



Yesler Way Over 4th Avenue S. Bridge Rehabilitation

Seattle, Washington

SEPA Checklist

October 19, 2015

STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

Yesler Way Over 4th Avenue S. Bridge Rehabilitation

2. Name of applicant:

City of Seattle, Department of Transportation

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

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4. Date checklist prepared:

10/19/15

5. Agency requesting checklist:

Seattle Department of Transportation (SDOT)

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

This project is currently in the design phase. Construction is anticipated to start in the second quarter of 2016 and continue for approximately 14 months. Construction phasing is up to the contractor.

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

No, there are no plans for future additions, expansions, or further activity related to or connected with this proposal.

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

Environmental documents include:

- Environmental Justice Discipline Report – Yesler Way over 4th Avenue S. Bridge Rehabilitation.
- Geotechnical Study – Yesler Way over 4th Avenue S. Bridge Rehabilitation.
- Cultural Resources Assessment - Yesler Way over 4th Avenue S. Bridge Rehabilitation.
- Hazardous Material Discipline Report - Yesler Way over 4th Avenue S. Bridge Rehabilitation.
- Section 4(f) Evaluation - Yesler Way over 4th Avenue S. Bridge Rehabilitation.

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.

There are no known pending applications for government approvals of other proposals directly affecting the property covered by this proposal.

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

- Federal Highway Administration (FHWA) approval of NEPA document.
- National Historic Preservation Act Section 106 process
- Washington State Department of Ecology (ECY) approval of CZM Consistency.
- Pioneer Square Preservation Board (PSPB) and International Special Review District (ISRD) Certificates of Approval (COA).

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 Yesler Way Over 4th Avenue S. Bridge crosses over 4th Avenue S. at the 100 block of 4th Avenue S. in the Pioneer Square neighborhood of Seattle (See Appendix 1 - Vicinity Map). The bridge is located within and at the intersection of the Pioneer Square Preservation District and International Special Review District. Construction of the existing bridge began in 1909 and was completed in 1910. Historical research suggests the bridge may have been the first permanent steel roadway bridge constructed by the City. The existing bridge displays unique design elements that include decorative pedestrian railings, parabolic and circular elements on its exterior “fascia” girders, ornamental capitals, and casings on the fascia girder columns. Due to the historical significance of the bridge, the Project balances safety with preservation and proposes to construct the following improvements:

- Replace the existing three-span superstructure with a new single-span superstructure.
- Replace the existing west abutment wall with a new west abutment wall.
- Reconstruct the northwest staircase.
- Remove the existing interior steel columns.

- Rehabilitate the east abutment wall.
- Provide Americans with Disabilities Act (ADA) accessible curb ramps to the maximum extent feasible at all crosswalk locations within the project limits.
- Rehabilitate and preserve the key character defining features of the bridge which include:
 - North and south fascia girders (Remove, Rehab, and Reset).
 - North and south fascia girder corbels (Remove, Rehab, and Reset).
 - North and south fascia girder columns (Remove, Rehab, and Reset).
 - North and south fascia girder column cladding (Remove, Rehab, and Reset).
 - North and south fascia girder column capitals (Remove, Rehab, and Reset).
 - North and south pedestrian railings (Remove, Rehab, Rehab, and Reset).
 - Decorative lighting on north fascia girder (Remove, Rehab, and Reset).

Prior to bridge construction Seattle City Light (SCL) will permanently relocate power THE transmission lines that currently run under the Yesler over 4th Avenue S. Bridge to the Yesler Way over 5th Avenue S. This utility work is expected to be completed in the first quarter of 2016, before bridge construction. A separate SEPA Threshold Determination documents that the SCL work is categorically exempt from SEPA..

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 proposed bridge rehabilitation project is located at the intersection of Terrace Street and Yesler Way over 4th Avenue S. in the Pioneer Square neighborhood, downtown Seattle, Washington. The project is located in Township 24 North, Range 04 East, Section 05 Northwest. The project construction extends along Yesler Way from Prefontaine Place to the first driveway east of 5th Avenue S.; along Terrace Street from Yesler Way to 5th Avenue S.; and on 4th Avenue S. beneath the bridge. See Appendix 1- Vicinity Map.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site: *[Check the applicable boxes]*

Flat Rolling Hilly Steep Slopes Mountainous
 Other: (identify)

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

The project site is at a five to ten percent slope.

- 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.**

Subsurface soil conditions in the vicinity of the bridge consist of varying thicknesses of pavement underlain by fill. Beneath the fill there are deposits of sand and silt which do not appear to have been glacially consolidated and glacially consolidated deposits of sand and occasional silt.

There are no agricultural soils exist at the site.

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

None.

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate the source of fill.**

Most excavations will be less than 18 inches below street level to accommodate new roadway grades. These shallow excavations are expected to extend approximately 150 feet east and west of the bridge on Yesler Way and 150 east of the east abutment on Terrace Street. Excavations occurring up to 10 feet east of the east abutment could extend to an approximate depth of 10 feet below street level. Excavations occurring up to 10 feet west of the west abutment could extend to an approximate depth of 70 feet below street level to install drilled shafts to support new bridge girders. Any new fill will be from a commercial source.

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

Disturbed areas of the project site could be susceptible to erosion during pavement and concrete removal operations. Construction will be phased, limiting the area of exposed soil. Appropriate Best Management Practices (BMPs) will be implemented to ensure that erosion is minimized.

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

This project is located in a heavy urban area with existing impervious surfaces covering nearly 100 percent of the area within the project limits. Existing areaway sidewalks, other in place historic elements, and steep roadway grades make it difficult to add pervious or vegetated areas within the project limits. After construction, the impervious surface area will increase slightly within the project limits due to the need to extend the northwest staircase and re-construct a new stair landing further to the west within the planter area behind the Yesler Way retaining wall and reconstruct the Yesler Way retaining wall with larger wall footing.

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

BMPs would be implemented to contain loose material during construction, in accordance with the City's Standard Specifications for Road, Bridge, and Municipal Construction, along with the Seattle Stormwater Code.

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.

Construction:

The typical sources of emissions during construction of transportation projects include:

- Fugitive dust generated during the excavation, grading, and other construction activities;
- Engine exhaust emissions from construction vehicles, work vehicles, and construction equipment;
- Increased motor vehicle emissions associated with increased traffic congestions during construction; and
- Volatile organic and odorous compounds emitted during asphalt paving.

The total emissions and timing of the emissions from these sources would vary depending on the phasing of the project and construction methods.

The project is estimated to result in approximately 1,865 Metric Tons of Carbon Dioxide Equivalent (MTCO_{2e}), which accounts for the manufacture of paving materials, construction related emissions, and maintenance of the pavement over its expected life cycle.

This estimate was calculated using a conservative emissions factor of 50 MTCO₂ per 1,000 square feet of new pavement (36,500 square feet), developed by King County from an analysis of several different life cycle assessments of the environmental impacts of roads. It is important to note that these studies estimated the embodied emissions for streets. Paving that includes sidewalks would likely use less cement and hence have lower embodied emissions.

After Construction:

No analysis is available to describe the impacts on greenhouse gas emissions for the completed project. However, since the project will not affect vehicle capacity or change the travel speed, no significant change in greenhouse gas or other emissions is expected.

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

There are no known off-site sources of emissions or odor that would affect the proposed project.

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

During construction, impacts to air quality would be reduced and controlled through implementation of standard federal, state, and local emission control criteria, in accordance with the City's Standard Specifications for Road, Bridge, and Municipal Construction.

Reducing air quality impacts during construction could involve such measures as spraying areas of exposed soil with water for dust control, periodically cleaning streets in the construction zone, and minimizing vehicle and equipment idling to limit exhaust emissions.

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.**

Elliot Bay is approximately 2,000 feet west of the bridge. Any runoff from the construction site would enter the combined sewer and be treated. The proposed project would not have any adverse impact on surface water bodies.

- 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, the project will not require work over, in, or adjacent to Elliot Bay.

- 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 filling or dredging is proposed as part of the project.

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

The proposed project would not require surface water withdrawals or diversions.

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

No, the project is not within a 100-year floodplain.

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 produce or discharge waste materials to surface water.

b. Ground:

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

The proposed project would not withdraw or discharge to groundwater.

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.

No waste material will be discharged into the ground from the proposed project.

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 project area consists mainly of paved impervious surfaces. The project's drainage basins were delineated using City GIS data, which indicate that within the project limits stormwater runoff from Yesler Way in the vicinity of 4th Avenue S. is conveyed in a combined sewer system to the West Point treatment facility.

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

During construction, there is a small potential that waste materials (e.g. oil and grease) from construction equipment could enter runoff from the site and could enter groundwater if soils are exposed where existing paving has been removed. However, only minimal patches of soils are likely to be exposed during this project and BMPs will be implemented to ensure that waste materials do not enter ground or surface waters. Concrete cutting could result in a slurry mixture that is vacuumed up as part of normal BMPs. A spill of this slurry would adversely affect the pH of the stormwater or groundwater. Waste materials would not enter ground or surface waters after the project is complete.

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

No, the proposed project does not alter or affect drainage patterns on or near the site.

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

During project construction: BMPs will be implemented to control stormwater runoff onto and from the site in accordance with the City's Standard Specifications for Road, Bridge, and Municipal Construction and the Seattle Stormwater Code.

4. Plants

a. Types of vegetation found on the site: [Check the applicable boxes]

- Deciduous trees: Alder Maple Aspen Other: (identify)
 Evergreen trees: Fir Cedar Pine Other: (identify)
 Shrubs
 Grass – City Hall Park
 Pasture
 Crop or grain
 Orchards, vineyards, or other permanent crops
 Wet soil plants: Cattail Buttercup Bulrush Skunk cabbage
 Other: (identify)
 Water plants: water lily eelgrass milfoil Other: (identify)
 Other types of vegetation: (identify)

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

Between 1 and 2 trees will be removed and replaced at a 2:1 ratio. Both trees are maple and both are distressed based on input from City arborists.

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

There is no threatened or endangered plant species known to be on or near the project site. The project is located in an urban environment and is paved.

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

The site is almost entirely hardscape but does include 4 street trees in tree pits and 4 trees in a planter strip located behind a retaining wall. Attempts will be made to protect street trees and trees in the planter strip. However, 1 street tree and 1 tree in the planter strip will have to be removed and replaced at a 2:1 ratio elsewhere on site or off site as directed by City arborists.

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

There are no known weeds or invasive species present at site.

5. Animals

a. Birds and animals which have been observed on or near the site or are known to be on or near the site: [Check the applicable boxes]

Birds: Hawk Heron Eagle Songbirds

Other: (identify) Crows, Pigeons, Doves, Starlings, house Sparrows

Mammals: Deer Bear Elk Beaver

Other: (identify) Rats, Squirrels, Chipmunks

Fish: Bass Salmon Trout Herring

Shellfish Other: (identify)

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

There are no known threatened or endangered species located within or near the project area.

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

The project is within the North American Pacific Flyway. However, this project does not alter or remove any habitat that would affect migrating birds.

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

No impacts to wildlife are expected; therefore, no measures to preserve or enhance wildlife are proposed.

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

The animals listed above include many invasive/non-native species known to be on or near the site.

6. Energy and natural resources

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

The completed project will not require any supplementary energy to operate. Electricity would be required to continue operation of the street lighting and traffic signals located along the roadway.

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

The project involves rehabilitating the existing bridge. No new structures are planned that would block access to the sun for adjacent properties.

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

Not applicable. No energy impacts are expected to result from the proposed project.

7. Environmental health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

Potentially hazardous materials likely to be present during construction include gasoline and diesel fuels, hydraulic fluids, oils, lubricants, solvents, paints, and other chemical products. A spill of one of these substances could occur during construction as a result of either equipment failure or worker error.

Contaminated soils, sediments or groundwater could also be exposed during removal of existing pavement. If disturbed, contaminated substances could expose construction workers and potentially other individuals in the vicinity through blowing dust, stormwater runoff, or vapors.

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

According to the Hazardous Materials Discipline Report (See Appendix 2) prepared for this project, there are 14 sites within a one-mile radius of the project. These include:

Site ID	Site Name	Address	Distance to Project Site	Risk Ranking	Prior Release	Notes	Contaminants of Concern
1	MacRae Garage	400 4th Avenue	16 feet - Within Project Footprint	Moderate	Unknown	Historic Auto Station	Petroleum Products
2	King County Yesler Building	400 Yesler Way	17 feet - Up Gradient	Low	Yes	550 gallon gas tank, installed in 1941, removed in 2000	Petroleum Products
3	Mc Cants	106 4th Avenue S.	26 feet S - Within Project Footprint	Moderate	Unknown	Historic Dry Cleaners, 1920	VOC's
4	Holland Dye Works	408 4th Avenue	26 feet N - Within Project Footprint	Moderate	Unknown	Historic Dry Cleaners, 1930, 1935,	VOC's

Site ID	Site Name	Address	Distance to Project Site	Risk Ranking	Prior Release	Notes	Contaminants of Concern
						1940, 1944, 1951, 1955, 1960, 1966.	
5	Queen City Rebuild	426 4th Avenue	41 feet N - Within Project Footprint	Moderate	Unknown	Historic Auto Station, 1951.	Petroleum Products
6	Eagle Hand Laundry	415 Yesler Way	61 feet E - Within Project Footprint	Moderate	Unknown	Historic Dry Cleaners, 1930.	VOC's
7	Lee Bo	120 4th Avenue S.	71 feet S - Down Gradient	Moderate	Unknown	Historic Auto Station, 1930.	Petroleum Products
8	King County Motor Pool	415 5th Avenue	330 feet E - Up gradient	Low	Yes	Two 1,000 gallon oil tanks, 12,000 gallon gas tank, all closed in 1998. No release above <i>de minimis</i> levels.	Petroleum Products
9	Tower Parking	214 Jefferson Street	336 feet N - Up gradient	Moderate	Unknown	Historic Auto Station, 1960.	Petroleum Products
10	Jackson S Press Shop	212 Jefferson Street	337 feet N - Up gradient	Moderate	Unknown	Historic Dry Cleaners, 1960.	VOC's
11	King County Admin Building	300 4th Avenue	375 feet N - Up gradient	Moderate	Yes	3,000 gallon diesel, removed, 1998.	Petroleum Products
12	ABC Cleaners	500 4th Avenue	376 feet N - Up gradient	Low	Unknown	Historic Dry Cleaners, 1955.	VOC's
13	Franklin S Service	489 5 th Avenue	408 feet N - Up gradient	Moderate	Unknown	Historic Auto Station, 1951.	Petroleum Products
14	Goat Hill Parking	5th and Jefferson	478 feet N - Up gradient	Low	Yes	LUST reported in 2005, 1,013 cy PCS and tank removed in 2007.	Soil and groundwater was contaminated with petroleum products

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.

No high risk sites were identified. Of the 14 sites of concern, 10 were listed as moderate risk and 4 were listed as low risk. There is the possibility of additional unknown hazardous materials to be present.

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.

During construction hazardous chemical including hydraulic fluids, oil, gas, and other petro-chemicals will be used and stored at the site.

4) Describe special emergency services that might be required.

Typical emergency response services (fire and emergency medical) would be required in the event of a construction accident related to a hazardous material spill from construction activity. No other special services would be required.

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

A Health and Safety Plan will be submitted by the construction contractor before work commences. This plan will provide information on any toxic substances that may be associated with the project and outline safety procedures for handling any of these substances.

A spill plan will be developed that outlines procedures for responding to spills on site. Any contaminated materials that are encountered during construction will be contained and disposed of in a manner consistent with the level of contamination, in accordance with federal, state and local regulatory requirements, by a qualified contractor(s) and/or City staff.

BMPs will be used during any handling or storage of chemicals during construction, such as secondary containment of fuel stored on site.

b. Noise

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

There are no sources of noise that would affect the project.

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.

Typical heavy construction related noise can be expected for the duration of the project. Noise generating activity will include bridge demolition, shaft drilling and installation, girder erection, pavement removal and replacement, roadway excavation, shoring installation, hauling, saw cutting, back up alarms, vibratory compactors, trenching, utility installations and other similar types of roadway reconstruction activities. Normal construction work hours will occur between 6:00 a.m. and 7:00 p.m. The work schedule will be decided by the contractor but night time construction is anticipated periodically throughout construction.

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

SMC 25.08.425, which prescribes limits to noise and construction activities, will be fully enforced while the project is under construction.

The following measures could be used to minimize noise impacts during construction:

- Whenever possible, operation of heavy equipment and other noisy activities will be limited to non-sleeping hours;
- Effective mufflers will be installed and maintained on equipment;
- Equipment and vehicle staging areas will be located as far from residential areas as possible; and
- Idling of power equipment will be minimized.

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.

The project area is within the urban core of downtown Seattle. Adjacent land uses include office space, parking garage, social services, and a fire station. The proposed project will not have an impact on existing uses.

b. Has the 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 non-forest use?

No, the site is in an urban area and has not been used for agriculture.

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

Not Applicable

c. Describe any structures on the site.

The Yesler Way Bridge Over 4th Avenue S. and adjacent buildings are on the site.

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

The existing bridge will be dismantled, rehabilitated and restored in its current location.

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

The project primarily involves work within the existing public right-of-way; however, the adjacent properties are zoned as International District Commercial 125 Residential/Incentive 150-240 feet.

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

According to the Future Land Use Map in the current City of Seattle Comprehensive Plan, the project area is designated as Downtown Area in an urban center.

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

Not Applicable. The project area is not within the boundary of the shoreline master program.

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

No. The site has not been classified as a critical area.

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

The project would not cause displacement of people or housing. Once completed, the project would not add any housing or employment.

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

The project would not cause any displacement of people.

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

Not applicable; the project will not result in any displacements.

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

No measures are proposed because the project will not result in changes to existing or planned land uses.

m. Proposed measures to ensure that the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

Not Applicable.

9. Housing

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

The project would not construct any housing units.

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

The project would not eliminate any housing units.

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

Not applicable; the project will not result in any impacts to housing.

10. Aesthetics

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

The project will reconstruct the existing Yesler Way Over 4th Avenue S. Bridge. There are no new structures proposed as part of the project.

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

The project would not alter or obstruct any views.

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

No measures are proposed because no aesthetic impacts would result from the proposed project.

11. Light and glare

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

All lighting on the completed project will be replaced with code compliant brighter, more energy efficient lighting. Additional lighting will be provided to the northwest stair; new flush mount lights will be attached under the bridge deck. The remaining existing street and bridge lighting will be removed and rehabilitated. The new and additional lighting will increase visibility and safety. If the project work were to occur after daylight hours, the contractor might use portable lighting to aid in construction.

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

The new lighting is designed to improve safety and new lights would be focused downwards as to avoid glare impacts. The completed project will not significantly increase light and glare in the project area.

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

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

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

Not applicable. The project will not result in light or glare impacts.

12. Recreation

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

The west abutment and northwest stair is immediately adjacent to (south of) City Hall Park. The park occupies a large parcel in the Pioneer Square Neighborhood and offers open-space opportunities in downtown Seattle.

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

The southern portion of the park is currently closed for safety reasons. This area would be temporarily closed during construction and no recreational uses would be displaced.

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

The portion of the park which is currently closed and the northwest stair would be closed during construction, but because these areas do not provide recreational opportunities, there would be no adverse impacts to recreation.

13. Historic and cultural preservation

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

The bridge sits in one of Seattle's earliest settled neighborhoods and was constructed in 1909. The project is within the boundaries of the Pioneer Square-Skid Road Historic District, which is listed in the National Register of Historic Places (NRHP). In addition, the project is located partially within two local historic districts: the Pioneer Square Preservation District and the International Special Review District. The Yesler Way over 4th Avenue South Bridge was determined eligible for the NRHP in 1984.

Resources that are considered eligible for the National Register of Historic Places and are located within local historic district boundaries should also be considered eligible for listing in those local districts. The area of potential effects (APE) for this project contains 15 buildings, structures, or sites that are over 50 years old. Eleven of these resources contribute to the Pioneer Square-Skid Road Historic District.

- b. Are there any landmarks, features, or other evidence of Indian or historic use of 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.**

No archaeological sites were identified within the project area of potential effects (APE); however, geoarchaeological analysis of geotechnical boreholes identified potential for encountering cultural resources at the base of historic fill.

- 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 Archaeology and Historic Preservation, archaeological surveys, historic maps, GIS data, etc.**

A Cultural Resources Assessment was prepared for this project by SWCA Environmental Consultants. The methods used for the assessment included consultation with the Washington State Department of Archaeology and Historic Preservation (DAHP), previous archaeological surveys, historic maps, GIS data, historical archives, etc. See Appendix 3 for complete Cultural Resources Assessment Report

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance of resources. Please include plans for the above and any permits that may be required.**

As part of its federal NEPA and Section 106 processes, SDOT has worked with FHWA, WSDOT, DAHP, and the local historic district boards to develop a number of mitigation measures to address the adverse effects to the Yesler Way Bridge and surrounding historic properties. These mitigation measures will be memorialized in a Memorandum of Agreement (MOA). Mitigation measures may include archival photographic documentation of the existing bridge, preservation of key character-defining features of the existing bridge, on-site monitoring during removal and re-installation of historic elements, preparation of an inadvertent archaeological discovery plan, and production of historic interpretive materials.

During construction, should evidence of cultural remains, either historic or prehistoric, be encountered during excavation, work in the immediate area will be suspended, and the find will be examined and documented by a professional archaeologist in accordance with State law.

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.**

Project construction will occur along Yesler Way and Terrace Street at 4th Avenue S. Adjacent roads include:

- 5th Avenue S.
- 3rd Avenue S.
- Dilling Way
- Prefontaine Place S.
- Jefferson Street
- S. Washington Street

A traffic control plan will be prepared so that the roadways maintain accessibility during project work.

- 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?**

Busses travelling 4th Avenue, Yesler Way, and Terrace Street will all be impacted.

Routes include:

- King County Metro; 27, 111, 114, 212, 214, 217, 304, 355.
- Sound Transit; 510, 511, 512, 513, 550, 554, 590, 594, 595.
- Community Transit; 402, 405, 410, 412, 413, 415, 416, 417, 421, 422, 424, 425, 435.

Temporary and permanent relocations of bus zones and detours will be coordinated with the respective transit agency.

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

The project will not add parking spaces. The project expects to eliminate up to 35 parking spaces in the project vicinity. Approximately 15 of these on- street parking spaces are on the east side of 5th Avenue between S Washington and Terrace Streets and will be eliminated to extend an existing contraflow lane. The contraflow lane will be designated for transit and bicycles.

Parking will be removed as follows:

- Near and on bridge
 - 11 spaces on Yesler Way, Terrace Street, and the rooftop of the MacRae parking garage. The removal of parking spaces from the bridge is not directly related to the project design but is rather to fulfill a City mandate to prohibit parking a vehicle within an intersection.

- East side of 4th Avenue
 - 9 spaces within the block between Washington Street and Jefferson Street. To improve transit reliability, the east curb lane will be turned into a full-time transit-only lane instead of the peak-period transit-only lane with off-peak parking that currently exists.
 - East side of 5th Avenue
 - 15 spaces between Terrace Street and Washington Street. To improve transit connectivity and travel times, the contraflow lane on 5th Avenue will be extended from Terrace Street south to Washington Street.
- 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).**

The following roadway improvements will be made in the public right of way:

- The Yesler Way over 4th Avenue S. Bridge will be reconstructed including new bridge girders, new bridge deck, new west abutment wall, and rehabilitated east abutment wall;
- All three bridge approaches will be reconstructed.
- Approximately 350 feet of Yesler Way will be repaved including the bridge deck and approaches.
- Approximately 200 feet of Terrace Street will be repaved including the bridge deck and approach.
- The Terrace Street intersection with Yesler Way will be reconfigured to reduce an existing heavy skewed intersection and improve visibility and safety.
- Eliminating parking from the intersection of Yesler Way and Terrace Street will increase visibility and increase pedestrian and motorist safety at the intersection.
- Bridge traffic railings and pedestrian railings will be upgraded and clear zones will be increased to improve safety.
- Concrete retaining walls (Yesler Way Wall and Northwest Stair) on the north side of Yesler Way will be reconstructed with improved resistance to potential vehicle impact.
- ADA curb ramps will be added to improve pedestrian mobility and safety at the intersection of Yesler Way and Terrace Street. Currently there are no curb ramps for pedestrian access.
- Approximately 150 feet of sidewalk will be reconstructed on the north side of Yesler Way and approximately 200 feet of sidewalk will be reconstructed on Terrace Street.
- Four King County Metro strain poles and foundations are being constructed for future overhead trolley line service.

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 would not use or impact water, rail, or 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 non-passenger vehicles). What data or transportation models were used to make these estimates?

The number of vehicular trips and peak volumes are not expected to change as a result of the proposed project. Construction-related traffic (i.e., large trucks and materials hauling) will occur temporarily during the construction period.

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 project will not interfere with movement of agricultural and forest products.

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

The bridge will be closed during construction. Street closures during construction include:

- Yesler Way will be closed in both directions between 3rd Ave and midway between 5th Ave and 6th Ave
- Terrace St will be closed to through traffic, open to local access
- 4th Ave will have ongoing lane closures and occasional full nighttime and weekend closures
- Sidewalks on either side of 4th Ave will have alternating closures.

Appendix 4 shows maps of the planned street closures and detour routes.

Measures to reduce or control transportation impacts include:

- Working to minimize disruptions and maintain adequate access during the construction phase;
- Informing adjacent property owners of work progress;
- Conducting public outreach before and during project construction to notify residents, businesses, local agencies, transit agencies, and other stakeholders of expected disruptions or changes in traffic flow;
- Minimizing temporary road closures, and properly signing detour routes;
- Requiring the construction contractor to submit a traffic control plan for approval by the City. The City will enforce the traffic control plan during construction.
- Identifying and clearly marking alternative routes for pedestrians, bicyclists, and those with disabilities; and
- Clearly marking any proposed modifications to transit stops.

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 completed project would not result in an increased need for public services.

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

SDOT will work with emergency service providers and transit agencies to develop a plan that limits the project's temporary disruptions to public services during construction.

16. Utilities

- a. **Utilities currently available at the site, if any: [Check the applicable boxes]**

- None
 Electricity Natural gas Water Refuse service
 Telephone Sanitary sewer Septic system
 Other (identify)

- 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.**

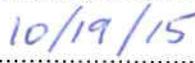
No new utilities are planned by the project. The following utilities will be temporarily or permanently relocated and upgraded within the project limits:

- Seattle City Light power transmission
- Seattle City Light street lighting
- Seattle Public Utilities water and drainage
- CenturyLink telecommunications
- King County IT telecommunications
- King County Property Management fuel tank exhaust and vent
- City of Seattle Department of Information Technology telecommunications
- Puget Sound Energy natural gas

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: 

Date Submitted: 

Yesler Bridge Rehabilitation Project

APPENDIX 1

VICINITY MAP



Yesler Bridge Rehabilitation Project

APPENDIX 2

Part B. #7 – Environmental Health HAZAROUS MATERIALS DISCIPLINE REPORT

A copy of this Appendix is available at
<http://www.seattle.gov/transportation/YeslerBridge.htm>

and at the Seattle Department of Planning and
Development Public Resource Center at 700 Fifth Ave.,
Suite 2000, Seattle, WA

Yesler Bridge Rehabilitation Project

APPENDIX 3

Question B. #13 – Historic and Cultural Preservation CULTURAL RESOURCES ASSESEMENT REPORT

A copy of this Appendix is available at
<http://www.seattle.gov/transportation/YeslerBridge.htm>

and at the Seattle Department of Planning and
Development Public Resource Center at 700 Fifth Ave.,
Suite 2000, Seattle, WA

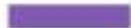
Yesler Bridge Rehabilitation Project

APPENDIX 4

Question B. #14.h. – Transportation

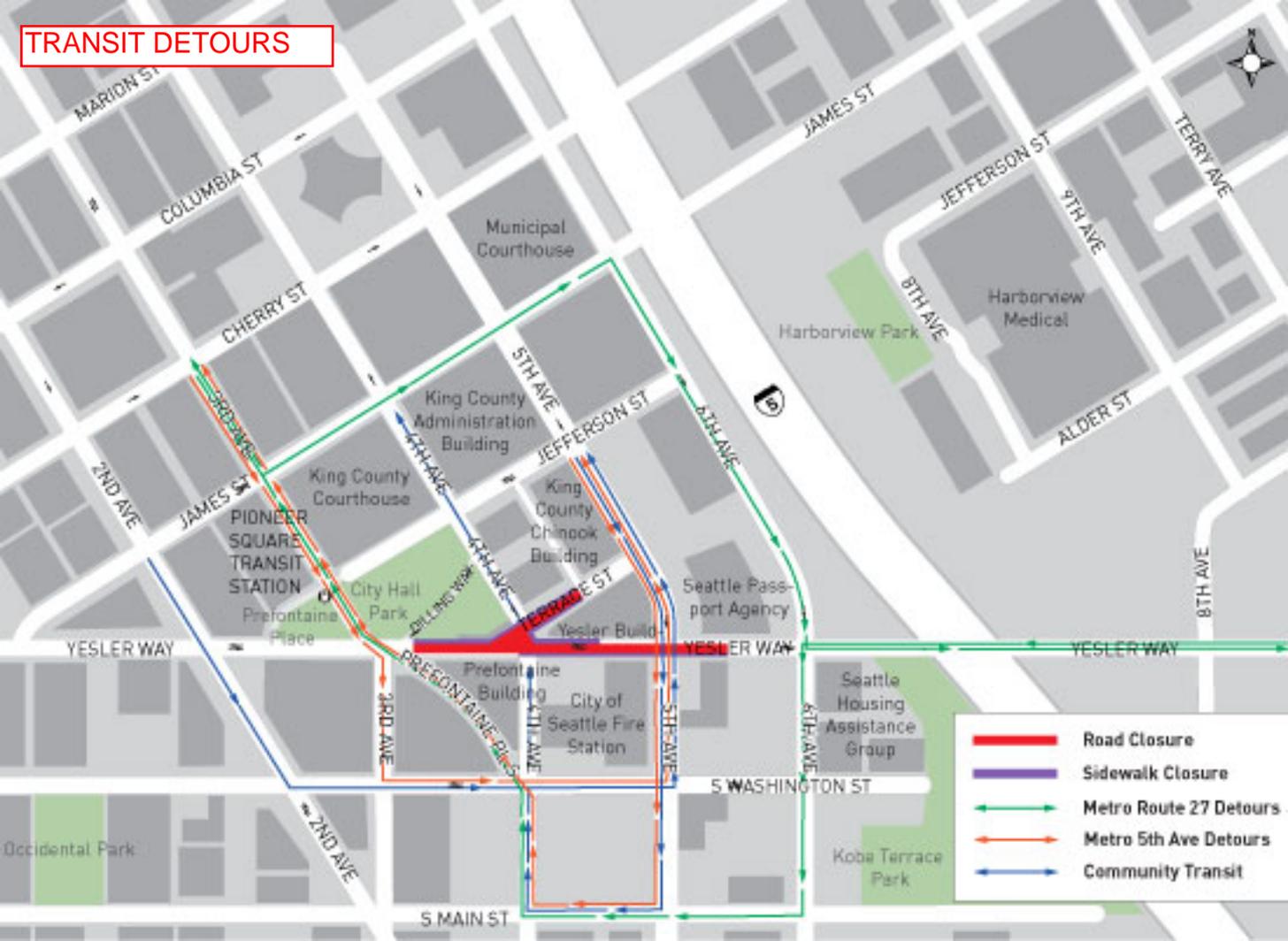
DETOUR ROUTES

CLOSURES

-  Road Closure
-  Sidewalk Closure



TRANSIT DETOURS



VEHICLE DETOURS

