SEPA ENVIRONMENTAL CHECKLIST

A. BACKGROUND

A1. Name of proposed project, if applicable:

Revised Aurora Avenue North Transit, Pedestrian, and Safety Improvements, North 110th Street to North 145th Street Project (Revised Project)

A2. Name of applicant:

City of Seattle, Department of Transportation (SDOT)

A3. Address and phone number of applicant and contact person:

Ken Lee, Project Manager
Seattle Department of Transportation
Capital Projects & Roadway Structures Division
Seattle Municipal Tower, Suite 3900
PO Box 34996
Seattle, WA 98124-4996

A4. Date checklist prepared:

February 7, 2008

A5. Agency requesting checklist:

SDOT

A6. Proposed timing or schedule (including phasing, if applicable):

Right-of-way acquisition for the Revised Project could start as early as March 2008. Construction and any required mitigation is expected to be completed in several phases, as funding becomes available, over several years. Improvements between North 137th Street and North 145th Street could begin in mid 2009. Construction for each phase is anticipated to last approximately 1.5 to 2 years.

Although funding is not currently available for the entire Revised Project, potential environmental impacts for all phases are analyzed in this SEPA document. Future phases may require further environmental analysis at the time they are funded if significant changes occur to the proposed design.

A7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal?

There are no plans for future additions, expansion, or further activity related to this proposal.

A8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

The Revised Project is, in many respects, functionally similar to the Aurora Avenue North Transit, Pedestrian, and Safety Improvements, North 110th Street to North 145th Street Project that was analyzed in the SEPA Environmental Checklist dated August 7, 2007 (Original Project). As explained in greater detail in the CH2M HILL *Revised Aurora Avenue North Transit, Pedestrian, and Safety*

Improvements, North 110th Street to North 145th Street Project – Environmental Information Memorandum prepared for SDOT dated February 6, 2008 (*Environmental Information Memorandum*), the Revised project differs from the Original Project in the following ways:

- Reduced Business Access and Transit (BAT) lane width
- Reduced median lane width
- Reduced sidewalk width
- Additional left-turn lanes to improve traffic levels of service (LOS)
- Utility undergrounding

The potential transportation-related impacts of the Revised Project differ from those of the Original Project such that the *Transportation Analysis Technical Memorandum* prepared in July 2007 can no longer fairly be said to be directly related to the Revised Project. Therefore, a new transportation technical memorandum has been prepared for the Revised Project:

- CH2M HILL, *Revised Aurora Avenue North Transit, Pedestrian, and Safety Improvements, North 110th Street to North 145th Street: Transportation Analysis Technical Memorandum*. Prepared for Seattle Department of Transportation, February 2008.

The following environmental information prepared for the Original Project directly relates to the Revised Project, as explained in the *Environmental Information Memorandum*:

- CH2M HILL, *Aurora Avenue North Transit, Pedestrian, and Safety Improvements, North 110th Street to North 145th Street: Social, Economics, and Environmental Justice Discipline Report*. Prepared for Seattle Department of Transportation, March 2007.
- CH2M HILL, *Aurora Avenue North Transit, Pedestrian, and Safety Improvements, North 110th Street to North 145th Street: Traffic Noise Discipline Report*. Prepared for Seattle Department of Transportation, August 2006.
- CH2M HILL, *Aurora Avenue North Transit, Pedestrian, and Safety Improvements, North 110th Street to North 145th Street: Hazardous Materials Discipline Report*. Prepared for Seattle Department of Transportation, October 2006.
- CH2M HILL, *Aurora Avenue North Transit, Pedestrian, and Safety Improvements, North 110th Street to North 145th Street: Air Quality Discipline Report*. Prepared for Seattle Department of Transportation, July 2006.
- CH2M HILL, *Aurora Avenue North Transit, Pedestrian, and Safety Improvements, North 110th Street to North 145th Street: Historical, Archaeological, and Cultural Resources Discipline Report*. Prepared for Seattle Department of Transportation, April 2007.
- CH2M HILL, *Aurora Avenue North Transit, Pedestrian, and Safety Improvements, North 110th Street to North 145th Street: No Effect Letter*. Prepared for Seattle Department of Transportation, June 2007.

A9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

None known.

A10. List any government approvals or permits that will be needed for your proposal, if known.

- NPDES Construction Stormwater General Permit
- Federal Highway Administration NEPA determination (if NEPA officials deem one necessary for the Revised Project)
- SDOT Street Use Permit

A11. Give brief, complete description of your proposal, including the proposed uses and the site of the project. 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 Revised Project is located within the City of Seattle in King County, Washington. Aurora Avenue North is a major north/south urban highway that serves both local and regional traffic within the City of Seattle. Aurora Avenue North, as named within the City of Seattle, is a portion of signed State Route 99 (SR 99) that extends from north Pierce County to north Snohomish County and serves as a regional link between cities within the Puget Sound Region. Within the Revised Project limits, Aurora Avenue North serves as a major traffic artery for the City of Seattle, with links to I-5 through connections at North 130th Street and North 145th Street.

SDOT, in cooperation with the Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA), is considering making improvements to Aurora Avenue North between North 110th Street and North 145th Street (approximately 1.6 miles; see Exhibit 2-1). The proposed improvements are described in greater detail below. These improvements are consistent with the 2003 Route Development Plan (RDP) prepared by WSDOT for Aurora Avenue North between the north end of the Battery Street Tunnel and North 145th Street in the City of Seattle, Washington (milepost 32.44 to milepost 40.47.) (Washington State Department of Transportation, 2003. Route Development Plan, State Route 99/Aurora Avenue North. March 2003.) The RDP is a 25-year plan intended to assist WSDOT, the City of Seattle, and King County Metro in making informed decisions on future improvements to the SR 99 corridor.

The RDP listed the following six, long-term improvement recommendations for what was referred to as the North Focus Area, from North 110th Street to North 145th Street:

- Widen existing lanes
- Add a southbound business access and transit (BAT) lane
- Add a raised median with controlled access points
- Construct a continuous amenity zone on both sides of SR 99
- Improve pedestrian crossings
- Consolidate driveways at logical locations.

The Revised Project has been designed with the intent of fulfilling those recommendations, with the exception of widening existing lanes. The Revised Project would match the existing lane widths. (See Exhibit 2-2).

Major Design Elements

Widen the Roadway

The existing roadway consists of four general-purpose lanes, a continuous two-way left turn lane and/or a delineated left turn lane, and paved shoulders where width allows. There is also a BAT lane in the northbound direction. Sidewalks exist at spot locations throughout the project limits. Numerous commercial and retail driveways with undefined limits exist along both sides of the roadway.

SDOT is considering widening the Aurora Avenue North roadway by adding a new southbound BAT Lane (see Exhibit 2-2). The Revised Project would create a seven-lane roadway section (measuring roughly 75 feet as compared to the existing 64 feet) composed of the following:

- BAT lanes in both directions, with a new southbound BAT lane measuring 11 feet
- Two 11-foot general purpose lanes in the southbound direction and two general purpose lanes in the northbound direction measuring 11 feet and 10.5 feet respectively
- A 10-foot left turn lane/landscaped center median, or access management feature, between North 110th Street and North 145th Street
- Revisions to U-turns and left turns between North 110th Street and North 145th Street
- Additional left turn lanes at the intersections of North 125th, North 130th and North 145th Streets to provide additional capacity and to improve the flow and circulation of traffic onto and from Aurora Avenue North, thus resulting in an improved level of service (LOS) at these intersections
- New curbs and gutters.

Where the Evergreen-Washelli Cemetery is located within the project corridor, from North 110th Street to roughly North 116th Street, the improvements would create a reduced section (measuring approximately 89 feet including sidewalks, as compared to the 92.5 feet proposed for the remainder of the Revised Project) to eliminate the need to acquire right-of-way from the cemetery. Based on preliminary design, modifications to the proposed full section might include:

- Narrowed BAT lanes (e.g. 11-foot) in both directions
- Two narrower (approximately 10.5-foot) general purpose lanes in each direction
- A 10-foot left turn lane/landscaped center median, or access management features
- A sidewalk of approximately 8-foot width on the west side of Aurora Avenue North along the entire length of the cemetery property, from North 110th Street to the vicinity of North 118th Street
- A sidewalk of approximately 7-foot width on the east side of Aurora Avenue North along the cemetery property from North 110th Street to North 115th Street

Build Sidewalks and ADA-Compliant Ramps

In general, an 8.5-foot sidewalk zone would be added on both sides of Aurora Avenue North to include sidewalks, landscaping strips or tree pits, street light poles, and fire hydrants. Ultimately, where there are right-of-way constraints, the sidewalk may be reduced to 5.5 feet. Refer to Exhibit 2-2 for details. Americans with Disabilities Act (ADA) compliant ramps would be provided throughout the project area.

Upgrade Storm Drainage Facilities

The existing drainage along the project area consists primarily of enclosed pipes and catch basins that collect and convey stormwater runoff from the roadway, driveways, and adjacent properties to the main trunk line running parallel to Aurora Avenue North.

The Revised Project would direct all runoff to a new storm drain system and six new underground detention vaults located in the right-of-way of Aurora Avenue North or the adjacent side streets. Four of the vaults would discharge to the existing Densmore trunk line parallel to Aurora Avenue North before ultimately discharging to Green Lake to the south. The four vaults would connect to the existing system at the following locations:

- North 137th Street
- South of North 135th Street through K-Mart
- North 115th Street
- North 110th Street

A fifth detention vault is for the small portion of the project area within the Boeing Creek Basin. This vault would be located at North 145th Street, west of Aurora Avenue North. The sixth detention vault would be located at North 145th Street, east of Aurora Avenue North, in the Thornton Creek Basin.

Runoff that enters the project site from offsite areas would be collected and conveyed in a separate drainage system and would not be routed through the underground vaults.

The treatment of stormwater runoff for the Revised Project would meet the criteria in WSDOT's 2004 Highway Runoff Manual. The Revised Project would provide basic stormwater treatment, utilizing Department of Ecology-approved filter media. Additionally, oil/water separators would be added at two high-use intersections: North 145th Street and North 130th Street.

An alternative drainage option is to route drain flows from Aurora Avenue North to the City's Stone Pond detention facility. If this alternative is selected, no detention vaults would be necessary along Aurora Avenue North or its side streets.

Replace Lighting

Existing lighting in the project corridor consists of utility poles with street lights along both sides of Aurora Avenue North. The poles are currently staggered with spacing from 120 to 170 feet. In addition to the current lighting scheme for the corridor, four additional lights would be added at each of the existing signalized intersections. The same luminaire type, mounting height, and arm length that currently exist along the corridor is proposed for the Revised Project. The exact location of the new staggered light poles has yet to be determined. The potential spacing between poles is anticipated to be between 120 and 170 feet.

Install Landscaped Medians and Sidewalk Zone with Landscaped Strips

The existing corridor consists mainly of commercial development with few pedestrian or landscape improvements. Overhead power lines, asphalt shoulders, cars, and adjacent businesses dominate much of the visual appearance through the corridor.

The following elements would be implemented for the Revised Project:

- The median would be approximately 10 feet wide, including the curb. The median curbs would be 6 inches in height. The median grading would be approximately 12 inches in height and include hardy, low-maintenance plants. No trees would be included.
- The sidewalk zone, in general, would be 8.5 feet wide where practicable and include a planting strip where trees would be planted.
- At some parcels along the project area, on-site parking spaces that comply with Seattle Municipal Code requirements are likely to be removed as a result of the proposed sidewalk zone. In addition, existing parking spaces that do not comply with Code requirements (because, for example, they are located within a street right-of-way) are also likely to be removed. Where feasible, the City would help identify other parking opportunities for affected businesses along the corridor that lose

on-site, compliant parking spaces as a result of the Revised Project.

Upgrade Traffic Signalizations

No new signalized intersections are proposed for the project corridor. The seven existing signalized intersections would be upgraded to include new interconnected equipment and poles.

Upgrade Metro Bus Stops

Existing transit stops would be upgraded with lighting and shelters. No new stops are proposed.

Utility Undergrounding

Overhead utilities along Aurora Avenue North, including electric, telephone, and cable, would be placed underground in conjunction with roadway construction, as part of the Revised Project.

A12. 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 Revised Project is located in King County, Washington, in Township 26 North, Range 4 East, in sections 19 and 30. The Revised Project is located between mileposts 38.90 and 40.47 on Aurora Avenue North (State Route 99). See Exhibit 2-1 Vicinity Map.

B. ENVIRONMENTAL ELEMENTS

B1. Earth

a. General description of the site:
☒ **Flat** ☒ **Rolling** ☐ **Hilly** ☐ **Steep Slopes** ☐ **Mountains**
☐ **Other:**

The general topography of the project area gently slopes to the south and east.

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

The steepest slope along the project alignment is no greater than 10%.

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 prime farmland.

The majority of the subsurface land in the project area consists of glacial deposits that have recently been artificially modified by grading or filling at or near the surface. Glacial deposits within the project vicinity associated with Vashon glaciation include the following: recessional outwash, ice-contact deposits, and subglacial till.

- **Vashon Recessional Outwash (Qvr).** Recessional outwash is deposited by melt water streams in front of a receding glacier and typically consists of loose to dense,

moderately well-sorted sands and gravels with a relatively low silt and clay content.

- **Vashon Ice-Contact Deposits (Qvi).** Ice contact deposits consist of intermixed irregularly shaped bodies of till and coarse grained outwash deposits.
- **Vashon Sub-Glacial Till (Qvt).** Glacial till typically consists of medium dense to very dense, nonstratified deposits of clay, silt, sand, and gravel with occasional cobbles and boulders. Locally, lenses of sand and gravel may occur.

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

There are no surface indications or history of unstable soils in the immediate vicinity.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

To construct the Revised Project, the existing roadway would require removal or resurfacing. New right-of-way would need to be cleared and graded to match the new roadway elevation, and excavation would occur for new stormwater and utility facilities. Exact quantities of fill are unknown at this time, but are likely to vary along the 1.7 mile project corridor. The source of fill would be from an approved off-site location.

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

Disturbed areas of the site could be susceptible to erosion during excavation and filling operations associated with site preparation. However, appropriate best management practices (BMPs) would be implemented to ensure that any erosion is minimized.

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

Currently, roughly 20.25 acres is covered with pollution generating impervious surface (PGIS). Post-project PGIS would be roughly 20.03 acres.

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. The contractor would be required to submit and implement a Stormwater Pollution Prevention Plan (SWPPP) and a Temporary Erosion and Sediment Control (TESC) plan, as well as construct per the Washington Department of Ecology National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit. All refueling of construction vehicles would be conducted according to a Spill Prevention and Counter Measures and Control Plan (SPCC plan) to be developed by the contractor.

Upon completion of construction, disturbed areas would be seeded or otherwise stabilized with plantings and landscaping.

B2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Construction of the Revised Project

Soil disturbing activities, heavy-duty equipment, commuting workers, and the laying of asphalt may generate emissions that can temporarily affect air quality during construction. The total emissions and the timing of the emissions from these sources would vary depending on the phasing of the project and construction methods.

Typical sources of emissions during construction of transportation projects include the following:

- Fugitive dust generated during excavation, grading, loading and unloading activities
- Dust generated during demolition of structures and pavement
- Engine exhaust emissions from construction vehicles, worker vehicles, and diesel fuel-fired construction equipment
- Increased motor vehicle emissions associated with increased traffic congestion during construction
- VOC and odorous compounds emitted during asphalt paving

Operation of the Revised Project

One of the primary objectives of the Revised Project is to increase mobility on Aurora Avenue North, which would result in fewer delays for motor vehicles and lower vehicle exhaust emissions. Region wide, fewer delays and lower emissions are a positive impact of the project. However, shifts in traffic patterns could result in localized increases in concentrations of pollutants from motor vehicles.

Air quality was measured qualitatively by screening the worst intersections, in terms of the level of service (LOS) of the intersection (defined as the ability of the intersection to operate effectively), and estimating the pollutant emissions from vehicle exhaust at those intersections. The three intersections identified were North 125th Street, North 130th Street, and North 145th Street. The analysis found that the roadway improvements proposed by the Original Project would not violate any air quality standards. For the Revised Project, new left turn lanes have been added, which would result in an improved LOS at the originally analyzed intersections. Therefore, no additional air quality impacts are anticipated and the Revised Project is likely to have even less of an air quality impact that the Original Project. For a complete discussion of LOS results, see CH2M HILL, *Revised Aurora Avenue North Transit, Pedestrian, and Safety Improvements, North 110th Street to North 145th Street: Transportation Analysis Technical Memorandum*, January 2008 (*Revised Transportation Memo*).

Because the project is not anticipated to create any new violations nor increase the frequency of an existing violation of the carbon monoxide (CO) standard, it conforms with the purpose of the current State Implementation Plan and the requirements of the Clean Air Act and the Washington Clean Air Act. The Revised Project is included in the Regional Transportation Plan (RTP), Destination 2030 (Puget Sound Regional Council, Destination 2030, February, 2006) and in the 2005-2007 Transportation Improvement Plan (TIP) (Puget Sound Regional Council, 2005-2007 Transportation Improvement Plan, April 2006.) The RTP and the TIP meet the conformity requirements identified by federal and state regulations for CO.

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 this proposal.

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 and Seattle construction practices. These could include: spraying areas of exposed soil with water for dust control, regular street cleaning, and reducing exhaust emissions by minimizing vehicle and equipment idling.

Fugitive dust could become airborne during demolition, material transport, grading, driving of vehicles and machinery on and off the site, and wind events. The following is a list of actions that may be required to control fugitive dust emissions:

- Spray exposed soil with water or other suppressant to reduce emissions of PM_{10} and deposition of particulate matter.
- Use phased development to keep disturbed areas to a minimum.
- Use wind fencing to reduce disturbance to soils.
- Minimize dust emissions during transport of fill material or soil by wetting down or by ensuring adequate freeboard (space from the top of the material to the top of the truck bed) on trucks.
- Promptly clean up spills of transported material on public roads.
- Schedule work tasks to minimize disruption of the existing vehicle traffic on streets.
- Restrict traffic onsite to reduce soil upheaval and the transport of material to roadways.
- Locate construction equipment and truck staging areas away from sensitive receptors as practical and in consideration of potential impacts on other resources.
- Provide wheel washers to remove particulate matter that would otherwise be carried off-site by vehicles to decrease deposition of particulate matter on area roadways.
- Cover dirt, gravel, and debris piles as needed to reduce dust and wind-blown debris.
- Minimize odors on-site by covering loads of hot asphalt.

Emissions of $PM_{2.5}$, PM_{10}, VOCs, NO_x, SO_X, and CO would be minimized whenever reasonable and possible. Since these emissions primarily result from construction equipment, machinery engines would be kept in good mechanical condition to minimize exhaust emissions.

Federal regulations have been adopted that require the use of ultralow-sulfur diesel fuel in on-road trucks since 2006. This reduces the sulfur content of diesel fuel from its current level of 500 ppm to 15 ppm million–-a 97 percent reduction, and will result in a decrease in both sulfur dioxide (SO2) and PM emissions from these engines. Contractors would be encouraged to reduce idling time of equipment and vehicles and to use newer construction equipment or equipment with add-on emission controls.

B3. 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 so, describe type and provide names. If appropriate, state what stream or river or water body it flows into.

There are no surface water bodies on or in the immediate vicinity of the site. Bitter Lake, located west of Aurora Avenue North, and Haller Lake, located east of Aurora Avenue North, are each located greater than 1,000 feet from the Revised Project.

(2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If so, please describe and attach available plans.

The Revised Project would not require any work over, in, or adjacent to surface waters.

(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.

Not applicable.

(4) **Will the proposal require surface water withdrawals or diversions? If so, give general description, purpose, and approximate quantities if known**.

Not applicable.

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

No.

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

The Revised Project would not produce or discharge waste materials to surface waters.

b. Ground:

(1) Will ground water be withdrawn, or will water be discharged to ground water? If so, give general description, purpose, and approximate quantities if known.

No.

(2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, agricultural, etc.). Describe the general size 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 would be discharged into the ground.

c. Water Runoff (including storm water):

(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 existing storm water drainage system consists primarily of enclosed pipes and catch basins that collect and convey stormwater runoff from the roadway, driveways, and adjacent properties to the Regional Densmore Trunk stormwater pipe. The stormwater pipe parallels Aurora Avenue North approximately one eighth of a mile to the east and discharges at the north end of Green Lake. The existing stormwater system provides no detention or treatment facilities.

The Revised Project would direct all runoff to a new storm drain system and six new underground detention vaults, which would continue to discharge to the Densmore Trunk line, the Boeing Creek Basin, and the Thornton Creek Basin. Detention for the Revised Project would be accomplished using the six new passive water quality vaults. Treatment of the stormwater would be accomplished by adding two oil/water separators at two major intersections (North 145th Street and North 130th Street) and Department of Ecology-approved filter media. The new stormwater system would detain and treat approximately 20.03 acres of PGIS to City of Seattle standards. As a result of the new treatment and detention, the Revised Project would provide improvements to stormwater peak flows and water quality draining from the project footprint.

An alternative drainage option is to route drain flows from Aurora Avenue North to the City's Stone Pond detention facility. If this alternative is selected no detention vaults would be necessary along Aurora Avenue North or its side streets.

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

During construction, an Erosion and Sediment Control Plan and Stormwater Pollution Prevention Plan would be implemented to ensure that waste materials do not enter ground or surface waters, as required by the NPDES Construction Stormwater General Permit. During operation of the facility, all stormwater would be collected, detained, and treated prior to discharge.

The typical residential area waste materials that get washed into drainage systems or the ground, such car washing soap, motor oil leaks, exhaust residue, etc., would not be increased or decreased by the Revised Project.

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

The Revised Project would provide improvements to stormwater peak flows and water quality through the addition of new stormwater detention and treatment facilities. The existing roadway does not contain facilities to treat or detain stormwater.

B4. Plants

a. Check types of vegetation found on the site:

☑ Deciduous trees (check types): ☐ alder ☒ maple ☐ aspen ☐ other:
☐ Evergreen trees (check types): ☐ fir ☐ cedar ☐ pine ☐ other:
☑ Shrubs
☑ Grass
☐ Pasture
☐ Crop or grain
☐ Wet soil plants (check types): ☐ cattail ☐ buttercup ☐ bullrush ☐ skunk cabbage ☐ Other: *(NOTE: wet soil plants are located in ditches).*
☐ Water plants (check types): ☐ water lily ☐ eelgrass ☐ milfoil ☐ Other:
☐ Other types of vegetation:

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

The right-of-way that would be acquired for implementation of the Revised Project consists of impervious area and some areas of grass and weeds. Some landscaped areas fronting businesses and/or parking lots would also be removed.

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

The Washington Department of Natural Resources Natural Heritage Program rare plant database was accessed on November 9, 2007. No threatened or endangered species are known to be on or near the site.

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

The existing corridor includes sporadic areas of landscaping; primarily associated with business frontage and/or parking lot improvements. An integral component of the Revised Project would be to include a contiguous landscaping element along the entire Aurora Avenue North corridor through the construction of a median and sidewalk zone. The proposed roadway median would be approximately 12 inches in height and include hardy low-maintenance plants; no trees would be included. The sidewalk planting strips would include trees.

The Norwegian Sunset Maple (*Acer truncatum 'Keithsform*') has been identified preliminarily to be the dominant species along this segment of the Aurora Avenue North corridor to maximize the planting potential of the right-of-way in a manner proven successful under similar site conditions. Accent species identified for consideration include deciduous varieties of Magnolia and Japanese Hornbeam (*Carpinus japonica*).

B5. Animals

a. Checkmark any birds and animals that have been observed on or near the site or are known to be on or near the site:

Birds:	☐ hawk ☐ heron ☐ eagle ☑ songbirds ☐ other:
Mammals:	☐ deer ☐ bear ☐ elk ☐ beaver ☒ other: raccoons
Fish:	☐ bass ☐ salmon ☐ trout ☐ herring ☐ shellfish ☐ other:

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

According to the *No Effect Letter* for the Original Project (CH2M HILL 2007), the list of species was narrowed down to those listed or proposed that had suitable habitat in, or in the vicinity of the action area. Tthe action area was defined as 3,200 feet around the perimeter of the project footprint and a 100-foot radius around the stormwater outfalls [one at the north end of Green Lake and one at the west end of the Lake Washington Ship Canal]). The species included were bald eagle, coastal Puget Sound bull trout (*Salvelinus confluentus*), Puget Sound Chinook salmon (*Oncorhynchus tshawytscha*) and Puget Sound steelhead (*O. mykiss*).

For the Revised Project, updated information on the occurrence of federally listed species and habitat under the jurisdiction of the United States Fish and Wildlife Service (USFWS) for King County was obtained from the USFWS web site on November 9, 2007. Updated information on the occurrence of listed fish species and habitat under the jurisdiction of National Marine Fisheries Service (NMFS) was obtained from the Northwest Regional Office of the National Oceanic and Atmospheric Administration (NOAA) Fisheries web site on November 9, 2007. Updated Priority Habitat and Species (PHS) maps were obtained from the Washington Department of Fish and Wildlife Database.

According to this updated information there were no changes to the occurrence of threatened or endangered species within the project site, except that bald eagles are no longer considered a threatened species under the Endangered Species Act.

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

Aurora Avenue North is not part of a migratory route; however, the Lake Washington Ship Canal is a migratory corridor for the fish species listed above.

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

The Revised Project would have no effect on any of the species listed above; therefore, no measures are proposed to preserve or enhance wildlife.

B6. 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 Revised Project would not require any supplementary energy to operate. Electricity would be neccessary to continue the operation of the street lighting located along the roadway.

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

The Revised Project does not involve building structures or planting vegetation 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:

None.

B7. 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:

Small amounts of materials likely to be present on the construction site include gasoline and diesel fuels, hydraulic fluids, oils, lubricants, solvents, paints and other chemical products. A spill of one of these chemicals could potentially occur during construction as a result of either equipment failure or worker error. Contaminated soils, sediments or groundwater could also be exposed during excavation. If disturbed, contaminated substances could expose construction workers and potentially other individuals in the vicinity through blowing dust, stormwater runoff or vapors.

Throughout the project alignment, multiple parcels would be partially acquired by the City of Seattle to accommodate project improvements. Multiple sites with known soil and/or groundwater contamination (past or present) are located within or adjacent to SDOT's proposed ROW acquisition area. Contaminated soil may also be encountered within the existing ROW during installation of the stormwater detention system and within utility corridors as a result of contaminant migration from adjacent properties. Soil contamination along the existing ROW, if encountered, would consist mostly of petroleum-based contaminants.

Contaminated groundwater encountered during excavation or utility installation would require special handling prior to disposal. Contaminated groundwater may also be encountered with the proposed ROW acquisition areas. It may also be encountered within the existing ROW during installation of stormwater conveyance pipelines and facilities and within utility corridors as a result of contaminant migration from adjacent properties. Contaminated stormwater could potentially run off from stockpiles and open excavation areas into stormwater drains.

During construction, underground storage tanks (USTs) located within the ROW acquisition area would be removed, including those that may have been previously closed in place. Residual petroleum contamination may be encountered in soils from current or previous USTs. The removal of UST and excavation of petroleum-contaminated soil during demolition activities would expose the petroleum-contaminated soil for brief periods during excavation.

In addition, the possibility exists that unidentified USTs would be encountered during excavations. These unknown tanks create the greatest risk because of the explosion hazard and the potential to create a spill if the tank is ruptured during construction activities.

Construction workers and the public could be exposed to hazardous materials that could be uncovered, released, or spilled during construction. Workers would be more at risk than the public because of their proximity to spills during construction operations. The most likely spill materials that a worker could be exposed to are petroleum-based products such as fuels and hydraulic fluids. The common routes of exposure are inhalation, ingestion, and skin contact. Petroleum products could cause damage to the eyes, exposed skin, or lungs. Use of appropriate worker personal protective equipment (PPE) and proper hygiene can reduce the risk of exposure.

Public health impacts from construction would be related to exposure to a release of hazardous materials. A spill of materials brought onsite or encountered during construction, including dust, may expose the public to hazardous substances that pose a health risk. The most likely type of material that may be released is petroleum-based product, such as fuels and lubricants. The product could be released to the soil, surface water, groundwater, or air. The most likely route of exposure to the public would be through inhalation and direct contact. The greatest danger would be a release of unidentified contaminants. Spill prevention materials and careful work would be crucial to preventing a release that may endanger the public.

The overall impact of a release on the public would include illness and discomfort from exposure to the hazardous substance and may also include lost wages for those exposed and health care costs for treating the symptoms of the exposure.

(1) Describe special emergency services that might be required.

Possible fire or medic services could be required during construction, and during maintenance of the Revised Project once completed.

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

A Health and Safety Plan would be submitted by the contractor before work commences. The construction workers will have 40-hour OSHA Health and Safety Training for working in potentially contaminated areas.

A spill control plan would be developed to control spills on site. Any contaminated soils would be excavated 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.

PCB Wastes

Wastes that contain PCBs must be managed as required by the PCB regulations. This includes specific storage requirements and disposal requirements. All fluorescent light ballasts made between 1978 and 1998 should be marked as “No PCB’s” unless they contain PCBs. If the light ballasts in the buildings to be demolished are not marked “No PCBs”, then they must be disposed of as PCB waste.

Underground Storage Tanks

There are strict requirements for UST removal and cleanup under Ecology and City of Seattle Fire Department regulations. These regulations impose detailed protocols for addressing environmental issues associated with removal of USTs and petroleum-contaminated soils.

A registered UST site assessor would need to conduct a site assessment/check at the time any regulated UST is removed from the site. Regulated tanks removal regulations include specifics on appropriate notification, closure, and reporting procedures that should be followed throughout the excavation and removal process.

Water Quality

Any discharge of contaminated water during project construction activities would be mitigated through compliance with regulatory permit requirements. Permit requirements generally include treatment and monitoring of water prior to discharge.

Coverage under the NPDES Construction Stormwater General Permit would also be needed because the construction area is greater than one acre.

Municipal treatment and disposal programs would also be considered; i.e., discharging water to a publicly owned treatment works (POTW). This option would be especially attractive for short-term discharges with low toxic constituent concentrations.

Solid Wastes

WAC 173-304 implements the Solid Waste Management Act (RCW 70.95) and establishes the Minimum Function Standards for Solid Waste Management. Solid Waste facilities, including landfills, transfer stations, wood waste sites, and concrete recycling facilities, are permitted and monitored to ensure proper handling of wastes to prevent environmental contamination. Solid waste generated by the Revised Project could include typical municipal waste, soil contaminated at concentrations below levels which would characterize it as dangerous waste, wood, and construction debris. These waste types can be disposed of as solid waste at an appropriately permitted facility.

b. Noise

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

Noises that exist in the area would not affect the Revised 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.

Noise levels in the vicinity of construction would temporarily increase during construction activities. Short-term noise from construction equipment would be limited to the allowable maximum levels of City of Seattle's Noise Control Ordinance (SMC Chapter 25.08.)

Short-term noise impacts during construction would range from low (such as noise from trucks, cranes, and other construction vehicles) to high (such as vibratory compaction equipment). Noise would also be generated by increased truck traffic on area roadways associated with the transport of heavy materials and equipment. In accordance with City of Seattle Municipal Code Noise Control Guidance, construction noise could typically occur from the hours of 7:00 a.m. and 10:00 p.m. on weekdays and 9:00 a.m. and 10:00 p.m. on weekends.

After completion of the Revised Project, occasional noise from equipment used for on-going routine maintenance and repair would occur, but would be limited to the hours listed above.

Long-term impacts from the Revised Project would consist of a slight increase in noise levels along the project corridor from 1 to 2 dBA from existing conditions (a change in 1 to 2 dBA is

typically not perceptible by humans). These impacts are generally associated with the addition of travel lanes along the corridor.

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

Construction equipment would be muffled in accordance with the applicable laws. SMC Chapter 25.08 which prescribes limits to noise and construction activities would be fully enforced while the project is under construction.

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

- Whenever possible, operation of heavy equipment and other noisy procedures would be limited to non-sleeping hours.
- Effective mufflers would be installed and maintained on equipment.
- Equipment and vehicle staging areas would be located as far from residential areas as possible.
- Idling of power equipment would be minimized.
- With 2 days advance notification from the cemetery regarding burial services, SDOT would direct the contractor to cease the use of high noise level generating equipment, such as pile drivers, next to the cemetery during the services. The duration of equipment shutdown would be expected to last 2 to 3 hours.

B8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The site is currently used as Aurora Avenue North, a major north-south arterial. Adjacent properties are primarily commercial and retail in nature.

b. Has the site been used for agriculture? If so, describe.

The site has not been used for agriculture.

c. Describe any structures on the site.

The existing roadway consists of four general-purpose lanes, a continuous two-way left turn lane and/or a delineated left turn lane, and paved shoulders where width allows. Sidewalks exist at spot locations throughout the project limits. Structures along the corridor include utility poles with street lights.

Numerous businesses are located directly adjacent to the existing roadway right-of-way.

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

The existing utility poles would be removed as part of utility undergrounding and would be replaced by street light poles. Four additional lights would be added at each of the existing signalized intersections.

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

Aurora Avenue North and adjacent properties are subject to a variety of Commercial and Neighborhood Commercial zoning designations.

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

The City of Seattle Comprehensive Plan Future Land Use Map designates Aurora Avenue North and adjacent properties from approximately North 70th Street to Northeast 145th Street as a Commercial/Mixed Use Area and, in addition, from North 115th Street to Northeast 145th Street as a Hub Urban Village.

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

Not applicable.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

A part of the site, from roughly North 117th Street to North 127th Street, is located within a 1,000 foot “methane producing buffer” located adjacent to a former landfill site east of Aurora Avenue North.

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

No people would reside or work in the completed project.

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

The Revised Project would not displace any residents.

Preliminary design indicates that the Revised Project may require acquisition of property which could require relocation of one business located at 14032 Aurora Avenue North, Ferguson Express. It could also require reconfiguration of a Conoco Phillips 76 Station pump island at 12248 Aurora Avenue North. However, property owners would be compensated for the fair market value of any property acquired for public right-of-way; and, if required, property owners would be compensated for relocation costs in accordance with the Uniform Relocation Assistance and Real property Acquisition Policies Act of 1970, as amended.

The Revised Project would change vehicle access to many businesses because the center two-way left-turn lane would be removed, and other safety improvements such as landscaped medians would be implemented. Additionally, partial property acquisition would remove compliant parking stalls for approximately 21 parcels containing 26 businesses (compliance is based on consistency with City of Seattle parking standard). One business (Ferguson Express) might experience a substantial negative impact from the loss of compliant parking spaces. Analysis of the economic impacts on businesses in the project area indicates that those impacts, when balanced with improvements in transit, pedestrian access and vehicle mobility, would have a negligible effect on businesses and should not result in displacement.

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

To avoid or reduce any displacement impacts from operation of the Revised Project, the following measures would be taken:

- SDOT would continue implementing the Public Involvement Plan for the Revised Project, which includes meeting with stakeholders.
- SDOT would work with affected businesses that lose compliant parking spaces to reconfigure the remaining parking area to maximize the number of available parking spaces.
- Inclusion of approximately 24 left-turn and u-turn opportunities at signalized and nonsignalized intersections and select mid-block locations would partially offset loss of access to properties due to loss of continuous left-turn lanes. U-turns are planned at an average of every 450 feet.
- Numerous access points to businesses along the corridor would be consolidated into distinct driveways to the extent practicable to improve safety as drivers enter and exit.
- To the extent practicable, parking areas would be reconfigured to maximize the number of compliant spaces, such as re-striping parking areas.
- Improved mobility along Aurora Avenue North would open up businesses along the corridor to a large customer base and shorten commute time for potential employees of businesses within the project area and the city.
- The BAT lane would improve ease and safety for customers entering and exiting businesses.
- Increased pedestrian activity resulting from continuous sidewalks on either side of the roadway could increase the patronage of adjacent retail uses.

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

The proposed improvements are consistent with the 2003 Route Development Plan (RDP) prepared by WSDOT for Aurora Avenue North between the north end of the Battery Street Tunnel and North 145th Street in the City of Seattle, Washington (milepost 32.44 to milepost 40.47). The RDP is a 25-year plan intended to assist WSDOT, the City of Seattle, and King County Metro in making informed decisions on future improvements to the SR 99 corridor.

The City of Seattle's Comprehensive Plan *Toward a Sustainable Seattle* (January 2005) was reviewed, and the Revised Project was found to be consistent with the goals and policies set forth in the plan.

B9. Housing

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

The Revised Project does not involve the construction of any housing units.

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

Not applicable (see B9a. above)

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

Not applicable (see B9a. above)

B10. Aesthetics

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

Four new street lights would be added at each of the existing signalized intersections. The same luminaire type, mounting height, and arm length that currently exist along the corridor is proposed for the Revised Project.

No buildings are proposed.

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

Existing views could be altered; however, it is anticipated that the views would improve with the inclusion of landscaping throughout the entire project corridor.

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

None proposed.

B11. Light and Glare

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

The Revised Project would not produce any light or glare. If construction were to occur after daylight hours, the contractor could use portable lighting to aid in construction.

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

Not applicable (see item B11a. above)

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

Not applicable (see item B11a. above)

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

Not applicable (see item B11a. above)

B12. Recreation

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

No designated or informal recreational opportunities exist in the immediate vicinity of the Revised Project. The closest recreational facility, Bitter Lake Playfield, is located approximately 1,000 feet from the project limits.

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

The Revised Project would not displace any existing recreational uses.

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

None proposed.

B13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

No resources on or next to the site were identified as listed or eligible for listing on the National Register of Historic Places or the Washington Heritage Register.

In the environmental information prepared for the Original Project, an Area of Potential Effect (APE) was identified which represented the limits in which archaeological or historic impacts would be identified and assessed. No archaeological or historic resources were found to exist. Under the Revised Project, no impacts are anticipated because, even though the right-of-way marginally increases at the identified intersections, all potential archaeological and/or historic elements would be within the APE of the Original Project.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

A survey of historical, cultural and archaeological resources in the project area was conducted in 2006. None were identified.

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

Should evidence of cultural remains, either historic or prehistoric, be encountered during excavation, work in that immediate area would be suspended, and the find would be examined and documented by a professional archaeologist. Decisions regarding appropriate mitigation and further action would be made at that time.

If potential archaeological sites are discovered during construction and it is not possible to avoid them, unavoidable adverse impacts would occur. Depending on the nature and extent of the discovered resources, it would be possible to reduce any unavoidable adverse impacts to a non-

significant level through implementation of appropriate mitigation measures (e.g., data recovery excavations or construction monitoring).

B14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The primary cross streets of Aurora Avenue North are North 145th Street, North 130th Street, and North Northgate Way/North 105th Street.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

Yes. Public Transit is located along Aurora Avenue North (Metro Bus Route 358).

c. How many parking spaces would the completed project have? How many would the project eliminate?

Property acquisition to accommodate roadway improvements would reduce the amount of parking for some businesses and also reduce the amount of frontage that is currently used by some businesses to display their products.

An analysis of aerial photographs that depicted existing compliant and noncompliant parking spaces along the Original Project site resulted in an estimated total of 3,738 parking spaces. The Original Project would have removed an estimated 218 (0.06 percent) parking spaces. Of that total, 117 (0.03 percent) were noncompliant parking spaces that do not conform to the City Code or are in publicly owned right-of-way, and 101 (0.03 percent) were code-compliant spaces. Although businesses have relied on the use of noncompliant parking spaces for overflow parking and display purposes in the past, the City is not required to mitigate the loss of noncompliant parking spaces.

Because the Revised Project has a smaller footprint along Aurora Avenue North where parking impacts were expected to occur than the Original Project, the Revised Project would decrease the number of parking stalls removed. At the widened intersections for the Revised Project, the additional right-of-way required would not result in any additional parking loss on business's property. Because the parking impacts of the Original Project were deemed not to be significant, the impacts of the Revised Project should also be deemed not to be significant.

Property acquisition for the Revised Project would remove compliant parking stalls for approximately 26 businesses within the project area. To the extent practicable, parking lots would be reconfigured to minimize the net loss of parking. The lost compliant spaces represent less than one-half a percent of the total parking spaces available in the study area.

An analysis of potential spillover parking to side streets was conducted to assess the Revised Project's potential impacts to side street parking supply in light of the impacts of the loss of parking stalls for some business owners along the project corridor. A full analysis of this issue can be found in the *Revised Transportation Memo*. In summary, the analysis concluded that a sufficient supply of parking on side streets exists based on maximum observed demand for parking and the degree of predicted spillover parking from nearby businesses that would be expected to occur.

d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

See section A11.

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

The Revised Project does not use or occur in the vicinity of water, rail or air transportation.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

The number of vehicular trips and peak volumes are not expected to change as a result of the Revised Project.

The Revised Project would not generate any traffic of its own. However, widening any road would allow for additional traffic. Traffic studies were performed to assess the difference in AM and PM Peak Hour traffic in 2005 and 2030. The following are the results:

2005 AM Peak Hour: 2,000 to 2,400 vehicles per hour
2005 PM Peak Hour: 2,800 to 3,300 vehicles per hour
2030 AM Peak Hour: 2,500 to 2,900 vehicles per hour
2030 PM Peak Hour: 3,800 to 4,300 vehicles per hour

Please see the *Revised Transportation Memo* for more information on trip volumes.

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

During Construction:

- SDOT would work with individual property owners to minimize disruptions during the construction phase and to maintain adequate access and compliant parking to businesses.
- SDOT would provide signage to businesses whose access is temporarily modified to indicate that business is open during construction.
- SDOT would continue public outreach efforts to notify residents, businesses, local agencies, school districts, and transit agencies in advance of any disruptions or changes in traffic flow through a public information process.
- Temporary road closures would be minimized and detour routes would have proper signage.
- The construction contractor would be required to submit a traffic control plan for approval by the City, which would be in force during construction.
- Alternative routes for pedestrians, bicyclists, and those with disabilities would be identified and clearly marked.
- Transit stops would be clearly marked.
- SDOT, in conjunction with area residents, would monitor neighborhood streets using the

Neighborhood Traffic Control Program (NTCP) for inappropriate truck traffic to determine whether diversion is occurring and take measures to discourage such actions.

During Operation:

- Inclusion of approximately 21 left-turn and u-turn opportunities at intersections and select mid-block locations would partially offset loss of access to properties due to loss of continuous left-turn lanes. U-turns are planned at an average of every 450 feet.
- Numerous access points to businesses along the corridor would be consolidated into distinct driveways to improve safety as drivers enter and exit.
- To the extent practicable, parking areas would be reconfigured to maximize the number of compliant spaces, such as re-striping parking areas.
- Improved mobility along Aurora Avenue North would open up businesses along the corridor to a large customer base and shorten commute time for potential employees of businesses within the project area and the city.
- The BAT lane would improve ease and safety for customers entering and exiting businesses.
- Increased pedestrian activity resulting from continuous sidewalks on either side of the roadway could increase the patronage of adjacent retail uses.
- SDOT, in conjunction with area residents, would monitor neighborhood streets using the Neighborhood Traffic Control Program (NTCP) for inappropriate truck traffic to determine whether diversion is occurring and take measures to discourage such actions

Please see the *Revised Transportation Memo* for additional information.

B15. Public Services

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

The Revised Project would have no impact on the need for public services.

The Revised Project would not cause any permanent disruptions to services, change any existing service patterns, or require any new services. The construction of the BAT lane would increase accessibility and could reduce travel times for emergency service vehicles, which could use this lane to avoid traffic in emergency situations.

Construction activities and lane closures and detours might result in minor increases in the response and travel times of fire, emergency medical, police and other public service vehicles that travel along Aurora Avenue North.

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

- Coordinate with fire, emergency medical, and police service providers before construction to notify them of construction schedules and any planned closures or detours, and work with them to establish alternative detour routes, if necessary.
- Make provisions for fire, emergency medical, and police vehicle travel in the study area during

construction to ensure that access is not blocked and response times are affected as little as possible.

- The contractor would be responsible for preparing a Traffic Management Plan (TMP) prior to making any changes in the traffic flow, such as road closures.
- Notify area residents, businesses, local agencies, school districts, and transit agencies in advance of any disruptions or changes to services through a public information process.
- Develop a utility relocation plan during final design, in consultation with any affected utility companies, and field verify, when necessary, the locations and depths of underground facilities.

B16. Utilities

a. Utilities currently available at the site, if any:

Electricity, natural gas, water, refuse service, telephone, sanitary sewer

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.

During construction, it might be necessary to reroute utility lines, which might cause temporary outages. These outages would be expected to be planned and would be short-term and intermittent. (See section A11.) The Revised Project would also replace street lights along Aurora Ave North (to be done by Seattle City Light) and add some additional lighting for pedestrians.

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.

Signed by Ken Lee, Project Manager on February 7, 2008; original signature is on file at SDOT.

Signature: _____ Date: _____

Ken Lee
Project Manager

Cemetery
Park
Project Footprint

0 500 1,000 Feet

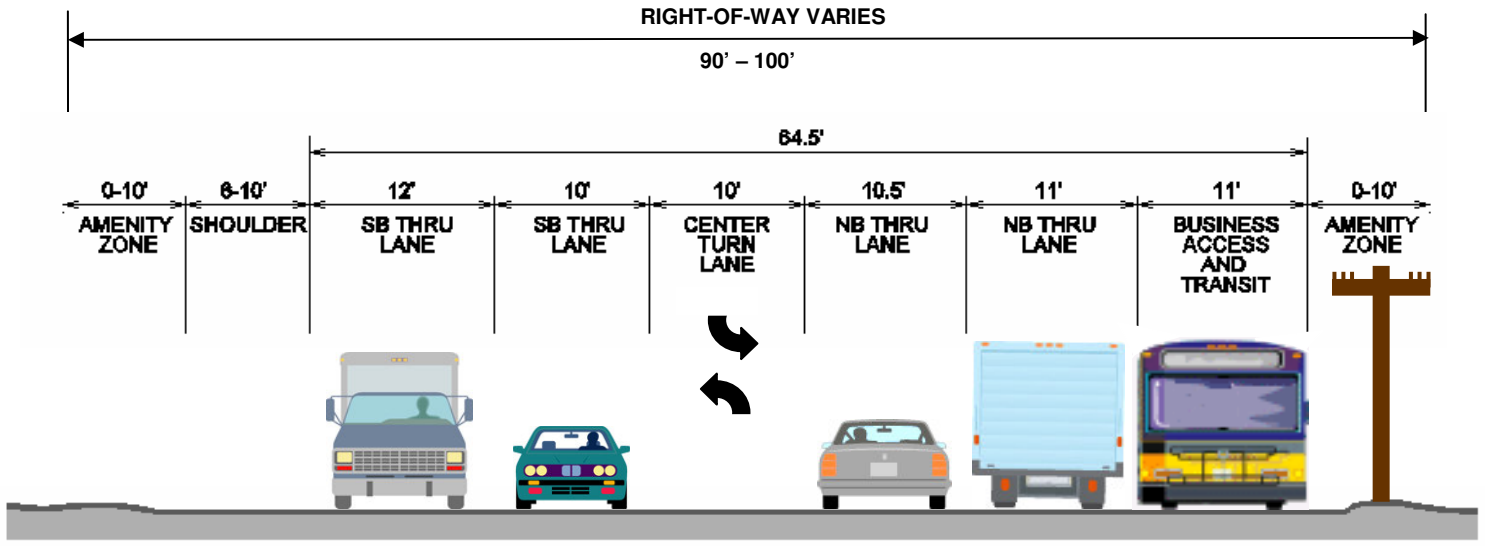
N

Exhibit 2-1. **Vicinity Map**
Aurora Avenue N 110th to 145th

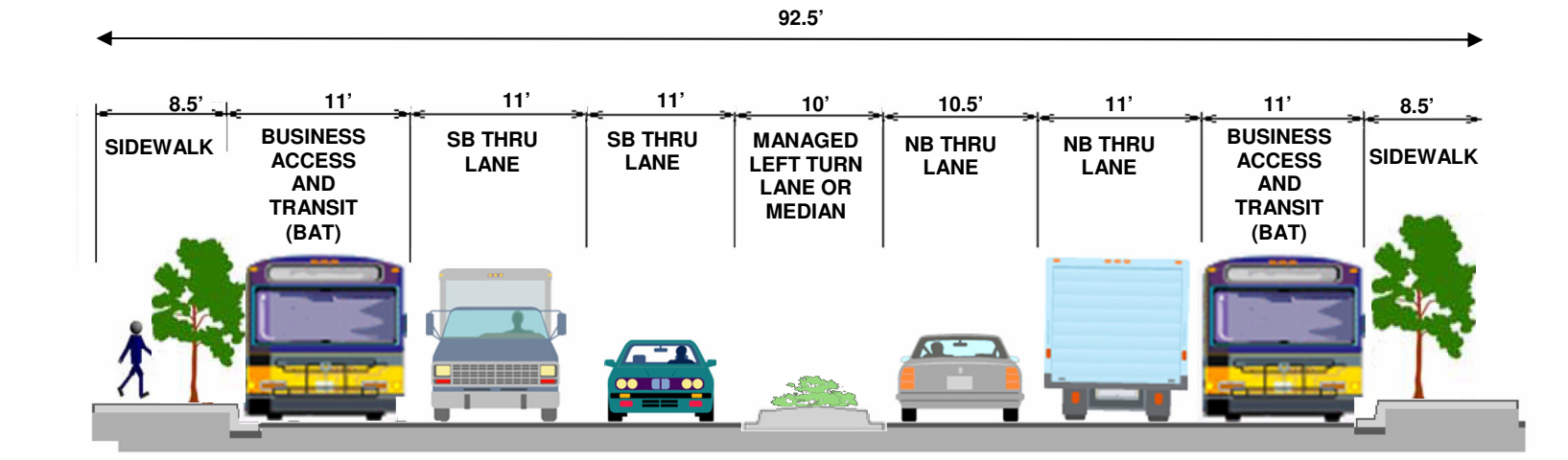
File Path: \\simba\proj\SeattleWaCityOf\324876\GIS\Layouts\VicinityMap.mxd, Date: February 28, 2006 2:43:53 PM

Aurora Avenue North
Transit, Pedestrian, and Safety Improvements Project

Existing Cross-section (No Action Cross Section)



Proposed Future Cross Section:



- 92.5' out-to-out roadway section
- Match existing lane widths
- 8.5' sidewalks
- Match to future cross section on Aurora Ave N at N 145th Street in the City of Shoreline
- 11' BAT Lane (Business Access and Transit)
- 10' Median/left-turn lane
- Underground overhead utilities
- Double lefts on N 145th Street (EB to NB, WB to SB)

Exhibit 2-2
Proposed Future Cross Section
Aurora Avenue North
N 110th Street to N 145th Street