



Federal Transit
Administration

Madison Street Corridor Bus Rapid Transit (BRT)

Land Use Technical Memorandum

Prepared for

**Seattle Department of Transportation
Federal Transit Administration**

Lead Author

Environmental Science Associates

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1 Introduction

Transportation projects have the potential to impact land use either directly, through acquisition of land for transportation facilities, or indirectly through changes to land use development patterns. For instance, improved access to an area can spur new development, increased road capacity and parking facilities can encourage automobile-oriented development, and transit improvements can foster more compact, mixed, and multi-modal development. The National Environmental Policy Act (NEPA) requires that land use be considered when assessing potential impacts of a transportation project. This technical memorandum evaluates potential impacts on existing and future land uses resulting from the Madison BRT Project.

2 Project Description

2.1 Background

The Madison BRT Project is located in a dense and rapidly developing area that includes portions of Madison Valley, the Central District, Capitol Hill, First Hill, and Downtown Seattle. Providing BRT service along the 2.4-mile Madison Street corridor is identified in the Seattle Transit Master Plan and listed as a near-term action in the 2016 Move Seattle Strategic Vision. This project would improve transit capacity, travel time, reliability, and connectivity in an area that is highly urbanized and has a lower rate of automobile ownership than other parts of the city. It would also connect with other modes of public transit (bus routes, street cars, light rail, ferries) and improve pedestrian and bicycle access along the corridor.

2.2 Project Location

The project site is located in Seattle, Washington (Figure 1). The 2.4-mile corridor would begin and end at Martin Luther King (MLK) Jr. Way E in the east. Figure 2 shows that from MLK Jr. Way E the Madison BRT Project would head west on Madison Street for 2.26 miles to 1st Avenue, head north on 1st Avenue for 290 feet, head east on Spring Street for 0.43 mile, head south on 9th Avenue for 290 feet, and head east on Madison Street for 1.78 miles.

2.3 Description of Proposed Work

The Project would create a new BRT line along the Madison Street corridor. It would include construction of approximately 11 BRT station areas with 21 directional platforms along the project corridor, new Transit Only Lanes (TOLs) and Business Access & Transit (BAT) lanes, pedestrian and bicycle improvements, and signal and utility upgrades along the corridor. The Madison BRT would also replace portions of the King County Metro Route 12 where they would otherwise overlap. Metro anticipates they will revise the Route 12 to compliment the BRT and continue to serve the east Capitol Hill areas as it currently does. Construction would start in 2018 and conclude in the fall of 2019.

Stations

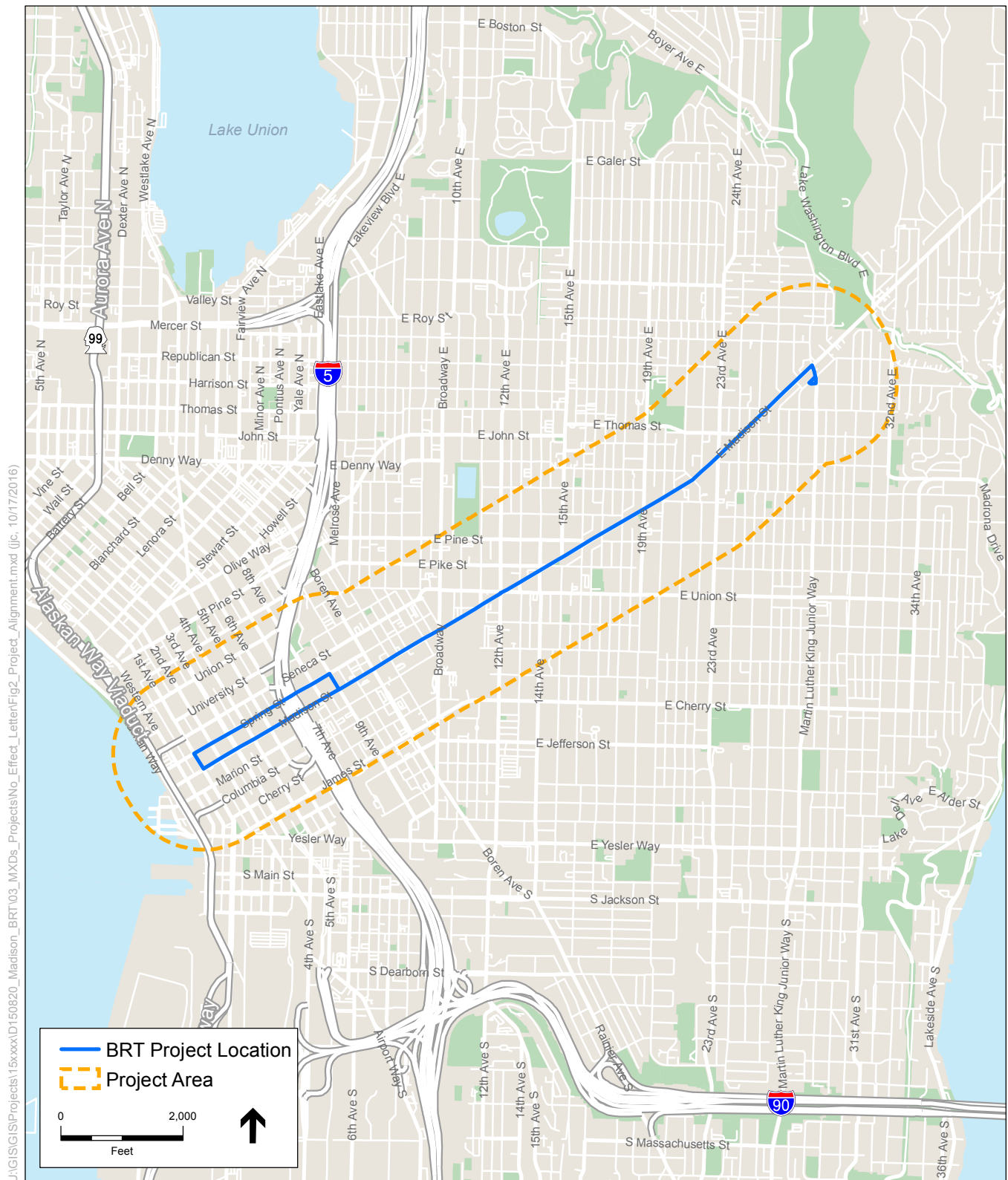
There would be a total of 11 station areas with 21 directional platforms. There would also be three layover stalls located at the eastern terminus of the corridor. Some transit stations would be curbside (sidewalk) stations and some would be island stations in the center of the street.



SOURCE:
Wa. Dept. of Ecology 2016; ESA 2016; OSM 2015.

SDOT Madison BRT Design . 150820

Figure 1
Project Vicinity



SOURCE:
 Wa. Dept. of Ecology 2016; ESA 2016; OSM 2015.

SDOT Madison BRT Design . 150820
Figure 2
 Project Alignment

Right-of-Way Improvements

For the Madison BRT Project, 1.98 miles of new TOLs and 0.82 mile of BAT lanes would be provided. Ten acres of new and replaced roadway pavement and sidewalk would be placed under the project. Many of the existing rights-of-way within the corridor would not allow for the addition of a new 10.5-foot-wide bus lane without the narrowing of other existing lanes. Therefore, in certain sections of the roadway, existing general purpose lanes may need to be converted for BRT use (approximately 28% of the existing general purpose lanes). Up to 227 on-street parking spaces (currently allowing parking during non-peak hours only) within the corridor may also need to be removed to accommodate new BRT lanes.

Pedestrian and Bicycle Improvements

The project would include a number of improvements for pedestrians and bicyclists. Where the project is impacting the existing sidewalks along the corridor, repairs or replacements would be completed to restore them to ADA standards. Corner bulb-out sidewalk extensions would be provided at a number of locations, which reduce street crossing distance and increase visibility of pedestrians. At Boren Avenue, Broadway Avenue, and Union Street sidewalks would be narrowed slightly to accommodate left-turn lanes.

Protected Bicycle Lanes (PBLs) would remain on Spring Street between 2nd Avenue and 4th Avenue and added on Union Street between 12th Avenue and 14th Avenue. A sharrows situation would be created in the left lane on Spring Street from 1st Avenue to 2nd Avenue.

Additional crosswalk and bicycle crossings would be provided at the intersection of 12th Avenue and Union Street, in accordance with the Seattle Bicycle Master Plan. As part of the project, a wide crosswalk would be constructed on Madison Street on the east side of the intersection, enabling transitions between the bike facilities on Union Street, to the east across Madison Street, and 12th Avenue.

A short segment of bicycle lane would be striped through the intersection of 24th Avenue and John Street, and improvements to the sidewalk on Madison Street west of the intersection would be included in the project in order to facilitate through movements on the 24th Avenue greenway.

Landscaping and Art Improvements

In order to complete construction of the stations, widen lanes, relocate utilities, and improve sidewalks and implement other frontage improvements, some existing street trees would be removed (approximately 70). However, SDOT would install a new 2,600 square-foot Pocket Plaza with sidewalk and landscaping at the intersection of Madison Street, E Pike Street, and 14th Avenue. Public art may also be included as part of the project through the 1% for Art Program.

3 Methodology

To assess potential impacts on land uses within the project area, the existing and planned future land uses, as well as the current zoning, were identified within a quarter mile of the project alignment. Applicable regional and local land use plans were also reviewed to determine if the proposed project would be consistent with adopted goals and policies.

4 Affected Environment

4.1 Policy Framework

Land use is regulated and influenced by City of Seattle plans and policies, as well as several county, state, and regional plans and policies. These plans and policies are consistent with the Washington State

Growth Management Act (GMA), which provides a comprehensive tiered structure for managing growth and coordinating land use development with the construction of transportation facilities and other infrastructure.

Puget Sound Regional Council – Vision 2040

Federal legislation requires the designation of a Municipal Planning Organization (MPO) for each urbanized area with a population of more than 50,000. The Puget Sound Regional Council (PSRC) is the designated MPO for the central Puget Sound region, which encompasses King, Kitsap, Pierce, and Snohomish counties. The PSRC is also designated as the regional transportation planning organization (RTPO) for the Puget Sound region (PSRC, 2009).

The PSRC developed VISION 2040 as a strategy for accommodating expected growth in central Puget Sound by 2040. VISION 2040 proposes concentrated growth and employment in urban centers, with high-quality multimodal transportation linkages between the centers. Transportation 2040, a component of VISION 2040, provides the long-term strategy for regional investment in transportation.

Seattle Comprehensive Plan

The City of Seattle's Comprehensive Plan, *Toward a Sustainable Seattle*, was adopted in 2005 and has been periodically amended as recently as 2015. The plan defines the framework for managing future growth over the 20-year period between 2004 and 2024 (City of Seattle, 2005). The 1994 Comprehensive Plan proposes an Urban Village/Urban Center strategy. The currently-adopted comprehensive plan furthers this strategy by promoting job and housing growth in concentrated centers that can be efficiently accessed and connected by a multimodal transportation system, including high-quality, frequent transit.

The City of Seattle is currently in the process of updating its comprehensive plan. A draft of the new Seattle comprehensive plan, Seattle 2035, was released in July of 2015. It is anticipated that the new plan will be adopted at the end of 2016. Seattle 2035 manages growth between 2015 and 2035 through continued implementation of an urban village strategy that: directs growth to existing urban centers and villages; focuses on accessibility and providing a mixture of uses within neighborhoods; contributes to the vibrancy of neighborhood centers; and reinforces the benefits of City investments in transit, parks, utilities, community centers, and other infrastructure (City of Seattle, 2015). A new "Transit Communities" subsection of the plan calls for the City to "leverage local and regional transit investments by aligning and coordinating land use policies and public investment to foster the development of strong residential and business communities oriented around transit" (City of Seattle, 2015).

Seattle Neighborhood Plans

In 1999, the Seattle City Council finished the approval process for 38 neighborhood plans. These plans identify actions that each neighborhood should take as they continue to grow over the 20-year planning period. Neighborhood plans that are applicable to this project include the Capitol Hill, Central Area, Commercial Core, First Hill, and Pike/Pine neighborhood plans.

All of the neighborhood plans emphasize the need for enhanced streetscapes and improved pedestrian mobility across Madison Street. The plans suggest a variety of potential improvements, such as crossing bulbs, tree-lined sidewalks, and improved crosswalks.

Seattle Municipal Code, Title 23 Land Use Code

The Seattle Municipal Code (SMC) Title 23 Land Use Code (City of Seattle, 2016) implements the City's Comprehensive Plan through various land use zones and overlay districts that regulate the type and density of uses permitted in various areas of the city.

Sound Transit Regional Transit Long-Range Plan

The Regional Transit Long-Range Plan guides how the Sound Transit system can “best address the region’s mobility needs and support growth management objectives” (Sound Transit, 2014). The plan identifies Madison Street as being a High Capacity Transit (HCT) corridor. Sound Transit allows for various transit modes to be used for HCT corridors, depending on the unique needs of each corridor. BRT is one of the potential modes that can be used, so long as it operates principally on exclusive rights-of-way (Sound Transit, 2014).

Seattle Transit Plan and Seattle Transit Master Plan

The main goal of Seattle Transit Plan is to provide Seattle with “a transit system that supports Seattle’s land uses and helps urban villages achieve their full potential” (SDOT, 2005). It supports other City plans (the Comprehensive Plan, Transportation Strategic Plan, and neighborhood plans) and provides a framework for how various transit services and programs can work together as an integrated transit network through 2030 (SDOT, 2005). The Seattle Transit Master Plan (adopted in 2012 and amended in 2016) is a 20-year plan that updates and expands upon the 2005 Seattle Transit Plan. It was developed to support the creation of transit connections between urban villages (an Urban Village Transit Network), with the aim being to provide high quality transit service and concentrate future development along travel corridors with high ridership and productivity potential. The plan “identifies near-term and long-term strategies to improve the quality of transit options and increase transit mode share throughout the city,” and recommends preferred transit modes for high priority corridors (SDOT, 2016c). The Madison corridor was identified in the Seattle Transit Master Plan as a priority for implementation of HCT.

Move Seattle

Move Seattle is the Seattle Mayor’s strategic vision for transportation. The strategy describes a holistic transportation approach that is linked to land use, with the design of each project being informed by the land uses it serves. The Madison BRT Project is identified as a near-term action in the Move Seattle Plan (SDOT, 2015).

Seattle Jobs Plan

The Seattle Jobs Plan (2013) seeks to provide continued job growth in Seattle. A primary focus of the plan is to invest in transportation infrastructure that would encourage connectivity of residences and businesses through high-capacity transit that is both affordable and reliable. The plan highlights building transit-oriented development facilities at light rail stations and extending bus networks where transit opportunities are needed most (SOED, 2013).

Climate Action Plan

Seattle’s 2013 Climate Action Plan establishes a strategy for a Carbon Neutral Scenario for the City. The plan focuses on sectors of the City where action would be most effective, notably road transportation. The plan’s transportation targets include reductions in passenger vehicle emissions, vehicle miles travelled, and greenhouse gas (GhG) emissions intensity. The plan’s primary strategy to achieve these goals is through the coordination of land use and transportation development that focuses on expanding transit, walking, and bicycling infrastructure and services. The increase of multi-modal transit services and ridership would lend to a more efficient movement of people and goods which would generate fewer GhG emissions and support emission reduction (Foster, 2013). The Madison BRT Project, through its development of the corridor into a HCT corridor, would support these goals.

Seattle Bicycle Master Plan

The Seattle Bicycle Master Plan (2014) provides a city network of routes and local connectors that would support making bicycling a viable form of transportation for all Seattle residents (SDOT, 2014). To make bicycling a more integral part of the city-wide transportation network, the plan suggests expanding the network to include neighborhoods across the city and increasing the safety and the number of bicycling facilities. A viable bicycling network would assist with other city-wide goals such as: mobility, climate change, economic vitality and community livability. While Madison itself is not part of the citywide network, the Seattle Bicycle Master Plan Implementation Plan (2016) identifies it as a part of the S Dearborn St./29th Ave neighborhood greenway¹, which extends from 23rd Ave S to E Madison St. Improvements associated with the S Dearborn St./29th Ave project are expected to be constructed in 2019 (SDOT, 2016a).

Pedestrian Master Plan

The 2009 Seattle Pedestrian Master Plan (PMP) is currently being updated. The PMP (draft July 2016) includes policies, objectives, and an implementation plan to improve the pedestrian experience through improvements to safety, comfort, and accessibility. The Madison corridor includes multiple intersections that are identified in the PMP as “High Priority Crossing the Roadway” locations for improvements. These include three intersections in the Center City (Alaskan Way, Second and Fourth avenues) and three to the east of I-5 (Boren, Broadway Court and 12th Avenue/Union). Additionally, much of the corridor west of 15th Avenue is within a “Tier 1 High Priority Area” for improvements. Areas designated as being “high priority” areas are locations with high potential pedestrian demand and corridor function. Generally these areas coincide with designated urban villages, urban centers, and are along major transit corridors. The highest priority areas categorized as “Tier 1” locations (SDOT, 2016b).

4.2 Existing Zoning

For the analysis of existing zoning and land uses, a 0.25-mile study area was used. The most common zoning types within the study area are summarized in Table 1. Current land use zoning along the Madison BRT Project decreases in density from the commercial core to the single-family residential area at the eastern terminus. The zoning goes as follows:

- Downtown Mixed Commercial (1st Avenue and half a block east on Spring and Madison);
- Downtown Office Core 1 (2nd Avenue to Interstate 5 (I-5));
- Highrise (8th to 9th Avenue on Spring Street and the northern half of 9th Avenue);
- Neighborhood Commercial 3 (I-5 through Broadway);
- Major Institution Overlay (Virginia Mason, Swedish Medical Center, and Seattle University);
- Neighborhood Commercial 2 (21st to 24th Avenue);
- Lowrise 3 (24th to 25th Avenue);
- Lowrise 2 (25th to 27th Avenue); and
- Residential Single-Family 5000 (MLK Jr. Way E) (City of Seattle, 2014).

Table 1 provides a summary of zones that comprise over 10 percent of the study area. Zoning throughout the study area is shown in Figure 3.

¹ Neighborhood greenways are residential streets that are prioritized for bicycles and pedestrians.

Table 1 Existing Zoning in the Study Area

| Present Zoning^a | Percentage of Study Area |
|-----------------------------------|---------------------------------|
| Residential Single Family 5000 | 17% |
| Lowrise 3 | 15% |
| Neighborhood Commercial 3 | 14% |
| Major Institution Overlay | 10% |
| Downtown Office Core 1 | 10% |

Source: City of Seattle, 2014

^a Zones that made up less than approximately 10% of the study area were not included in this table.

Zoning Overlays

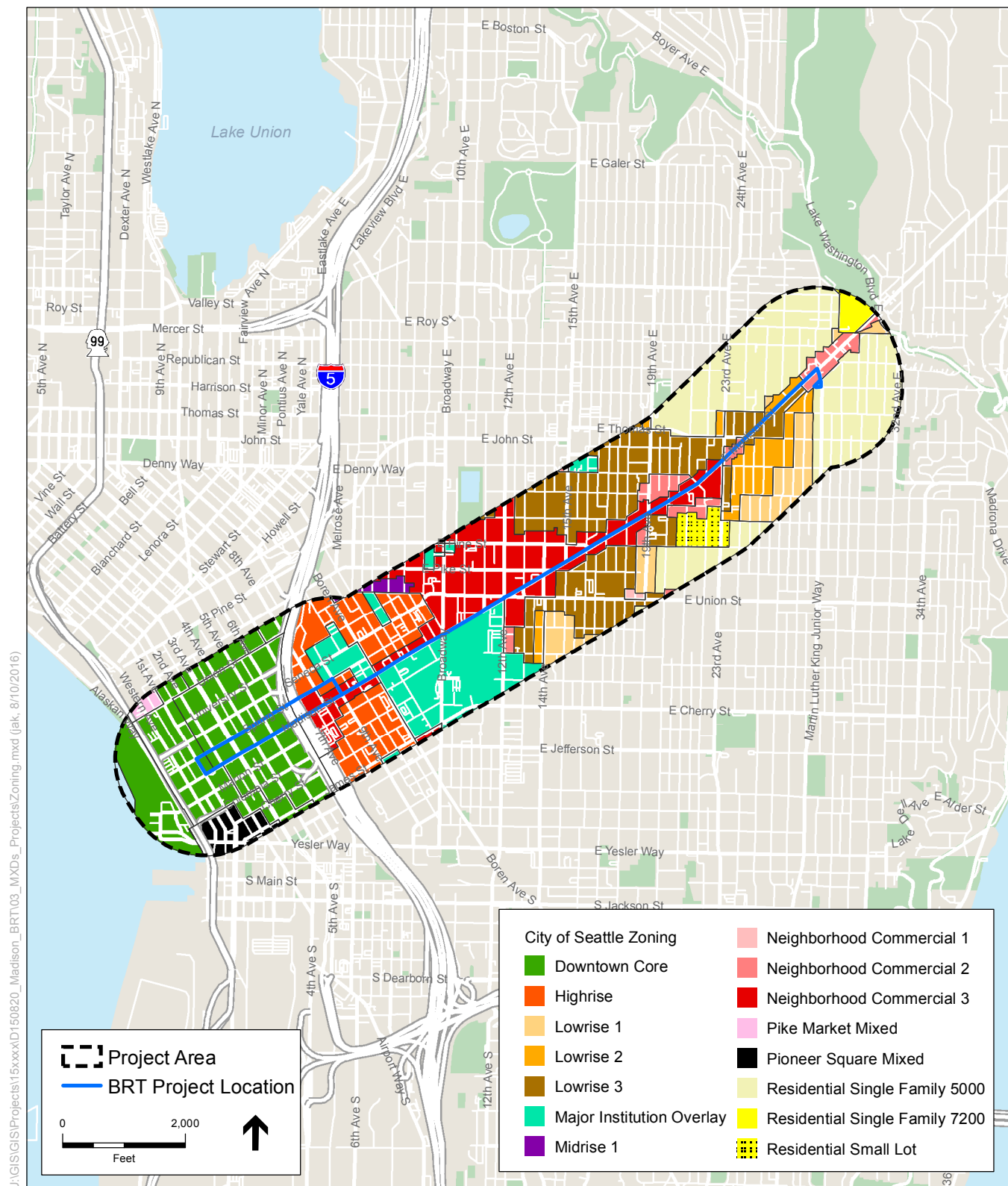
Overlays are a regulatory tool that dictate special provisions beyond those associated with the underlying base zone. Zoning overlays found along the Madison BRT Project include Station Area, Pedestrian, Major Institution, and Pike/Pine overlays. All land located within an overlay district is subject to the regulations and requirements of the underlying zone, unless specifically modified by the SMC or an adopted master plan.

Major Institution Overlay District

This overlay district regulates Seattle's major educational and medical institutions in order to permit appropriate institutional growth within boundaries, protect the livability and vitality of adjacent neighborhoods, and encourage the concentration of Major Institution development on existing campuses (SMC Chapter 23.69.002).

Pike/Pine Overlay District

This overlay district is located northwest of Madison Street between Broadway and 15th Avenue. The purpose of this overlay district is to preserve and enhance the balance of residential and commercial uses, by encouraging residential development and development that combines residential and non-residential uses. It also promotes the conservation of Pike/Pine's existing historic character (SMC Chapter 23.73.002).



SOURCE:
 Wa. Dept. of Ecology 2016; City of Seattle 2016; ESA
 2016; OSM 2015.

SDOT Madison BRT Design . 150820

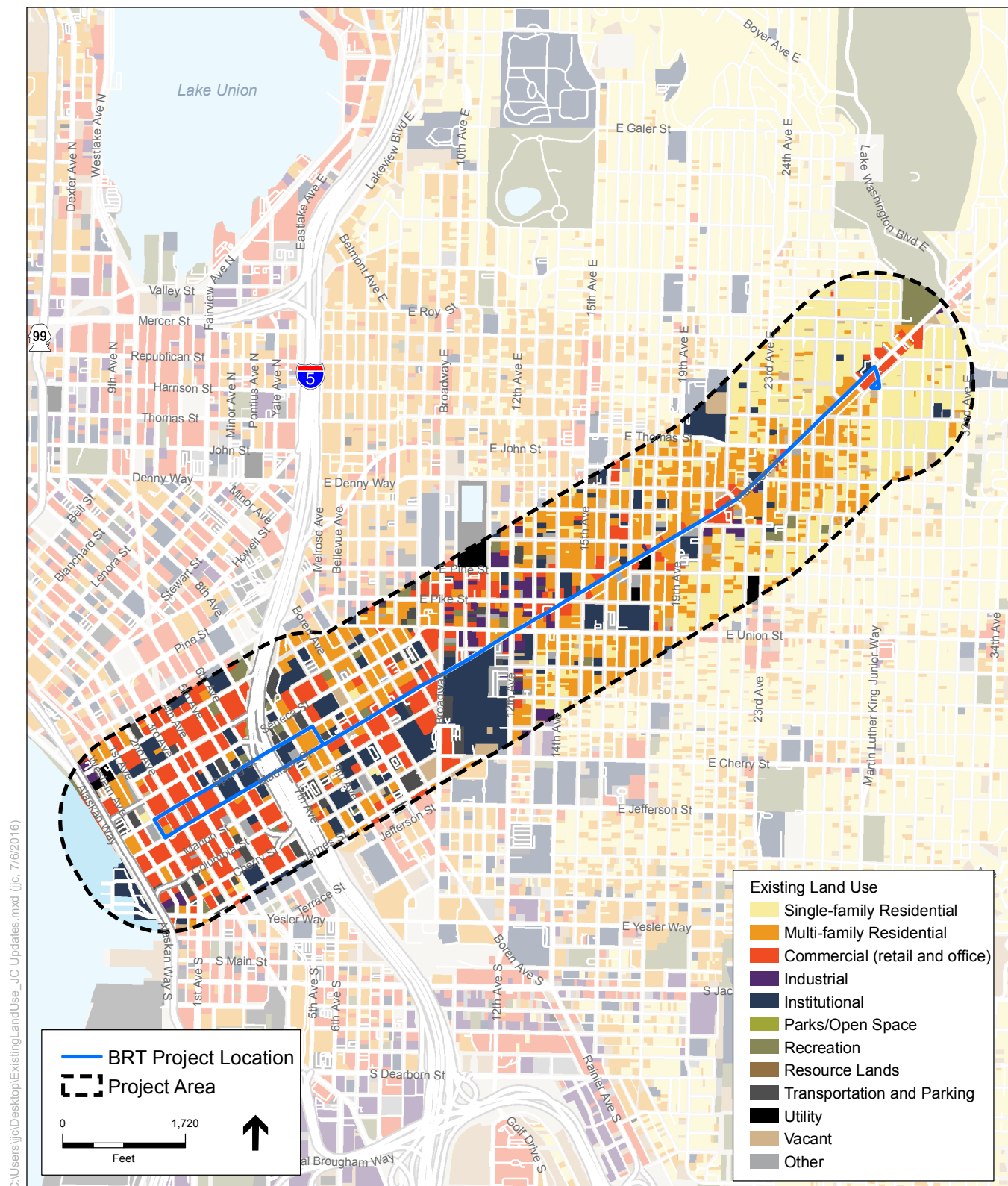
Figure 3
 Zoning

4.3 Existing Land Uses

The Madison BRT Project is located in the City of Seattle in a dense and rapidly developing area that includes portions of Downtown, First Hill, Capitol Hill, the Central Area, and Madison Valley. These areas are among the densest residential neighborhoods in the City and are sizable employment centers due to the presence of two major medical centers (Virginia Mason and Swedish Medical Center) and Seattle University.

Located at the westernmost end of the project corridor from 1st Avenue to the I-5 crossing, Downtown Seattle is primarily commercial, including large office towers in the city center, and is the largest employment center in the city. Moving east to First Hill, from I-5 to Broadway Avenue, the density decreases and there is a greater mixture of mid- and low-rise buildings with mixed residential-commercial uses. On the summit of First Hill, and heading east toward Broadway, institutional uses line the south side of Madison and commercial uses line the north. Virginia Mason Hospital and Swedish Hospital both have several large medical facility buildings adjacent to, or within, one block of the Madison Street corridor in this neighborhood. North of the project corridor, the Capitol Hill neighborhood runs from Broadway Avenue to 26th Avenue. The Pike-Pine corridor, Madison Valley, and Broadway areas are located along the Madison Street corridor. They include mid-rise development, transitioning into low-rise and mixed commercial and residential development. South of the project corridor, the Central Area neighborhood also runs from Broadway Avenue to 26th Avenue. It includes mid-rise development, transitioning into low-rise and mixed commercial and residential development. The Seattle University campus is adjacent to the Madison Street corridor. The Madison Valley neighborhood is located between 26th Avenue to MLK Jr. Way E and east of the project corridor to Madison Park. Low-rise and mixed commercial and residential development dominates the corridor in this neighborhood (Figure 4).

Table 2 provides a summary of land uses within the study area that comprise over 10 percent of the study area.



SOURCE:
 Wa. Dept. of Ecology 2016; King County Assessors
 Dept 2016; ESA 2016; OSM 2015.

SDOT Madison BRT Design . 150820

Figure 4
 Existing Land Use

Table 2 Existing Land Uses in the Study Area

| Present Use ^a | # of Parcels | Percentage of Study Area |
|---------------------------------------|--------------|--------------------------|
| Multi-Family Residential ^b | 1,322 | 27% |
| Single-Family Residential | 1,277 | 21% |
| Commercial (Retail and Office) | 282 | 18% |
| Major Institutions | 139 | 16% |

Source: King County, 2015

^a Uses that made up less than 10% of the study area were not included in this table.

^b Multi-family residential includes residential vertical mixed use.

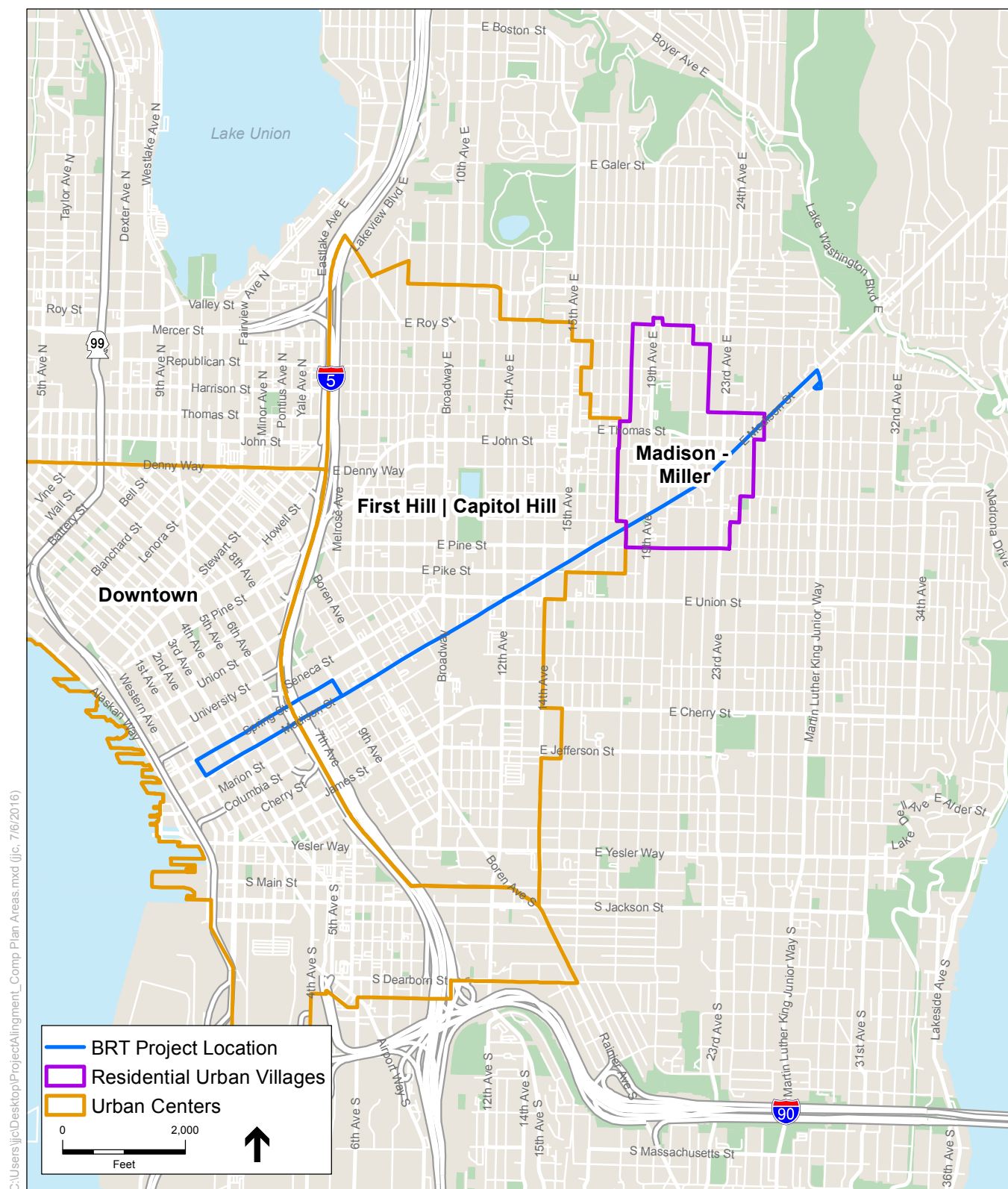
The current comprehensive plan breaks the city into urban centers, manufacturing/industrial centers, hub urban villages, and residential urban villages. The project corridor traverses two urban centers (Downtown and First Hill/Capitol Hill) and one residential urban village (Madison-Miller) (Figure 5). Urban centers provide a diverse mix of uses and can act as both regional centers and neighborhoods. Conversely, residential urban villages provide goods and services for residents and surrounding communities, but typically do not provide a concentration of employment.

Urban centers are often times divided into smaller, urban center villages. A list of the applicable urban center villages is provided in Table 3, along with the functional designation assigned in the comprehensive plan and the major land uses shown in Figure 3.

Table 3 Functional Designation and Major Land Uses by Urban Village Centers

| Urban Center Village | Functional Designation | Major Land Uses |
|--|------------------------------------|---|
| Downtown Urban Village | | |
| Commercial Core | Mixed, with an employment emphasis | Commercial |
| First Hill/Capitol Hill Urban Village | | |
| First Hill | Mixed residential and employment | Multi-family residential, commercial, institutional |
| Pike/Pine | Mixed, with a residential emphasis | Multi-family |
| 12 th Avenue | Mixed residential and employment | Institutional, multi-family |
| Capitol Hill | Primarily residential | Multi-family |

Source: King County, 2015; City of Seattle, 2005



SOURCE:
Wa. Dept. of Ecology 2016; ESA 2016; OSM 2015.

Figure 5
Urban Centers and Residential Urban Villages

Parking

The City of Seattle does not have either short- or long-term parking minimums in downtown. Parking minimums are established for non-downtown areas. However, most commercial zones are limited to 145 off-street spaces per lot, and in multifamily zones commercial uses can have no more than ten spaces per establishment (SMC Chapter 23.54.015. Section C). No parking is required for the first 1,500 square feet of business establishments in commercial and pedestrian-designated zones, or for the first 2,500 square feet per building in other zones for certain types of non-residential uses (SMC Chapter 23.54.015. Section D). The City of Seattle zoning code also encourages shared parking, which is allowed between two or more uses to satisfy all or a portion of the minimum off-street parking requirement (SMC Chapter 23.54.020. Section G).

4.4 Planned Future Land Use

The City seeks to “maintain downtown Seattle as the most important of the region’s urban centers” by supporting compact development and a diverse mixture of uses (City of Seattle, 2005). This is supported through transportation improvements that “complement and reinforce desired land use patterns, strive to accommodate growth in peak hour travel primarily by transit, and encourage transit and pedestrian travel as the primary means of internal circulation” (City of Seattle, 2005). An emphasis is also placed on improving transit access to other neighborhoods, particularly Capitol Hill. For the First Hill/Capitol Hill urban center, a greater emphasis is placed on mixed residential and employment uses in First Hill and primarily residential uses in Capitol Hill.

The goal for the Madison-Miller urban village, which is primarily residential with some commercial along Madison Street, is to create a pedestrian-oriented commercial district on East Madison between 16th Avenue and 24th Avenue that serves local and destination shoppers, a commercial node at Madison Street between 19th Avenue and 23rd Avenue that serves local residents, and a destination/entertainment center at 23rd Avenue and Madison serving as the Central Area’s northern commercial anchor and encourage increased housing density at 23rd and Madison (City of Seattle, 2005; Central Area Action Plan Implementation Team, 2002).

5 Project Effects

5.1 Construction Impacts

Approximately 70 temporary construction easements would be required for construction of the project. This could result in temporary changes to driveway widths and locations and temporary loss of loading zones. The demand for parking could also increase as construction crews would require additional parking spaces and there would be a reduction in available on-street parking during construction. The loss of parking could displace or discourage business patrons of retail and entertainment commercial uses and employees for other uses. SDOT would avoid or minimize construction-related parking impacts on office and commercial uses through measures developed as part of a construction management plan (see Section 6 Mitigation).

Noise, traffic, dust and debris, and sidewalk and road closures could result in a temporary loss in patronage for businesses when construction is directly adjacent, particularly for commercial retail and entertainment that rely on automobile and foot traffic. Increased traffic from construction crews could also delay freight movement for commercial uses, thus impacting normal business activities.

All construction impacts are expected to be minor and temporary, and would not significantly disrupt the existing land uses with the mitigation provided in Section 6 Mitigation.

5.2 Operational Impacts

The Madison BRT Project has the potential to impact land use through property acquisition and changes to land use development patterns by improving transit access to the area and reducing parking availability, consistent with the City's Comprehensive Plan, Transit Maser Plan, Pedestrian master Plan and parking policies.

Property Acquisition and Zoning Impacts

Most of the proposed Madison BRT Project would be constructed within existing City of Seattle rights-of-way and no conversions of existing or planned land use would be required. However, a permanent sidewalk easement would be required at King County Parcel Number 6003000095, the Pony bar, so that the street would be wide enough to accommodate the proposed project. This acquisition is not expected to have a long-term effect on use of the site. Property acquisition may be required for the TPSS site, depending on which site is selected (Table 4). TPSS Site #1 is owned by King County and would only require a title transfer, TPSS Site #2 would require no acquisition because it is part of the existing right-of-way, and TPSS Site #3 may require purchase of up to up to 0.05 acres of property. Although acquisition and use of any of the TPSS sites would constitute a change in use, the use would be consistent with urban development in the area and would not have a long-term effect on any surrounding properties.

Table 4 Possible Property Acquisitions

| Site | Parcel Number | Zoning | Existing Land Use |
|----------|---------------|---------------------------|----------------------|
| TPSS #1 | 9828702920 | Lowrise 3 | Vacant Land |
| TPSS #2 | N/A | SF 5000 | Part of Existing ROW |
| TPSS #3 | 9828702425 | Lowrise 3 | Vacant Land |
| Pony Bar | 6003000095 | Neighborhood Commercial 3 | Commercial |

Source: King County, 2016

Streets are permitted outright in residential, commercial, and industrial zoning; therefore no zoning impacts would occur. Changes to the roadway would not be inconsistent with the zoning overlays, pedestrian zone designations, or the parking requirements discussed in Section 4.2.

Changes to Land Use Development Patterns

The Madison BRT Project is consistent with the goals and policies identified in the City's comprehensive plan, as well as all other regional, state, and local plans discussed in Section 4.1 above. Many of these plans include goals and policies to improve transit accessibility and support greater densities and mixtures of land uses. The Madison BRT Project would provide convenient, reliable, and frequent transit service that connects the neighborhoods in the study area with the neighborhoods around the city

through connections with dozens of bus routes, Link light rail, the Center City Streetcar, the First Hill Streetcar, and the Colman Dock Ferry Terminal. The project would also improve pedestrian and bicycle access along the corridor, which would benefit people who live, work, or visit the study area. This is likely to support the more compact, mixed, and multi-modal development envisioned for the urban centers.

6 Mitigation

The contractor will be required to develop a construction management plan that will include, among other things, implementation of traffic detours and access management plans for each construction segment to minimize disruption to all transportation modes, parking, and loading zones. SDOT is reaching out to the public in order to get their input on the schedule and phasing for construction. A construction traffic management plan would be developed after final design, and will incorporate the public outreach results. The plan would also identify approved routes for all construction traffic in addition to best management practices (BMPs) that would be implemented to manage traffic near active construction sites. When possible, construction activities will be scheduled for nights, weekends, or outside of the peak travel periods. Access to properties and loading zones will be maintained to the extent feasible, or alternative loading locations will be identified, to minimize impacts to uses that rely on the delivery and shipment of goods.

Operation of the Madison BRT Project is not expected to have significant adverse impacts on land uses in the study area. Therefore, no mitigation would be required.

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