, SHOULD BE VERIFIED.

- ALL DISTANCES ARE IN US FEET
- THIS IS NOT A BOUNDARY SURVEY
- NO TITLE REPORT WAS REVIEWED FOR THIS SURVEY
- NO ZONING REPORT WAS PROVIDED FOR THIS SURVEY
- AREA SURVEYED FALLS WITHIN APN 2824049007, KING COUNTY AIRPORT

EASEMENTS:

- US WEST COMMUNICATIONS EASEMENT, REC. NO. 9304141838 SHOWN PER PROVIDED CAD FILE.
- 10 FOOT WIDE WATERLINE AND 10 FOOT WIDE SEWER EASEMENTS PER REC. NO. 5212110 ARE SHOWN AT RECORD LOCATION PER DOCUMENT.

NO OTHER EASEMENTS WERE PROVIDED.

R.O.S FOR BOEING FILED, REC. NO. 20070427900001, VOL. 223 OF SURVEYS, PGS. 148-255 DEPICTS A POSSIBLE EASEMENT LINE RUNNING ALONG THE SHOWN ON-SITE SEWER LINE.

REFERENCE SURVEYS:

- R.O.S. FOR BOEING FILED, REC. NO. 20070427900001, VOL. 223 OF SURVEYS, PGS. 148-255



SURVEYOR'S CERTIFICATE:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY UPON WHICH IT IS BASED WERE MADE BY ME OR UNDER MY DIRECTION AND CORRECTLY REFLECTS THE CONDITIONS OF THIS SITE AS OF THE DATE OF THE FIELD SURVEY AS NOTED HEREON.

Owen B. Hille
OWEN B. HILLE, P.L.S.
WASHINGTON REGISTRATION NO. 40016

4/12/2019
DATE



No.	Date	By	Clk.	Appr.	Revision

Title:
TOPOGRAPHIC SURVEY
PTN OF THE NE1/4 OF THE SW1/4
AND THE NW1/4 & SW1/4 OF THE SE1/4
OF SEC. 28, T24N, R4E, W.M.
CITY OF SEATTLE, KING COUNTY, STATE OF WASHINGTON

For:
UPS - BOEING FIELD
BFI-GATEWAY

Scale:	Horizontal 1"=60'	Vertical
Designed	Drawn	Checked
Approved	Approved	Approved
Date	4/12/2019	

Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, WA 98032
425.251.6222
barghausen.com

Job Number	20632
Sheet	1 of 3

TOPOGRAPHIC SURVEY

HORIZONTAL DATUM: (NAD 83/91 NORTH ZONE)

BASIS OF BEARINGS:
NORTH 35°14'13" WEST, AS MEASURED BETWEEN WSDOT MONUMENTS
GP17005-179 (2621) & GP17005-181 (2623).

VERTICAL DATUM - NAVD88

VERTICAL BENCHMARK:
WSDOT MONUMENT GP17005-179 (2621), BEING THE TOP OF A FOUND CONCRETE
MONUMENT W/ 3" BRASS DISK LEVEL WITH WEST CONCRETE SHOULDER OF 1-5, 3.8±
MI. SOUTH OF I-90.
ELEV. = 86.61 US FEET (NAVD 88)

PROCEDURE / NARRATIVE
A FIELD TRAVERSE USING A TOPCON "GT1000" TOTAL STATION, "TOPCON
HYPER HR" GPS UNIT AND TOPCON "FC5000" DATA COLLECTOR
SUPPLEMENTED WITH AND FIELD NOTES WAS PERFORMED, ESTABLISHING THE
ANGULAR, DISTANCE, BETWEEN THE MONUMENTS, PROPERTY LINES, AND
TOPOGRAPHIC FEATURES AS SHOWN HEREON. THE RESULTING DATA MEETS OR
OR EXCEEDS THE STANDARDS FOR LAND BOUNDARY SURVEYS AS SET FORTH
IN WAC 332-130-090.

DATES OF SURVEYS:
FIELD SURVEY BY BARGHAUSEN CONSULTING ENGINEERS, INC. CONDUCTED IN
JANUARY 2019.

SURVEYORS NOTES:
1. UNDERGROUND UTILITIES AND FEATURES DEPICTED HEREON ARE BASED
ON FIELD OBSERVATION, MARKINGS, DEVELOPMENT PLANS, AND/OR AVAILABLE
RECORD DOCUMENTS ONLY. THE TRUE LOCATION, NATURE AND/OR EXISTENCE
OF BELOW GROUND FEATURES, DETECTED OR UNDETECTED, SHOULD BE
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- ALL DISTANCES ARE IN US FEET
- THIS IS NOT A BOUNDARY SURVEY
- NO TITLE REPORT WAS REVIEWED FOR THIS SURVEY
- NO ZONING REPORT WAS PROVIDED FOR THIS SURVEY
- AREA SURVEYED FALLS WITHIN APN 2824049007, KING COUNTY AIRPORT

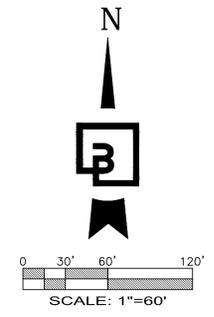
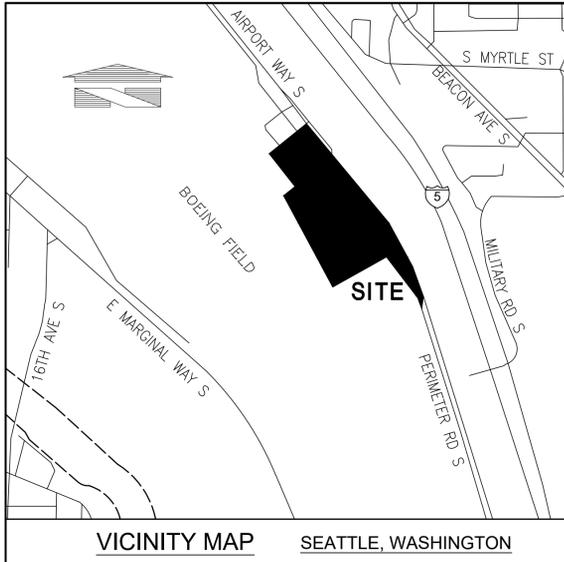
EASEMENTS:
1. US WEST COMMUNICATIONS EASEMENT, REC. NO. 9304141838 SHOWN PER
PROVIDED CAD FILE.

2. 10 FOOT WIDE WATERLINE AND 10 FOOT WIDE SEWER EASEMENTS PER
REC. NO. 5212110 ARE SHOWN AT RECORD LOCATION PER DOCUMENT.

NO OTHER EASEMENTS WERE PROVIDED.

R.O.S. FOR BOEING FIELD, REC. NO. 2007042790001, VOL. 223 OF
SURVEYS, PGS. 148-255 DEPICTS A POSSIBLE EASEMENT LINE RUNNING
ALONG THE SHOWN ON-SITE SEWER LINE.

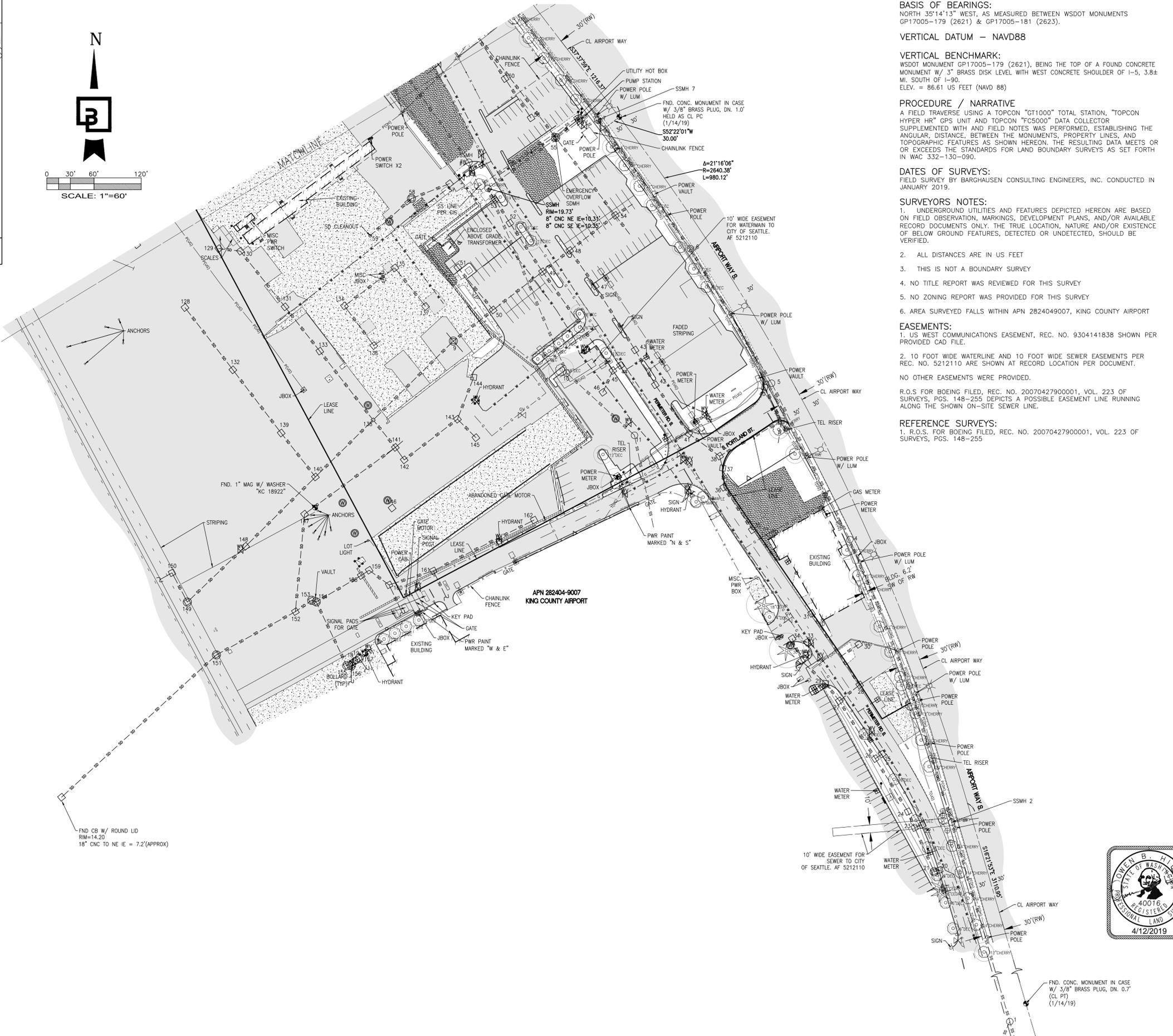
REFERENCE SURVEYS:
1. R.O.S. FOR BOEING FIELD, REC. NO. 2007042790001, VOL. 223 OF
SURVEYS, PGS. 148-255



LEGEND

(NOTE: NOT ALL SYMBOLS MAY APPEAR ON THE MAP)

- SURVEY MONUMENT (AS NOTED)
 - SECTION CORNER (AS NOTED)
 - SET REBAR/CAP (LS#45789)
 - FOUND REBAR/CAP (AS NOTED)
 - SET 2"x2" HUB/TACK LINE STAKE
 - MAG/WASHER OR LEAD/TACK (AS NOTED)
 - BENCHMARK
 - LUMINAIRE (LUM.)
 - YARD LIGHT
 - ORNAMENTAL LIGHT
 - TRAFFIC SIGNAL LIGHTS
 - POWER METER
 - POWER POLE
 - JUNCTION BOX (AS NOTED)
 - TELEPHONE MANHOLE
 - CATCH BASIN (CB)
 - STORM MANHOLE (SDMH)
 - SANITARY SEWER MANHOLE (SSMH)
 - CLEANOUT (AS NOTED)
 - GAS METER
 - GAS VALVE
 - WATER VALVE (WV)
 - FAUCET
 - FIRE HYDRANT(FH) / CONNECTION(FDC)
 - WATER MANHOLE
 - WATER METER
 - BLOW-OFF / AIRVAC
 - MONITOR WELL
 - SIGN
 - IRRIGATION SPRINKLER
 - DIRECTIONAL ARROW
 - HANDICAP
 - CHAIN LINK FENCE
 - WOOD FENCE
 - HOGWIRE FENCE
 - SILT FENCE
 - METAL/IRON FENCE
 - GUARD RAIL/CABLE FENCE
 - WATER LINE
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 - STEAM LINE
 - TELEPHONE LINE (OH) OR (UG)
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 - CONCRETE
 - GRAVEL/SAND (AS NOTED)
 - ASPHALT
 - BUILDING LINE
- ABBREVIATIONS
- (R#) REFERENCE SURVEYS
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 - (M) MEASURED
 - (RD) ROOF DRAIN

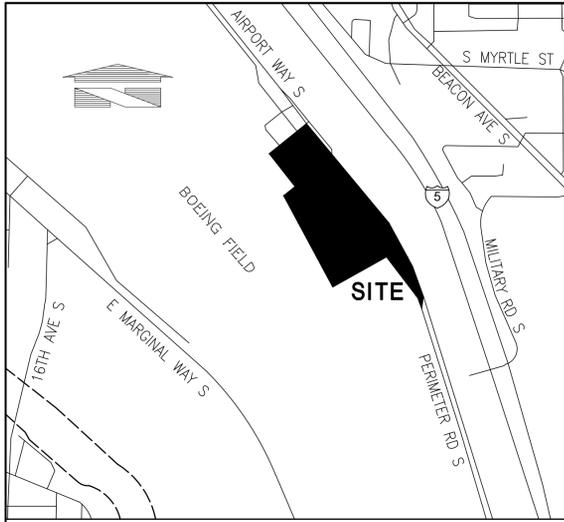


	Revision						
No.	Date	By	Clk.	Appr.	Title: TOPOGRAPHIC SURVEY PTN OF THE NE 1/4 OF THE SW 1/4 AND THE NW 1/4 & SW 1/4 OF THE SE 1/4 OF SEC. 28, T24N, R4E, W1M. CITY OF SEATTLE, KING COUNTY, STATE OF WASHINGTON		
For: UPS-BOEING FIELD BFI-GATEWAY							
Scale:		Horizontal 1"=60'		Vertical			
Designed	Drawn	Checked	Approved	Date 4/12/19			
Barghausen Consulting Engineers, Inc. 18215 72nd Avenue South Kent, WA 98032 425.251.6222 barghausen.com							
Job Number 20632	Sheet 2	of 3					

TOPOGRAPHIC SURVEY

STORM AND SEWER STRUCTURES

1. SSMH RIM=18.00' 10" CNC N IE=7.45' 10" CNC S IE=7.60' 6" CNC SW IE=7.55'	2. SSMH RIM=18.75' 12" CNC NW IE=6.65' 10" CNC E IE=7.05' 10" CNC SW IE=6.75'	3. SSMH RIM=18.61' 12" CNC NW IE=6.26' 12" CNC SE IE=6.26'	4. SSMH RIM=19.08' 12" CNC NW IE=5.93' 12" CNC SE IE=6.03'	5. SSMH RIM=19.47' 12" CNC NW IE=5.50' 12" CNC SE IE=5.60'	6. SSMH RIM=19.61' 12" CNC NW IE=5.11' 12" CNC SE IE=5.26'	7. SSMH RIM=19.45' 8" SW IE=4.95' 12" SE IE=4.95'	8. SSMH RIM=19.73' 8" CNC NW IE=15.58' 6" CNC SE IE=16.13' 8" CNC S IE=15.68'	9. SDMH RIM=17.64' 8" DI NW IE=13.19' 12" CNC NE IE=12.29' 8" CLAY SE IE=13.19' 12" CNC SW IE=12.39'	10. SSMH RIM=19.28' 8" CNC N IE=11.91' 8" CNC SE IE=12.08'	11. SSMH RIM=19.30' 8" CNC N IE=12.45' 8" CNC SW IE=12.55'	12. SSMH RIM=18.96' 12" CNC NW IE=12.51' 12" CNC SE IE=12.55' 6" CNC NW IE=PLUGGED	13. SSMH RIM=18.33' 12" CNC NW IE=11.58' 8" CNC E IE=11.68' 12" CNC SE IE=11.68'	14. SSMH RIM=19.26' 12" CNC N IE=13.59' 12" CNC SE IE=13.67' 8" CNC SW IE=13.75'	15. SSMH T2 RIM=18.90' 10" CNC NE IE=14.19' 8" CNC W IE=14.25' 10" CNC SW IE=14.25'	16. SSMH RIM=19.33' 12" CNC NW IE=10.58' 12" CNC S IE=10.68'	17. SDMH RIM=17.30' 18" CNC NW IE=12.95' 18" CMP S IE=12.95'	18. SDMH RIM=16.84' 12" DI SW IE=10.26'	19. SDMH RIM=16.86' 12" PVC NE IE=10.96'	20. CB STD GRT RIM=19.36' 8" DI W IE=17.26'	21. SDMH RIM=18.53' 18" CNC N IE=14.43' 8" DI E IE=16.33' 18" CNC S IE=14.43'	22. CB STD GRT RIM=19.58' 8" DI SW IE=16.43'	23. CB SOLID LID RIM=18.16' 18" CNC NW IE=14.66' 8" DI NE IE=15.66' 18" CNC SE IE=14.66'	24. CB SOLID LID RIM=18.41' N IE=14.66' S IE=14.66'	26. CB SOLID LID RIM=18.15' 18" CNC NW IE=15.00' 8" DI E IE=15.75' 18" CNC SE IE=15.00'	27. CB SOLID LID RIM=18.91' 18" CNC NW IE=15.21' 6" PVC NE IE=16.06' 18" CNC SE IE=15.21'	28. CB STD GRT T1 RIM=19.18' 6" CNC NW IE=16.88' 6" CNC NE IE=17.03' 6" CNC SW IE=16.83'	29. CB STD GRT RIM=19.21' 18" CNC NW IE=15.31' 18" CNC SE IE=15.31'	30. CB STD GRT T1 RIM=19.03' 6" PVC NW IE=17.53' 6" PVC N IE=17.73' 6" PVC SE IE=17.73'	31. CB STD GRT T1 RIM=18.93' 6" CNC SE IE=17.77'	32. CB SOLID LID RIM=19.87' 6" PVC NW IE=16.31' 18" CNC SE IE=16.22'	33. CB STD GRT T1 RIM=19.36' ???? SW IE=17.26'	34. CB STD GRT T1 RIM=19.27' 6" PVC SE IE=16.70' 6" PVC S IE=16.77'	35. 950506 CB STD GRT RIM=19.79' 6" PVC NW IE=17.06'	36. CB STD GRT RIM=19.92' 6" PVC N IE=16.32' 6" CNC SE IE=16.17'	37. CB STD GRT RIM=19.92' 6" CNC SE IE=16.47' 6" PVC NW IE=16.47'	38. CB STD GRT RIM=20.40' 6" CNC NE IE=15.85' 8" PVC NW IE=15.80' 6" PVC SE IE=15.90'	39. CB STD GRT RIM=19.19' 6" CNC NW IE=17.09' 6" PVC SW IE=17.09' 6" CNC SSW IE=17.24'	40. CB STD GRT T1 RIM=19.41' 6" PVC ESE IE=17.06'	41. CB STD GRT T1 RIM=20.28' 8" PVC NW IE=15.43' 8" CNC SE IE=15.73'	42. CB STD GRT T1 RIM=19.92' 12" CNC NW IE=14.17' 8" CNC SE IE=14.37'	43. CB STD GRT T1 RIM=19.92' 12" CNC NW IE=14.17' 8" CNC SE IE=14.37'	44. CB STD GRT T1 RIM=19.76' 8" PVC SW IE=18.06'	45. CATCH BASIN RIM=19.32' 8" CNC NW IE=15.42' 8" PVC NE IE=15.26' 6" PVC SW IE=15.52'	46. CB STD GRT RIM=17.52' 6" PVC NE IE=16.27'	47. CB STD GRT RIM=19.83' 12" CNC NW IE=13.58' 12" CNC SE IE=13.73'	48. CB STD GRT RIM=19.45' 12" CNC SW IE=13.30' 12" CNC NE IE=13.35' 12" CNC SE IE=13.45'	49. CB STD GRT RIM=19.35' 8" CNC NW IE=12.73' 12" CNC SW IE=10.20' 8" CNC SE IE=13.85' 12" CNC SW IE=13.10'	50. CB STD GRT RIM=18.29' 8" CNC NW IE=13.19' 12" CNC NE IE=12.79' 12" CNC SW IE=12.84' 6" PVC SW IE=16.59'	51. CB STD GRT RIM=18.36' 6" PVC NW IE=16.36' 8" CNC SE IE=14.24'	52. CB STD GRT RIM=18.44' 8" CNC NW IE=14.94' 8" CNC SE IE=14.74'	53. CB STD GRT RIM=18.81' 8" PVC NW IE=14.86' 8" PVC SE IE=14.86'	54. CB RND LID RIM=18.61' 12" CNC NW IE=12.71' 8" CNC NE IE=13.64' 8" CNC SE IE=13.66' 12" CNC SW IE=12.86'	55. SDMH (EMERGENCY OVERFLOW) RIM=19.33' 12" CNC NW IE=13.48' 8" DI NE IE=17.28' 12" CNC SE IE=13.48'	56. CB RND LID RIM=18.36' 6" PVC N IE=15.96'	57. CB STD GRT T1 RIM=18.43' 6" PVC SW IE=17.48' 6" PVC NE IE=17.38'	58. SDMH RIM=19.01' 2" DI NE IE=13.56' 2" DI SW IE=13.56' 4" DI SW IE=13.56'	59. SD CLEANOUT RIM=17.90'	60. CB STD GRT T1 RIM=18.42' 6" PVC NE IE=16.52'	61. SDMH RIM=20.16' 12" CNC NW IE=13.46' 12" CNC SE IE=13.46'	62. CB RND LID RIM=18.68' 6" CNC NE IE=16.54'	63. CATCH BASIN RIM=18.68' 6" CNC NW IE=15.28' 8" CNC NE IE=15.13' 6" PVC SW IE=15.18'	64. CB STD GRT T2 RIM=19.22' 8" PVC SW IE=16.47' 6" PVC SE IE=16.62'	65. CB STD GRT T1 RIM=19.02' CLOSED UNABLE TO MEASURE	66. CB STD GRT RIM=18.62' 6" CNC NW IE=15.72' 8" PVC NE IE=15.37' 6" DI SW IE=15.52'	67. CB STD GRT T1 RIM=17.98' 6" PVC SE IE=16.48'	68. CATCH BASIN RIM=17.79' 6" CNC SW IE=15.29' 6" CNC NE IE=15.29'	69. CB RND LID RIM=17.43' 6" CNC NE IE=15.28'	70. CATCH BASIN RIM=17.88' 8" PVC N IE=15.73'	71. SDMH RIM=18.76' 8" ADS NW IE=15.31' 12" CNC NE IE=14.66' 8" ADS SE IE=15.31' 8" CNC SW IE=14.66' 4" DI W IE=16.81'	72. CB STD GRT RIM=18.25' 8" PVC NW IE=16.20' 8" ADS SE IE=16.20'	73. CB RND LID T2 RIM=18.72' 6" CNC NE IE=15.47' 8" CNC SE IE=15.52'	74. CB RND LID RIM=18.94' 12" CNC SW IE=14.04' 12" CNC SE IE=14.04'	75. CB RND LID RIM=18.84' 8" CNC NW IE=16.54' 6" CNC SE IE=16.54'	8" SW IE=16.19' 76. CB STD GRT T1 RIM=19.25' 6" CNC NW IE=16.55' 8" CNC SE IE=16.15'	77. CATCH BASIN RIM=18.10' 8" ADS SE IE=16.95'	78. CATCH BASIN RIM=18.09' 4" DI SE IE=16.89'	79. CATCH BASIN RIM=18.04' 4" DI S IE=17.04'	80. CATCH BASIN RIM=18.97' 8" SW IE=15.67'	81. CB STD GRT T1 RIM=19.18' 4" CNC SE IE=17.58'	82. CB STD GRT T1 RIM=19.24' 6" CNC SE IE=16.94'	83. CB RND LID T2 RIM=18.80' 6" CNC NW IE=17.25' 8" DI N IE=17.25' 6" DI E IE=17.35' 6" CNC S IE=17.35'	84. CB RND LID RIM=19.15' 6" CNC SW IE=17.75' 6" CNC SE IE=17.65'	85. CB STD GRT T1 RIM=19.58' 8" DI NE IE=17.56'	86. CB STD GRT T1 RIM=19.39' 8" DI N IE=16.89' 8" DI SE IE=16.94' 8" DI SW IE=17.09'	87. CB STD GRT T1 RIM=19.30' 8" DI NW IE=17.45'	88. SDMH GRATED RIM=19.36' 8" CNC N IE=16.50' 8" DI S IE=16.24' 8" DI SSW IE=16.78'	89. SDMH RIM=20.16' 12" CNC NW IE=14.51' 6" CNC NE IE=15.36' 12" CNC SE IE=14.46' 6" CNC SW IE=15.36'	90. CATCH BASIN RIM=19.90' 8" SW IE=16.75'	91. CATCH BASIN RIM=19.91' 3" PVC SW IE=19.11' 3" PVC E IE=19.11' 6" CNC E IE=18.31'	92. CATCH BASIN RIM=19.14' 8" PVC SE IE=17.94'	93. CB STD GRT T1 RIM=19.04' 8" CNC SW IE=16.89'	94. CB STD GRT T1 RIM=18.88' 8" PVC NW IE=17.18' 8" CNC NE IE=16.43' 12" CNC SE IE=16.33' 8" CNC SW IE=16.38'	95. CB STD GRT T1 RIM=18.68' 6" CNC NW IE=16.78' 8" CNC NE IE=16.73'	96. CB STD GRT T1 RIM=18.48' 6" CNC N IE=16.58' 8" CNC E IE=16.52'	97. CB STD GRT T2 RIM=18.79' 6" CNC SE IE=16.89'	98. CB STD GRT T1 RIM=18.52' 6" CNC SE IE=16.07'	99. SDMH T2 RIM=18.38' 12" CNC NW IE=15.53' 8" CNC W IE=15.58' 12" CNC SW IE=15.48' 12" CNC SE IE=15.43'	100. SD STD GRT T1 RIM=17.86' 12" CNC NE IE=15.71' 12" CNC SW IE=15.66'	101. CB STD GRT T1 RIM=17.92' 12" CNC NE IE=16.27' 3" DI E IE=16.94' 6" CNC W IE=16.40'	102. SDMH RIM=18.01'	103. SDMH T2 RIM=18.89' 18" CNC NW IE=14.89' 18" CNC SW IE=14.69'	104. CB STD GRT T1 RIM=17.68' 18" CNC NE IE=14.28' 18" PVC SW IE=14.65'	105. CB STD GRT T1 RIM=18.04' 18" CNC NE IE=14.59' 18" CNC SE IE=14.49' 8" CNC NW IE=15.29' 8" CNC SW IE=15.49'	106. CB STD GRT T2 RIM=17.09' 16" CNC N IE=13.47' 16" CNC SW IE=13.29'	107. SDMH RIM=17.45' 2" DI NW 2" DI NW	108. SDMH RIM=17.16' LOCKED UNABLE TO MEASURE	109. CB SOLID LID RIM=17.80' 8" CNC NW IE=13.15' 18" CNC SE IE=11.55'	110. CATCH BASIN RIM=17.28' 18" CNC NW IE=12.08' 8" CNC SE IE=12.08'	111. CB STD GRT RIM=17.19' 15" CNC N IE=12.36' 18" CNC E IE=12.26' 18" CNC W IE=12.06'	112. SDMH RIM=17.43' UNABLE TO MEASURE	113. CB RND LID RIM=16.61' 8" DI NW IE=12.51' 6" CNC SE IE=13.11' 6" DI SW IE=13.39'	114. CATCH BASIN RIM=20.16' UNABLE TO MEASURE	115. CATCH BASIN RIM=16.10' 8" PVC SW IE=13.73' 6" CNC NE IE=13.55'	116. CATCH BASIN RIM=17.17'	117. CATCH BASIN RIM=16.87' 18" CMP NW IE=13.77' 6" CNC SW IE=13.87' 12" CMP S IE=13.77' 6" CNC SE IE=14.37'	118. CB SOLID LID RIM=17.54' POWER VAULT	119. CATCH BASIN RIM=16.87' UNABLE TO MEASURE	120. CATCH BASIN RIM=16.98' UNABLE TO MEASURE	121. CB STD GRT T1 RIM=16.72' 12" CMP N IE=13.92' 8" CNC SW IE=13.92' 12" CMP S IE=13.92'	122. CATCH BASIN RIM=16.61' 12" CMP NW IE=14.16' 8" CNC W IE=14.36' 12" CMP SE IE=14.16' 6" CNC NE IE=14.23'	123. CB STD GRT T1 RIM=17.18' 6" CNC NW IE=16.08'	124. CATCH BASIN RIM=16.85' UNABLE TO MEASURE	125. CATCH BASIN RIM=17.01' UNABLE TO MEASURE	126. CATCH BASIN RIM=17.00' UNABLE TO MEASURE	127. CB STD GRT RIM=16.24' 4" PVC NW IE=13.69' 8" PVC SW IE=13.39'	128. CATCH BASIN RIM=17.38' UNABLE TO MEASURE	129. CB STD GRT T1 RIM=16.91' 18" CNC NE IE=15.26'	130. CB RND LID RIM=17.13' 8" CNC NW IE=15.48' 8" PVC SE IE=15.28'	131. CB STD GRT T1 RIM=16.77' 8" CNC NW IE=13.77' 8" CNC SE IE=13.77'	132. CATCH BASIN RIM=17.26' 8" CNC NW IE=14.76' 8" CNC SE IE=14.61'	133. CB STD GRT T1 RIM=16.57' 8" PVC NW IE=13.62' 8" CNC SE IE=13.72'	134. CB STD GRT T1 RIM=17.89' 4" DI N IE=16.29' 4" DI E IE=16.29'	135. CB STD GRT T1 RIM=17.89'	136. CB STD GRT T1 RIM=17.93' 4" DI NW IE=16.83' 2" DI NE IE=16.53'	137. CB STD GRT T1 RIM=17.69'	138. CATCH BASIN RIM=17.09'	139. CATCH BASIN RIM=17.19' 8" CNC NW IE=14.27' 18" CNC E IE=12.89' 18" CNC W IE=12.06'	140. CB STD GRT T1 RIM=17.15' ???? N IE=13.15' 12" CNC NE IE=12.20' 12" CNC SW IE=12.20'	141. CB STD GRT T2 RIM=18.12' 12" ADS NW IE=11.02' 18" ADS NE IE=10.00' 8" PVC SE IE=12.97' 18" ADS SW IE=9.82'	142. CB STD GRT RIM=17.40' 8" CNC NW IE=13.45' 8" CNC NE IE=13.55'	143. CB STD GRT T1 RIM=18.12' 8" CNC N IE=14.07' 8" CNC SE IE=14.37' 8" CNC SW IE=14.32'	144. CB STD GRT T1 RIM=18.02' 8" CNC S IE=14.42'	145. CB STD GRT T1 RIM=17.49' 8" CNC NW IE=14.04' 8" CNC NE IE=12.18'	146. CB SOLID LID RIM=17.61' 6" CNC NW IE=15.91'	147. CB STD GRT RIM=16.54'	148. CATCH BASIN RIM=16.18' 12" CNC SW IE=12.18' 12" CNC NE IE=12.18'	149. SDMH RIM=16.43' LOCKED UNABLE TO MEASURE	150. CB STD GRT T1 RIM=15.95' 8" CNC SW IE=13.15' 12" CNC SE IE=12.90'	151. SDMH RIM=17.31' LOCKED UNABLE TO MEASURE	152. CATCH BASIN T2 RIM=16.73' 18" CNC SW IE=9.40' 18" DI NE IE=9.40'	153. SDMH RIM=16.76' 18" DI SW IE=9.41' 24" PVC NE IE=8.26' 18" CMP E IE=9.41'	154. SDMH RIM=16.81' 24" PVC W IE=9.41' 18" DI NE IE=9.41'	155. SDMH	156. SDMH RIM=16.83' 18" PVC NW IE=8.63' 18" ADS S IE=9.83'	157. SDMH RIM=16.84' 12" ADS SE IE=10.94' 12" PVC SW IE=10.94'	158. CB STD GRT T1 RIM=15.95' 8" PVC NE IE=13.65'	159. CB STD GRT RIM=16.71' 18" CNC E IE=9.67' 18" CNC SW IE=9.67' 8" PVC SW IE=12.96'	160. CB STD GRT T2 RIM=16.71' 18" CNC W IE=10.61' 18" CNC E IE=10.61' 18" CNC SE IE=10.61'	161. CB STD GRT RIM=15.99' 8" PVC NE IE=10.49' 18" CNC SE IE=10.14' 18" CNC SW IE=10.14'	162. CB STD GRT T1 RIM=17.17' 8" PVC SW IE=15.02'
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VICINITY MAP SEATTLE, WASHINGTON

No.	Date	By	Ckd.	Appr.	Revision

Title: TOPOGRAPHIC SURVEY
PTN OF THE NE 1/4 OF THE SW 1/4
AND THE NW 1/4 & SW 1/4 OF THE SE 1/4
OF SEC. 28, T24N, R4E, W.M.
CITY OF SEATTLE, KING COUNTY, STATE OF WASHINGTON

For: UPS-BOEING FIELD
BFI-GATEWAY

Scale:	Horizontal 1"=60'	Vertical
Designed	_____	_____
Drawn	_____	_____
Checked	_____	_____
Approved	_____	_____
Date	4/12/19	

Barghausen Consulting Engineers, Inc.
18215 72nd Avenue South
Kent, W 98032
425.251.6222
barghausen.com

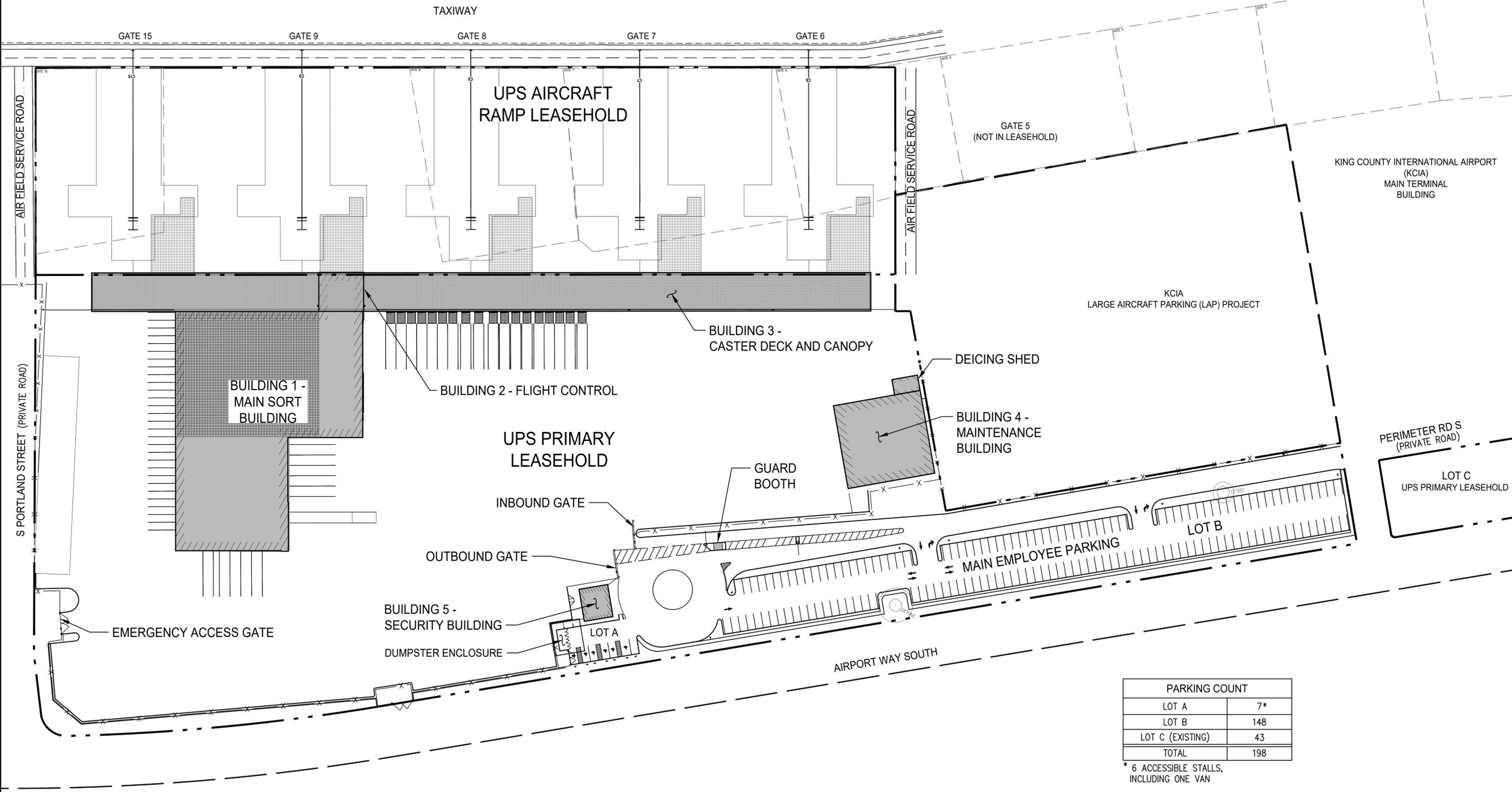
Job Number: 20632
Sheet: 3 of 3



Attachment C

KING COUNTY INTERNATIONAL AIRPORT (KCIA) BOEING FIELD INTERNATIONAL (BFI)

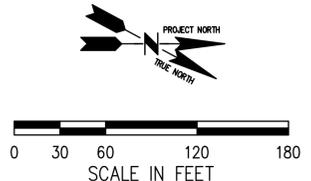
KPG
Interdisciplinary Design
SEATTLE Tacoma
3131 Elliott Ave Wenatchee
Suite 400 WA 98121 Bellevue
(206) 286 1640 www.kpg.com



PARKING COUNT	
LOT A	7*
LOT B	148
LOT C (EXISTING)	43
TOTAL	198

* 6 ACCESSIBLE STALLS, INCLUDING ONE VAN

A SITE ARRANGEMENT PLAN
G004 SCALE: 1" = 60'



**80% REVIEW
SUBMITTAL**
09/13/2019

UPS BFI
GATEWAY EXPANSION
GENERAL
SITE ARRANGEMENT PLAN

NO.	DATE	BY	APPR.	REVISIONS

SCALE: ONE INCH AS DRAWN

Approved By

DJ DEAN	MAY 2019
QA/QC MANAGER	DATE
CHARLIE CONWAY	AUG 2019
PROJECT MANAGER	DATE
DJ DEAN	MAY 2019
PROJECT ARCHITECT	DATE

18072_G005-SITE.dwg
FILENAME
C CONWAY JULY 2019
DESIGNED BY
J PALMER JULY 2019
DRAWN BY
DJ DEAN AUG 2019
CHECKED BY

k:\PROJECTS\UPS\18072-ups-bfi-gateway-expansion\Drawings\Architectural-Current\18072_G005-SITE.dwg 9/16/2019 12:06 PM

Attachment D. UPS BFI Gateway Expansion.



Section I: Buildings

Type (Residential) or Principal Activity (Commercial)	# Units	Square Feet (in thousands of square feet)	Emissions Per Unit or Per Thousand Square Feet (MTCO2e)			Lifespan Emissions (MTCO2e)
			Embodied	Energy	Transportation	
Single-Family Home.....	0		98	672	792	0
Multi-Family Unit in Large Building	0		33	357	766	0
Multi-Family Unit in Small Building	0		54	681	766	0
Mobile Home.....	0		41	475	709	0
Education		0.0	39	646	361	0
Food Sales		0.0	39	1,541	282	0
Food Service		0.0	39	1,994	561	0
Health Care Inpatient		0.0	39	1,938	582	0
Health Care Outpatient		0.0	39	737	571	0
Lodging		0.0	39	777	117	0
Retail (Other Than Mall).....		0.0	39	577	247	0
Office		11.6	39	723	588	15652
Public Assembly		0.0	39	733	150	0
Public Order and Safety		0.0	39	899	374	0
Religious Worship		0.0	39	339	129	0
Service		0.0	39	599	266	0
Warehouse and Storage		0.0	39	352	181	0
Other		55.1	39	1,278	257	86737
Vacant		0.0	39	162	47	0

Section II: Pavement.....

Pavement.....		707.20				35360
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Total Project Emissions:

137749

Data entry fields