



# **Freight Master Plan Seattle, Washington**

## **SEPA Checklist**

**August 15, 2016**

## STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

### A. BACKGROUND

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

City of Seattle Freight Master Plan (FMP)

**2. Name of applicant:**

Seattle Department of Transportation (SDOT)

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

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**4. Date checklist prepared:**

August 15, 2016

**5. Agency requesting checklist:**

SDOT

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

The development of the Freight Master Plan (FMP) started in the fall of 2014. The process included extensive data collection to document the existing conditions under which freight operates today, including truck volume counts throughout the city. The plan includes a policy framework section providing the vision and goals of the FMP as well as existing policies within the Comprehensive Plan that contributes to the development of the FMP. The proposed freight network is identified to replace the current Major Truck Street (MTS) network in Seattle. The FMP provides an implementation plan in the form of projects, strategies and actions to advance the plan's goals.

Public outreach and engagement with residents, stakeholders, boards and commissions, and industrial associations occurred through the development of the plan in the form of one on one conversations, online surveys, public meetings and attendance at public events. SDOT has recorded comments received through the public engagement process. A public review period occurred from May to July 2016 to provide the public an opportunity to review the draft FMP and provide feedback.

The FMP is expected to be submitted to the Seattle City Council in summer/fall 2016 for approval. The majority of the FMP projects will be implemented over a 20-year period from 2016 through 2035 parallel to the Seattle Comprehensive Plan. SDOT and other City departments will implement the plan, and there will be ongoing review by the Seattle Freight Advisory Board and the City Council. Some projects described in the plan are tied to larger SDOT projects that may be implemented outside of the 20-year timeframe.

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

Yes. The FMP will be updated about every 5 to 7 years with input from the advisory committee and other stakeholders to take advantage of emerging opportunities, re-evaluate priorities and respond to industry changes. Individual projects may be added or expanded based on updates to the plan.

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

The following information has been prepared in relation to this project:

- Seattle Comprehensive Plan, Final Environmental Impact Statement (May 2016)
- Seattle Bicycle Master Plan, Determination of Non-significance (December 2013)
- Seattle Climate Action Plan (June 2013)
- Seattle Transit Master Plan, Determination of Non-significance (February 2012)
- Seattle Pedestrian Master Plan, Determination of Non-significance (July 2009)

**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.**

Yes. There are multiple projects currently pending governmental approval within the City of Seattle (the City), including projects related to transportation, residential, commercial, and industrial development. SDOT will consider the potential effects of development proposals on FMP projects during the development and environmental review of individual projects.

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

The FMP will be adopted by the City Council as a City of Seattle Resolution. FMP projects may require environmental or development permits, or government approvals prior to construction.

**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.)**

Move Seattle is the Mayor's 10-year strategic plan for all transportation modes including freight. To ensure Seattle is prepared for continued growth, the FMP will serve as the 20-year blueprint to guide freight mobility investments and improvements, increase safety and address freight-related issues. With the anticipated growth in population and jobs over the next 20 years, freight volumes are anticipated to increase by at least 60 percent on city streets. With many of Seattle's streets currently at capacity during peak hours and bottleneck conditions worsening, it is increasingly important to identify key infrastructure investments that will provide the most relief and benefits for truck freight mobility now and into the future.

The FMP Vision is "a vibrant city and thriving economy connecting people and products within Seattle and to regional and international markets." Six goals were developed that reflect current needs and desired outcomes of freight infrastructure, as follows:

- Economy – Provide a freight network that supports a thriving and diverse economy for Seattle and the region.
- Safety – Improve safety and the predictable movement of goods and people.
- Mobility – Reliably connect manufacturing/industrial centers (MICs) and business districts within Seattle, regional, and international freight networks.
- State of Good Repair – Maintain and improve the freight transportation network to promote safe and efficient operations.
- Equity – Benefit residents and businesses of Seattle through equity in freight investments and improve the health of communities impacted by goods movement.
- Environment – Improve freight operations in Seattle and the region by making goods movement more efficient and reducing its environmental footprint.

The FMP identifies the recommended freight network and develops solutions to ensure transportation facilities are functioning at their highest level in the future. It focuses primarily on urban truck movement to support Seattle's increasing demand for the delivery of goods and services in a safe and reliable manner. The plan:

- Develops a freight network, and in so doing also updates the existing MTS network.
- Proposes strategies, actions and projects to help goods move more efficiently and reliably while minimizing impacts on people and communities.
- Develops truck design guidelines.
- Identifies capital projects to implement the plan.

The recommended freight network was identified through the following steps: evaluate current and future traffic volumes; establish land use connections; provide connectivity within the network; review roadway classifications; assess resiliency of the network; incorporate public input; and consider other modal priorities. The purpose of designating streets as part of the freight network is to identify investments to move goods on a particular street in a safe manner. The FMP identifies design guidelines and considerations for freight movement that will help trucks travel safely. The freight network serves many purposes from long-distance trips traveling through the city to local deliveries to/from neighborhood commercial districts. Each freight network designation was identified by the primary nature of trips they are

intended to serve. Almost all of the freight network is designated on arterial streets. As shown on Figure 1, the recommended freight network includes:

- Limited Access Facility – Interstate and state highways such as Interstate 5 and State Route 99.
- Major Truck Street – Arterial streets serving connections to the regional network such as the West Seattle Bridge, Elliott Avenue W and 15th Avenue W.
- Minor Truck Street – Makes connections for goods delivery on streets such as Rainier Avenue S, N 45th Street and N 130th Street; and
- First/Last Mile Connector – Short truck trips are required for access to/from key freight activity centers such as Port facilities and intermodal terminals. These are the only non-arterial segments of the freight network.

The FMP evaluated safety and mobility issues within the recommended freight network by analyzing truck collisions, mobility constraints, parking and loading zones, and roadway congestion affecting truck facilities. Table 1 shows the freight toolbox developed to address safety and mobility issues as they relate to the goals of the FMP. Locations along the recommended freight network may require one or a combination of different tools to improve freight mobility and accomplish the goals for the city’s freight infrastructure.

**Table 1: Freight Toolbox Overview**

List of Tools	Goals Addressed					
	Safety	Economy	Mobility	State of Good Repair	Equity	Environment
Maintenance and Preservation	X		X	X	X	X
Intelligent Transportation System (ITS) Applications	X	X	X			X
Wayfinding	X	X	X			X
Geometric Improvements	X		X			
Freight Operations Management	X		X		X	X
Capital Investments	X	X	X			
Freight Mitigation	X			X	X	X

Freight strategies and actions were developed to guide the City on how to achieve progress toward realizing the FMP goals. Many of the strategies and actions relate to the freight toolbox and are intended to reduce and mitigate potential impacts of the freight network on the city’s overall transportation network and land uses.

An inventory of existing freight mobility and connectivity projects in other planning efforts were used to identify new projects to resolve bottleneck and safety issues. These included review of projects from the Levy to Move Seattle, SDOT’s Large Capital Program prioritization, and Freight Access Project lists. The results through work with the advisory committee and other stakeholders identified nearly 70 projects which could apply a variety of solutions from the freight toolbox.

The FMP developed an implementation strategy through a prioritization framework that had both quantitative and qualitative evaluation criteria.

Quantitative criteria include:

- Historic truck collision
- Average daily truck volumes
- Jobs data
- Pavement condition index
- Census data
- Analysis of bottlenecks

Qualitative criteria include:

- Funding opportunities through partnerships
- Community interest
- Policy directives
- Geographic balance

The City successfully makes the most of limited local dollars for transportation by leveraging those dollars with outside funding sources, such as grants and partnerships. Potential funding opportunities for the FMP include local, state and federal sources, private partnerships, and other implementation strategies. The City takes an integrated approach to developing projects that serve freight as well transit, bicycle, pedestrian and general traffic needs.

**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 FMP applies to the entire city. However, the plan targets investments in the recommended freight network (see Figure 1).

## **B. ENVIRONMENTAL ELEMENTS**

### **1. Earth**

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

- Flat       Rolling       Hilly       Steep Slopes       Mountainous  
 Other: (identify)

The FMP focuses on the freight network throughout the city. Topography varies from flat to rolling hills, including steep slopes in some areas.

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

There are steep slopes of up to 40 percent or greater in some areas of Seattle. However, the FMP focuses on improving existing city streets and public rights-of-way in the freight network, which are typically arterials that range from flat to 5 percent.

**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.**

Seattle has a variety of soil types, mostly glacial in nature. There is no prime farmland within the city's boundaries.

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

There are indications and a history of unstable soils in certain locations within Seattle. These locations have been designated by the City of Seattle as Environmentally Critical Areas (ECAs) and are subject to development restrictions. SDOT will evaluate the stability of soils at the location of individual FMP projects as appropriate.

**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.**

Filling and grading may be required for the completion of some projects listed in the FMP. Specific types and excavation quantities for projects have not been determined at this time. SDOT will evaluate any requirements for filling and grading during the implementation of individual projects.

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

Erosion could occur as a result of the construction of some FMP projects due to grading or clearing activities. It is not expected that erosion would occur from projects once implemented.

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

Generally, FMP projects will be constructed within existing paved rights-of-way or other existing impervious surfaces. However, SDOT will evaluate construction of any new or replaced impervious surfaces during project-specific environmental reviews.

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

When individual FMP projects are implemented, SDOT will avoid development within ECAs to the extent possible and conduct analyses of soil types and landslide potential at each project site during environmental review. SDOT will follow City of Seattle Standard Specifications for Road, Bridge and Municipal Construction, the Stormwater Management Manual for Western Washington, and construction Best Management Practices (BMPs) to control erosion and sediment runoff during the development and construction of FMP projects.

## 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.**

During construction of FMP projects there would be exhaust emissions from construction equipment. Development and adoption of the FMP addresses one of the City's Climate Action Plan near-term (2015) actions to "develop a FMP that includes goals to make freight movement more efficient and reduce its impact on greenhouse gas emissions." ITS improvements could have beneficial effects on air quality in the city by improving truck mobility and access, thereby reducing truck idling and congestion.

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

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

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

The FMP contains a number of strategies and actions that seek to mitigate the impacts to air quality, such as supporting programs to transition heavy trucks to be more efficient with cleaner fuels, developing guidelines for alternative fuels stations, anti-idle policies for City-owned and operated fleet vehicles and equipment, and no idle zones for queuing at Port facilities.

During the design and construction of FMP projects, SDOT will follow City of Seattle Standard Specifications for Road, Bridge, and Municipal Construction and BMPs to reduce construction-related air pollution and dust, and analyze potential impacts of operations. Once implemented, FMP projects would reduce traffic congestion and related greenhouse gas emissions as recommended by the Climate Action Plan.

## 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.**

Seattle contains numerous creeks, streams, and other bodies of water near FMP projects, including the Duwamish Waterway, Ship Canal, Lake Union, Lake Washington, and Puget Sound.

- 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.**

Certain FMP projects may require work adjacent to the waters described above and other waterbodies in Seattle. SDOT will design all projects to comply with the Shoreline Management Program Regulations, Stormwater Code, Grading Code, and all other pertinent water quality regulations.

- 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.**

Certain FMP projects may dredge or fill surface waters or wetlands. SDOT will evaluate the amount and extent of dredge or fill activities during the environmental review phase for individual projects and comply with federal, state and local regulations.

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

FMP projects are not anticipated to require surface water withdrawals or diversions.

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

FMP projects will be located in existing rights-of-way and impervious surfaces outside of the 100-year floodplain of waterbodies. Work could occur over waterbody floodplains where bridge/viaduct maintenance or grade separation projects may be implemented.

- 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.**

FMP projects are not anticipated to involve any discharges of waste materials to surface waters.

**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.**

FMP projects are not anticipated to withdraw or discharge to ground water.

- 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.**

FMP projects will not discharge waste material from septic tanks or other sources.

**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 majority of FMP projects will be developed within current paved street rights-of-way. These projects will not generate any additional runoff to that already existing. Runoff will follow existing drainage patterns through City storm drain facilities.

Some FMP projects may pave roads or shoulders, widen existing streets, construct new ramps, grade separate roadways, or construct new roadway outside of existing street rights-of-way. These projects could increase the amount of impervious surfaces, which could lead to greater stormwater runoff. SDOT will evaluate these projects during the design and environmental review phases to determine runoff quantity and effects to drainage patterns.

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

No. BMPs will be implemented during FMP project staging and construction to avoid waste materials from entering ground water or surface water.

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

The majority of FMP projects will be developed within current paved street rights-of-way and will not affect drainage patterns. Depending on the FMP project, stormwater control improvements may be required per the Seattle Stormwater Code.

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

The FMP contains an equity goal action to mitigate stormwater runoff in areas with incompatible land uses along the freight network through the use of green stormwater infrastructure. Where FMP projects add impervious surfaces that could increase stormwater runoff, SDOT will ensure that water quality is maintained through the design and construction of appropriate drainage facilities. Project construction will follow the City

of Seattle Standard Specifications for Road, Bridge and Municipal Construction, the Stormwater Management Manual for Western Washington, and BMPs to reduce and control any potential surface, ground or runoff water impacts from construction. FMP projects will meet all City of Seattle drainage requirements for collection, detention, and treatment.

#### 4. Plants

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

- |  |                                     |                                    |                                  |  |
|--|-------------------------------------|------------------------------------|----------------------------------|--|
| <input type="checkbox"/> Deciduous trees:                              | <input type="checkbox"/> Alder      | <input type="checkbox"/> Maple     | <input type="checkbox"/> Aspen   | <input type="checkbox"/> Other: (identify) |
| <input type="checkbox"/> Evergreen trees:                              | <input type="checkbox"/> Fir        | <input type="checkbox"/> Cedar     | <input type="checkbox"/> Pine    | <input type="checkbox"/> Other: (identify) |
| <input type="checkbox"/> Shrubs  |                                     |                                    |                                  |  |
| <input type="checkbox"/> Grass   |                                     |                                    |                                  |  |
| <input type="checkbox"/> Pasture                                       |                                     |                                    |                                  |  |
| <input type="checkbox"/> Crop or grain                                 |                                     |                                    |                                  |  |
| <input type="checkbox"/> Orchards, vineyards, or other permanent crops |                                     |                                    |                                  |  |
| <input type="checkbox"/> Wet soil plants:                              | <input type="checkbox"/> Cattail    | <input type="checkbox"/> Buttercup | <input type="checkbox"/> Bulrush | <input type="checkbox"/> Skunk cabbage     |
| <input type="checkbox"/> Other: (identify)                             |                                     |                                    |                                  |  |
| <input type="checkbox"/> Water plants:                                 | <input type="checkbox"/> water lily | <input type="checkbox"/> eelgrass  | <input type="checkbox"/> milfoil | <input type="checkbox"/> Other: (identify) |
| <input type="checkbox"/> Other types of vegetation:                    | (identify)                          |                                    |                                  |  |

There are a wide variety of vegetation types found within the city. SDOT will identify and assess potential impacts to plants as necessary for specific FMP projects during the environmental review process.

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

FMP projects will primarily occur within existing paved rights-of-way. The majority of projects will therefore not remove or alter any vegetation. However, some vegetation may need to be removed or altered during regular maintenance of street trees and vegetation and construction of individual projects. SDOT will evaluate the type and amount of vegetation to be removed, if necessary, during the environmental review phase of each FMP project.

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

FMP projects are unlikely to affect potential threatened and endangered and other special status plant species. However, SDOT will evaluate the presence of threatened and endangered and other special status plant species during the environmental review phase of specific FMP projects.

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

SDOT has identified strategies and actions to provide additional green infrastructure, such as trees and vegetation, when constructing new projects where appropriate. FMP projects will preserve existing vegetation to the maximum extent possible. SDOT will replace or repair any vegetation that has been removed or altered as part of project construction.

SDOT will comply with the City of Seattle Tree Protection Code and adhere to the goals outlined in the Seattle Urban Forest Management Plan.

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

SDOT will evaluate the presence of noxious weeds and invasive plant species during the environmental review phase of specific FMP projects.

**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)

**Mammals:**     Deer         Bear         Elk         Beaver  
 Other:(identify)

**Fish:**         Bass         Salmon     Trout         Herring  
 Shellfish     Other: (identify)

There are a wide variety of animals found within the City of Seattle. SDOT will assess potential impacts to animals as necessary for specific FMP projects during the environmental review process.

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

FMP projects are unlikely to affect potential threatened and endangered animal species. However, SDOT will evaluate the presence of threatened and endangered animal species during the environmental review phase of specific FMP projects.

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

The City of Seattle is within the Pacific Flyway. The Pacific Flyway encompasses the entire Puget Sound Basin.

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

SDOT has identified strategies and actions to provide additional green infrastructure, such as trees and vegetation that may provide habitat, when constructing new projects where appropriate. SDOT will evaluate the presence of and any potential impacts to wildlife during the environmental review of individual FMP projects. Projects will be designed to avoid impacts to wildlife to the extent possible and, if necessary, appropriate mitigation measures will be used to minimize any potential impacts. Project construction will follow the City of Seattle Standard Specifications for Road, Bridge and Municipal Construction and BMPs for the protection and preservation of wildlife and their habitat.

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

SDOT will evaluate the presence of invasive animal species during the environmental review phase of specific FMP projects.

## 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.**

FMP projects would typically require fuels and electricity during the construction phase to operate equipment and periodically thereafter for routine maintenance and repair activities. Projects that would add traffic signals or other ITS improvements to facilitate freight movement may require electricity from the Seattle City Light power grid to operate.

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

FMP projects would not affect the potential use of solar energy by adjacent properties.

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

The FMP identifies projects that eliminate bottleneck locations, address parking and loading zones issues, and reduce congestion on the freight network. These measures reduce idling and fuel use for freight and other vehicles. The environmental goal of the FMP also provides strategies and actions to reduce idling, encourage operators to modernize freight fleets, and explore use of alternative freight vehicles.

## 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.**

Construction activities could uncover contaminated soils or result in potential environmental health hazards, such as exposure to toxic chemicals, hazardous waste or spills. SDOT will evaluate the potential for environmental health hazards during the environmental review of each FMP project.

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

SDOT will evaluate the potential for contamination during the environmental review of individual FMP projects.

- 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.**

SDOT will evaluate the potential for existing hazardous chemicals/conditions during the environmental review of individual FMP projects.

- 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.**

Fuels could be temporarily used for vehicles and equipment during construction of individual FMP projects. Some freight traveling through the recommended network would carry hazardous materials and would be required to adhere to applicable federal, state and local regulations. However, these trucks are required to register, be labeled and adhere to Washington State Department of Ecology regulations.

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

No special emergency services will be required for FMP projects.

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

The FMP safety goal identifies design guidelines and considerations for freight movement that will help trucks travel safely and predictably with other users of the roadway. Construction crews will have a Health and Safety Plan in place and will follow City of Seattle Standard Specifications for Road, Bridge and Municipal Construction and BMPs to reduce and control any environmental health hazards that may result from construction of individual FMP projects.

**b. Noise**

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

Many types of noise exist throughout Seattle, including noise from traffic and operation of equipment. Rail, maritime and air freight also produce noise and are linked with the truck freight network. Noise from these and other activities in Seattle would not affect FMP projects.

- 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.**

Construction for individual FMP projects would likely occur during daylight hours only and would have short-term impacts on noise levels. Most projects are proposed in built out areas with existing heavy traffic and industrial uses that generate noise.

During the public input process, some neighborhood residents and businesses expressed interest in shifting more deliveries to off-peak hours. However, evening noise ordinances limit nighttime deliveries near residential areas. Deliveries during peak-hours reduces noise impacts in residential areas but contributes to increased traffic congestion.

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

Individual FMP projects will comply with the City of Seattle Noise Code (Seattle Municipal Code Chapter 25.08). If there is a need for work outside these times to minimize traffic impacts, SDOT will request a noise variance permit to allow some construction work at night. Construction vehicles will be equipped with mufflers or silencers and other BMPs in the City of Seattle Standard Specifications for Road, Bridge and Municipal Construction where applicable.

The FMP proposes measures to mitigate noise impacts including providing additional trees and vegetation and encouraging updating truck fleets with new technologies or vehicle types that reduce vehicle noise.

**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 freight network is connected to a variety of land uses in Seattle. Table 2 and Figure 1 shows the freight network land use connection. The freight system serves many purposes, from long-distance freight trips traveling through the city to local deliveries going to/from neighborhood commercial districts.

**Table 2: Freight Network Land Use Connection**

<b>Freight Network Designation</b>	<b>Supports Freight-Generating Land Uses</b>
Limited Access Facility	All types of freight through the region and to/from MICs and urban centers.
Major Truck Street	All types of freight to/from and through MICs, intermodal terminals, and urban centers.
Minor Truck Street	Primarily goods and service delivery to/from urban villages, and neighborhood commercial districts.
First/Last Mile Connectors	Primarily heavy freight to/from industrial locations within MICs.

**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.

**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?**

No.

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

Seattle contains many different structures throughout the city. SDOT operates and maintains over 149 bridges throughout Seattle. FMP projects would primarily occur in the rights-of-way and several bridges and viaducts are proposed projects to improve bottlenecks and safety. Proposed bridge and viaduct projects include the Ballard Bridge, 1st Avenue S Bridge, West Seattle Bridge, 4th Avenue S Viaduct, and 1st Avenue S Viaduct.

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

SDOT will determine what structures will be replaced, if any, during the development of individual FMP projects.

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

Most FMP projects will occur in rights-of-way where the zoning classification is determined by adjacent zones. Zoning classifications along the freight network include industrial, commercial, residential, mixed use, and several other districts. The city's land use patterns were a key consideration in developing the recommended freight network that connects different zones and the overall city and region.

Much of the recommended freight network to deliver goods and services is tied to MICs, urban centers and urban villages (see Figure 1). The majority of industrially zoned land in Seattle is located in the Ballard-Interbay-Northend MIC and the Duwamish MIC (see Figure 2). Proposed heavy haul streets in the MICs connect freight to terminal and rail yard gates. The Port, King County International Airport, Union Pacific Railroad (UP) and Burlington Northern Santa Fe Railway (BNSF) have facilities in the MICs that are vital to the city's manufacturing/Industrial activity.

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

Comprehensive Plan designations along the recommended freight network include industrial, commercial/mixed use, residential, urban centers, villages, and several other designations.

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

Shorelines of the city include saltwater shorelines, Salmon Bay, Lake Union, the Ship Canal, Lake Washington, Green Lake and the Duwamish River. Seattle shoreline districts have designations which include urban industrial, urban residential and urban general among others. FMP projects are proposed within 200 feet of all shorelines of the city.

SDOT will evaluate any potential impacts to shoreline districts and comply with the Shoreline Master Program Regulations during the environmental review of individual FMP projects.

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

The City of Seattle has designated ECAs located throughout the city. These areas are considered environmentally sensitive and include landslide-prone, liquefaction-prone and flood-prone areas, wetlands, riparian corridors, steep slopes, fish and wildlife habitat conservation areas, and abandoned landfills. SDOT will evaluate any potential impacts to ECAs during the environmental review of individual FMP projects.

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

None.

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

None.

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

No measures are proposed.

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

Seattle's Comprehensive Plan directly contributed to the development of the FMP. The Comprehensive Plan contains several elements with goals and policies related to the importance of industrial lands and freight movement considered in the FMP including the Urban Village Element, Land Use Element, Container Port Element, and Transportation Element.

The vision and goals of the FMP are consistent with the Mayor's goals for the city, SDOT, and the broader values of the Comprehensive Plan (environment, economic opportunity, and equity). While the FMP primarily deals with transportation issues around freight mobility, one of the major purposes of the plan is to support the city's overall land use and growth strategy, which includes promoting and protecting industrial lands.

The Ballard-Interbay-Northend MIC and the Duwamish MIC are specifically identified in Seattle's Comprehensive Plan. The MICs were established to ensure that adequate accessible industrial land is available to promote a diversified employment base and sustain Seattle's contribution to regional living wage job growth.

The FMP includes strategies and actions intended to improve safety, the parking and loading of goods, and congestion of freight in urban centers and villages throughout the city. Strategies and actions in the equity goal also address impacts on incompatible land uses such as neighborhoods and residents that are adjacent to industrial lands or freight

corridors. These include reducing long-term parking on residential streets, increasing green buffers along the freight network, and tracking the impacts of increased home delivery services in neighborhoods.

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

No measures are proposed.

**9. Housing**

**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:**

No measures are proposed.

**10. Aesthetics**

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

FMP projects would generally occur at-grade within existing rights-of-way. FMP projects also include bridge and viaduct improvements and proposals to develop grade separation of roadways with other transportation facilities.

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

SDOT will evaluate the potential for alteration or obstruction of views during the environmental review of individual FMP projects.

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

SDOT has identified an action as part of the equity goal to explore and implement opportunities to increase green buffers along the freight network through the use of green stormwater infrastructure. SDOT will evaluate the potential for alteration or obstruction of views during the environmental review of individual FMP projects.

**11. Light and glare**

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

Traffic signals and ITS improvements will be added to the recommended freight network as part of specific FMP projects. The light produced by these projects will be similar to that of existing traffic signals and street lights throughout the city. The signals and some ITS improvements will operate 24 hours a day.

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

The purpose of adding traffic signals and ITS is to improve the movement of freight and increase public safety by controlling traffic. Traffic signals and signage do not generally produce enough light or glare to pose a safety hazard or interfere with views.

**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:**

No measures are proposed.

## **12. Recreation**

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

Seattle has many designated and informal recreational opportunities within its boundaries. Seattle Parks and Recreation manages over 400 parks and open areas totaling over 6,200 acres. There are several miles of bicycle lanes and sidewalks throughout the city.

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

The majority of FMP projects will be developed within current paved street rights-of-way separated from City parks.

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

The FMP identifies design guidelines and considerations for freight movement that will help trucks travel safely and predictably with other users of the roadway including bicycles and pedestrians. The Bicycle and Pedestrian Master Plans influenced the development of the FMP and identification of project recommendations. The Seattle Complete Streets Ordinance requires that planning, design and construction of City transportation improvements must provide appropriate accommodation for pedestrians and bicyclists and promote safety for all users. The FMP has a goal to improve safety and the predictable movement of goods and people.

### 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.**

Seattle has many places and objects listed on national, state, or local preservation registers. SDOT will evaluate any potential impacts to historic and cultural resources during the environmental review of individual FMP projects.

- 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.**

Seattle has several landmarks and evidence of historic, archeological, scientific, and cultural importance within its boundaries. SDOT will evaluate any potential impacts to historic and cultural resources during the environmental review of individual FMP projects.

- 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.**

Not applicable.

- 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.**

SDOT will evaluate any potential impacts to historic and cultural resources during the environmental review of individual FMP projects. Projects will be designed to avoid impacts to historic and cultural resources to the extent possible and, if necessary, appropriate mitigation measures will be used to minimize any potential impacts. FMP projects may require consultation with the Department of Archaeology and Historic Preservation, Preservation/Historic District Boards, Landmarks Boards, and other applicable agencies.

### 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.**

The FMP concerns multiple public streets throughout Seattle. As described in Section A.12 and Figure 1, the recommend freight network includes designations for limited access facilities (long distance trips), major truck streets (through trips), minor truck streets

(to-from trips), and first/last mile connectors (industrial trips) throughout the city. Almost all of the freight network is designated on arterial streets that connect urban centers, urban villages, and MICs. The only non-arterial segments on the freight network are first/last mile connectors that are within the MICs. The designations underscore the importance of ensuring that goods movement can be accommodated on these streets in a safe manner.

- 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?**

Seattle is served by several public transit agencies, including King County Metro, Sound Transit, Community Transit, Pierce Transit, and Washington State Ferries. The FMP recognizes the location of primary transit corridors, as identified by the City's Transit Master Plan, and includes a section on multi-modal corridors and explains the need to understand the multiple modal demands on specific streets. The Seattle Complete Streets Ordinance also requires that planning, design and construction of City transportation improvements must provide appropriate accommodation for public transit and promote safety for all users.

- 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?**

None.

- 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).**

Yes. The FMP identified nearly 70 projects to improve freight mobility and safety. The FMP toolbox provides improvements to address bottlenecks and safety concerns for these projects. Projects can be funded through programs in the Move Seattle levy and through collaboration with federal, state, regional agencies, and public/private partnerships. SDOT will describe in greater detail any improvements to existing roads, bridges, or viaducts during the design and development of individual FMP projects and subsequent environmental review.

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

Freight traveling to and from railyards, seaports, and airports is often transported by truck, making effective integration between these other freight modes and trucks important in the overall freight chain. The FMP focuses on urban truck movements because the roadway is within the City's purview. However, water, rail and air transportation were considered in the FMP to identify how truck freight provides access to these modes and facilitates mutual intermodal benefits for all freight movement.

- 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 city's existing and future traffic and truck volumes were key considerations in developing the recommended freight network. The daily volume and type of trucks on any given roadway is a good indicator of the role that a street plays in the freight distribution system. In the recommended freight network: limited access facilities handle all truck volumes, major and minor truck streets handle 500-plus truck volumes, and first/last mile connectors handle 250-plus truck volumes. Freight is restricted in the highly congested downtown traffic control zone that may be extended in the future.

A bottleneck analysis in the FMP identified locations that had both high levels of congestion and high truck volumes. The analysis identified and ranked the severity of traffic conditions pertaining to goods movement and identified those areas with the greatest freight improvement needs. The freight toolbox was developed to address bottleneck locations and provide solutions for identified projects throughout the city.

**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.

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

The FMP identifies strategies and actions for goals that relate to safety and mobility improvements for the city's freight. Examples of these in the FMP include:

- Safety – Developing a freight education program, improving safety at railroad crossings, maintaining landscaping and street trees, and minimizing conflicts with other modes.
- Economy – Developing an urban goods delivery strategy and maintaining and improving truck freight mobility between and within the city's MICs.
- Mobility – Designating and enhancing a freight network, expanding the freight data collection program, and improving truck parking in industrial areas.
- State of Good Repair – Addressing major maintenance, rehabilitation and spot needs.

Proposed measures to reduce or control transportation impacts will be evaluated by SDOT during environmental review for individual FMP projects. All traffic control will be in accordance with the City of Seattle Traffic Control Manual for In-Street Work (2012).

**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.**

FMP projects will not increase the need for public services.

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

The FMP has a goal to improve safety and the movement of goods and people throughout the city.

**16. Utilities**

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

- |   |   |  |                                |   |
|---|---|--|--------------------------------|---|
| <input type="checkbox"/> None             | <input type="checkbox"/> Electricity    | <input type="checkbox"/> Natural gas   | <input type="checkbox"/> Water | <input type="checkbox"/> Refuse service |
| <input type="checkbox"/> Telephone        | <input type="checkbox"/> Sanitary sewer | <input type="checkbox"/> Septic system |                                |   |
| <input type="checkbox"/> Other (identify) |   |  |                                |   |

Public and private utilities are available throughout the city. SDOT will identify and assess potential impacts to utilities as necessary for specific FMP projects during the environmental review process.

**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.**

Construction of FMP projects may relocate some above- or below-ground utilities. Once implemented, some projects may use the Seattle City Light electrical utility to operate traffic signals and ITS improvements. SDOT will evaluate any impacts to public and private utilities during the environmental review of individual FMP projects.

**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: Gabriela Vega  
Date Submitted: August 4, 2010

## **D. SUPPLEMENTAL SHEET FOR NONPROJECT 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?**

Some FMP projects may increase runoff from stormwater. Projects developed within existing paved street rights-of-way and most bridge and viaduct maintenance activities would not generate any additional runoff to that already existing. However, potential projects that pave unpaved roads or shoulders, widen existing streets, construct new ramps, grade separate roadways, or that construct new roadway outside of existing street rights-of-way could increase the amount of impervious surfaces, which could lead to greater stormwater runoff.

During construction of FMP projects there would be exhaust emissions from construction equipment. Once implemented, individual FMP projects are intended to contribute to a reduction in traffic congestion and related greenhouse gas emissions as recommended by the Climate Action Plan. Construction activities may produce or release toxic or hazardous substances, such as mechanical fluids from construction equipment, and would temporarily generate noise.

#### **Proposed measures to avoid or reduce such increases are:**

The FMP contains an equity goal action to mitigate stormwater runoff in areas with incompatible land uses along the freight network through the use of green stormwater infrastructure. The plan also contains a number of strategies and actions that seek to mitigate the impacts to air quality, such as supporting programs to transition heavy trucks to be more efficient with cleaner fuels, developing guidelines for alternative fuels stations, anti-idle policies for City-owned and operated fleet vehicles and equipment, and no idle zones for queuing at Port facilities.

Prior to construction of individual FMP projects, SDOT will evaluate the need and types of mitigation appropriate for any anticipated adverse impacts as well as BMPs to reduce and control any potential discharges to water, emissions to air, release of hazardous substances, and production of noise.

Projects will follow the City of Seattle Standard Specifications for Road, Bridge and Municipal Construction, the Stormwater Management Manual for Western Washington, and BMPs to reduce and control any potential discharges to water, emissions to air, release of hazardous substances, and production of noise from construction activities. Where projects may increase stormwater runoff, SDOT will ensure that water quality is maintained through the design and construction of improved drainage facilities; projects

will meet all drainage requirements for collection, detention, and treatment per the Seattle Stormwater Code.

Projects will be required to implement BMPs and a spill prevention plan to minimize the potential for spills. The FMP proposes measures to mitigate noise and air quality impacts including providing additional trees and vegetation and encouraging updating truck fleets with new technologies or vehicle types that reduce overall freight noise and emissions. Individual FMP projects will comply with the City of Seattle Noise Code (Seattle Municipal Code Chapter 25.08). Evening noise ordinance requirements limit nighttime deliveries from freight trucks near residential areas.

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

FMP projects will primarily involve modifications to streets within developed public rights-of-way, as opposed to natural or undeveloped sites. As a result, most projects are not likely to have effects on animals, fish or marine life. However, some projects may require vegetation removal during construction, and bridge/viaduct modifications may occur over waterbodies. At this stage it is not possible to meaningfully assess the potential impacts to plants and wildlife from specific FMP projects.

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

SDOT will design projects to avoid impacts to plant and wildlife species to the extent possible. SDOT will replace or repair any vegetation that has been removed or altered as part of project construction. SDOT has identified strategies and actions to provide additional green infrastructure, such as trees and vegetation that may provide habitat, when constructing new projects where appropriate. Projects will comply with the City of Seattle Tree Protection Code and adhere to the goals outlined in the Seattle Urban Forest Management Plan. Project construction will follow the City of Seattle Standard Specifications for Road, Bridge and Municipal Construction and BMPs for the protection and preservation of plant and wildlife species.

SDOT will evaluate the presence of and impacts to plants, animals, fish, and marine life during the environmental review of individual FMP projects. If necessary, SDOT will develop mitigation measures to avoid or minimize any potential effects and consult with applicable regulatory agencies including U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, Washington State Department of Ecology, and Washington State Department of Fish and Wildlife.

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

FMP projects would typically require fuels and electricity use during construction phases to operate equipment and periodically thereafter for routine maintenance and repair activities. Completed FMP projects will not deplete but rather are projected to improve the use of energy and natural resources by reducing traffic congestion and parking and loading zone issues. At this stage it is not possible to meaningfully assess the potential impacts to energy and natural resources from specific FMP projects.

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

The FMP identifies projects that eliminate bottleneck locations and reduce congestion on the recommended freight network. These measures reduce idling and fuel use for freight and other vehicles. The environmental goal of the FMP provides strategies and actions to reduce idling, encourage operators to modernize freight fleets, and explore alternative freight vehicles.

SDOT will evaluate the potential impacts to energy and natural resources during the environmental review of individual FMP projects and, if necessary, develop mitigation measures to avoid or minimize any potential adverse effects.

**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?**

FMP projects will primarily involve modifications to streets within developed public rights-of-way, as opposed to natural or undeveloped sites. Potential projects that grade separate roadways or that construct new roadway outside of existing street rights-of-way may be the most likely to encounter environmentally sensitive areas or areas designated for governmental protection. However, at this stage it is not possible to meaningfully assess the potential impacts of specific FMP projects on these resources.

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

SDOT will evaluate any impacts to sensitive or protected areas during the environmental review of individual projects and, if necessary, develop mitigation measures in coordination with applicable regulatory agencies to avoid or minimize any potential effects.

**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?**

FMP projects will be designed to comply with all applicable land and shoreline use plans and regulations. Its policies and programs are consistent with those of the Seattle Comprehensive Plan, multimodal plans, and the City's Shoreline Master Program. While the FMP is not anticipated to induce land or shoreline uses incompatible with existing plans, at this stage it is not possible to meaningfully assess the potential impacts of specific projects.

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

The FMP includes strategies and actions intended to improve safety, the parking and loading of goods, and congestion of freight in urban centers and villages throughout the city. Strategies and actions in the equity goal also address impacts on incompatible land uses such as neighborhoods and residents that are adjacent to industrial lands or freight corridors. These include reducing long-term parking on residential streets, increasing green buffers along the freight network, and tracking the impacts of increased home delivery services in neighborhoods.

SDOT will evaluate the consistency of individual FMP projects with existing land and shoreline use plans and, if necessary, develop mitigation measures to avoid or minimize any potential effects during individual environmental review.

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

The FMP intends to accommodate truck movements safely and efficiently by using the freight toolbox toward identified projects throughout the freight network. These projects were developed to resolve bottleneck and safety issues that pose significant challenges to reliable goods movement in the future. Certain FMP projects will increase demand on public utilities to supply electricity for new traffic signals and ITS improvements; however, compared to the existing demand for electricity the increase will be negligible. The FMP is intended to improve safety on multimodal streets as part of the City's Vision Zero efforts which may decrease the demand for public services over time. At this stage it is not possible to meaningfully assess the potential changes in demand on transportation, public services or utilities from specific projects.

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

The FMP identifies strategies and actions for goals that relate to safety and mobility improvements of the city's freight (see Section B.14.h). SDOT will evaluate the demand on transportation, public services and utilities during the development and environmental review of individual FMP projects and, if necessary, develop mitigation measures to avoid or minimize any potential effects. As specific freight improvement projects are designed and implemented the impacts of those improvements on other travel modes will be considered.

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

The FMP is consistent with local, state and federal laws and requirements for the protection of the environment. It is intended as a functional plan to implement projects in the recommended freight network consistent with the Comprehensive Plan, multimodal transportation plans, and other related plans. These policies include those outlined in the Urban Village, Land Use, Container Port, and Transportation Elements of the Comprehensive Plan; SDOT Transportation Strategic Plan; SDOT Freight Mobility Strategic Action Plan; Washington State Freight Mobility Plan; Seattle Climate Action Plan; Seattle's Bicycle, Pedestrian and Transit Master Plans; and Seattle's Complete Streets Ordinance. Individual FMP projects will be subject to the same federal, state and local laws and requirements for the protection of the environment that govern all development projects in the city.

**Figure 1: Recommended Freight Network**

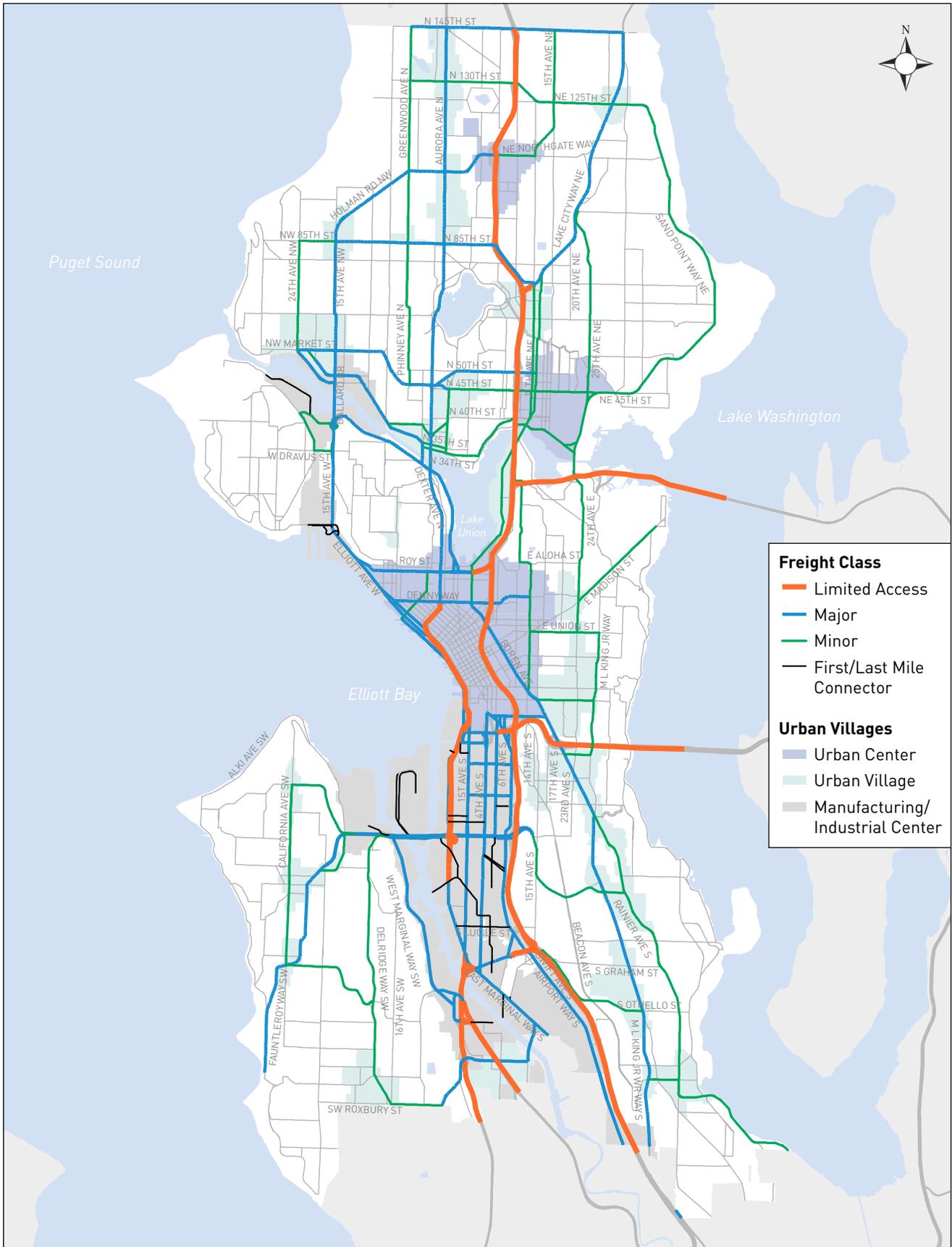


Figure 2: Seattle's Manufacturing/Industrial Centers

