Aurora Avenue North Transit,
Pedestrian, and Safety Improvements
North 110th Street to North 145th Street
NEPA-Documented Categorical Exclusion

Final

Social, Economics, and Environmental Justice Discipline Report

Prepared for

Seattle Department of Transportation

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Introduction

The City of Seattle, in cooperation with the Washington State Department of Transportation (WSDOT) and the Federal Highway Administration (FHWA), proposes to make transit, pedestrian, and safety improvements to Aurora Avenue North between North 110th Street and North 145th Street. The purpose of this Socioeconomic Discipline Report is to describe existing social, economic, and environmental justice characteristics and evaluate both positive and negative impacts the project would have on these characteristics. The report was prepared as supporting documentation for a National Environmental Policy Act (NEPA)-Documented Categorical Exclusion and a State Environmental Policy Act (SEPA) Determination of Nonsignificance (DNS).

Methodology

This report analyzes community cohesion; regional and community growth; recreation facilities; public services and utilities; pedestrian, bicyclist, and transit facilities; economics; and environmental justice. Methods used for this analysis included a site visit, review of planning documents, review and analysis of other discipline reports prepared for this project, and review and analysis of data from various agencies including the U.S. Census Bureau, the Office of Financial Management, and the Puget Sound Regional Council.

This discipline report provides the information identified in Chapters 457 and 458 of the WSDOT *Environmental Procedures Manual* needed to document the potential impacts, both positive and negative, on the social, economic, and environmental justice elements of the study area.

Affected Environment

The proposed Aurora Avenue North Project, North 110th Street to North 145th Street, is located in the City of Seattle in King County, Washington. Demographically, the study area is defined as 16 Census Tract Block Groups located within and adjacent to the project limits. For recreational facilities; public services and utilities; and pedestrian, bicyclist, and transit facilities the study area is defined as 1,000 feet around the project limits.

The affected environment for economics includes the population, household, employment, and tax revenue base for the Broadview/Haller Lake (FAZ 6326) area and the City of Seattle. Because the Broadview/Haller Lake area is part of the City and because of data

limitations, City of Seattle data are provided when more localized data were not available.

Project Construction Impacts and Mitigation Measures

Impacts during construction are considered short term in duration when compared to the operational life span of the project. The proposed project would be constructed in phases over the course of 8 to 10 years. Construction of each phase is expected to last 1.5 years, and construction impacts would end when construction is complete. Impacts during construction would include the following:

- Noise levels in the surrounding areas would increase as a result of construction activities.
- Construction activities might result in pedestrians and bicyclists experiencing greater difficulty traveling along and across the project corridor.
- Construction would not affect any community facilities because many of these facilities are located either outside the study area or towards the outer limits of the study area.
- Construction might result in temporary lane closures and detours, which might result in minor increase in response and travel times of fire, emergency medical, police, and other public service vehicles.
- Construction employment and spending in the area and the amount of construction materials purchased might increase, which could result in increased sales and use tax revenues for the state and the City.
- Construction activities might result in interrupted or difficult business access.

Construction mitigation measures would include the following:

- The Seattle Department of transportation (SDOT) would use the project website and distribute newsletters to provide the public information about the project.
- SDOT would provide residents and local businesses with advance notification of the project schedule.
- SDOT would ensure that access is maintained for vehicles, pedestrians, bicyclists, and transit through the construction areas and identify and provide signage for detour routes for pedestrian and bicycles.

- SDOT would encourage continued patronage of businesses impacted by construction through public involvement and outreach.

- SDOT would provide adequate signage to businesses whose access has been modified during construction to indicate business is open during construction.

Project Operation Impacts and Mitigation Measures

Operation impacts on the socioeconomic elements of the environment would occur after construction has been completed. Impacts during operation would include the following:

- The proposed project would not bisect or disrupt any established communities, or change the existing community character.

- The addition of continuous sidewalks would allow residents to travel through the area more safely, and the improved connectivity would improve community cohesion.

- The addition of the business access and transit (BAT) lanes would improve transit service in the southbound direction.

    - The project would not result in any disproportionately high and adverse impacts on minority and/or low-income populations; therefore, this project has met the provisions of Executive Order 12898 as it is supported by Title VI of the Civil Rights Act.

    - The project would result in beneficial impacts for low-income populations resulting from the improvements in the southbound transit service.

    - Improved mobility would open up businesses along the corridor to a larger customer base and shorten the commute time for employees of businesses within the project area and the city.

    - Access to many businesses along Aurora Avenue North might be less desirable during operations because left-turn lanes would be removed and other safety improvements would be implemented.

    - 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 standards). One business might experience a substantial negative impact from the loss of compliant parking spaces; the other businesses would not.

- The loss of sales and property tax revenue (due to partial property acquisition) to the city because of impacts during operation is not expected to be significant.

Recommended mitigation measures for economic considerations include the following:

- Compensating property owners for the fair market value of property acquired for public right-of-way in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

- Working with impacted businesses that lose compliant parking spaces to reconfigure the remaining parking area to maximize the number of available parking spaces. Parking lot reconfiguration, where appropriate and necessary, will occur as part of the project. This includes restriping parking areas to maximize the number of parking spaces.

- Installing permanent signage to direct vehicles to legal u-turn intersections.

The project would result in beneficial impacts on the social and environmental justice elements; therefore, no mitigation measures are recommended for those elements during operation.

Acronyms and Abbreviations Used in This Report

ADA	Americans with Disabilities Act
BAT	business access and transit [lane]
CO	carbon monoxide
EO	Executive Order
FAZ	forecast analysis zone
FHWA	Federal Highway Administration
GIS	geographic information system
HAL	high-accident location
KCDOT	King County Department of Transportation
NAC	Noise Abatement Criteria
NEPA	National Environmental Policy Act
OFM	Office of Financial Management, State of Washington
PSRC	Puget Sound Regional Council
RDP	Route Development Plan
SIP	State Implementation Plan
SDOT	Seattle Department of Transportation
SEPA	State Environmental Policy Act
SR 99	State Route 99
TMP	Traffic Management Plan
URA & RPAPA	Uniform Relocations Assistance and Real Property Acquisitions Policy Act
USDOT	United States Department of Transportation
WSDOT	Washington State Department of Transportation

Glossary

Adverse impacts. The totality of significant individual or cumulative human health or environmental impacts, including interrelated social and economic impacts, which might include, but are not limited to bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment impacts; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of U.S. Department of Transportation (USDOT) programs, policies, or activities. (USDOT Order 5610.2, § Appendix 1(f))

Disproportionately high and adverse impact. Disproportionately high and adverse impact on minority and low-income populations means an adverse impact that:

(1) is predominately borne by a minority population and/or a low-income population, or

(2) would be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse impact that would be suffered by the non-minority population and/or non-low-income population.

(USDOT Order 5610.2, § Appendix 1(g))

Mitigation and project benefits in environmental justice analyses are addressed as follows:

> *In making determinations regarding disproportionately high and adverse impacts on minority and low-income populations, mitigation and enhancements measures that would be taken and all offsetting benefits to the affected minority and low-income populations may be taken into account, as well as the design, comparative impacts, and the relevant number of similar existing system elements in non-minority and non-low-income areas.* (USDOT Order 5610.2, § 8(b))

Limited English proficiency. A person is considered to have limited English proficiency if he or she does not speak English as his or her primary language and has a limited ability to read, speak, write, or understand English. A limited English proficiency population concentration of 5 percent or 1,000 or more individuals is a key threshold in the "safe harbor" requirements for translation of written documents in

the U.S. Department of Health and Human Services guidance regarding the Title VI prohibition against national origin discrimination affecting limited-English-proficient persons.

Low-income. A person whose median household income is at or below the Department of Health and Human Services poverty guidelines for that size of household. (USDOT Order 5610.2, § Appendix 1(b))

Low-income population. Any readily identifiable group of low-income persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed DOT program, policy or activity. (USDOT Order 5610.2, § Appendix 1(d))

Minority. A person who is the following:

- Black (a person having origins in any of the black racial groups of Africa)
- Hispanic (a person of Mexican, Puerto Rican, Cuban, Central or South American, or the Spanish culture or origin, regardless of race)
- Asian (a person having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands)
- American Indian or Alaskan Native (a person having origins in any of the original peoples of North America, and who maintains cultural identification through tribal affiliation or community recognition)

(USDOT Order 5610.2, § Appendix 1(c))

Minority population. Any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed DOT program, policy or activity. (USDOT Order 5610.2, § Appendix 1(e))

1 Introduction

The Aurora Avenue North Project, North 110th Street to North 145th Street, is intended to provide transit, pedestrian, and safety improvements in the project corridor. The purpose of this Social, Economics, and Environmental Justice Discipline Report is to describe existing social, economic, and environmental justice characteristics and evaluate both positive and negative impacts the project would have on these characteristics. Social characteristics include community cohesion; demographics (including limited English proficiency); regional and community growth; recreation; public services; and pedestrian, bicyclist, and transit facilities. Economic characteristics include population, housing, and employment. Environmental justice characteristics include the minority and low-income characteristics of the study area.

This report provides information based on guidance from Chapters 457 and 458 of the Washington State Department of Transportation (WSDOT) *Environmental Procedures Manual* (WSDOT 2006) and *Environmental Justice: What You Should Know* (Federal Highway Administration [FHWA] Washington Division 2003). Some of the social elements listed in the manual are not included in this Discipline Report; these were checklist items that are not present within the study area (e.g., national defense installations) and impacts that are not relevant to the project or could not be determined with the available information (e.g., changes in ethnic/racial composition, or use projections/capacity for recreation facilities). Cultural resources are discussed in the *Aurora Avenue North Transit, Pedestrian, and Safety Improvements Project North 110th Street to North 145th Street Historic, Cultural, and Archaeological Resources Discipline Report (*CH2M HILL 2006).

This report begins with a brief description of the Project. The methodology used to assess the affected environment and evaluate the potential impacts of the project is presented in Section 3. Section 4 provides a description of the affected environment in terms of the existing demographics and economics in the study area.

Section 5 discusses direct and indirect impacts from the project. This addresses both short-term impacts, associated with construction, and long-term impacts within the study area.

2 Project Description

The Aurora Avenue North 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 project limits, Aurora Avenue 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.

The City of Seattle, in cooperation with WSDOT and the Federal Highway Administration (FHWA), proposes to make improvements to Aurora Avenue North between North 110th Street and North 145th Street (approximately 1.6 miles; see Exhibit 2-1). The project improvements are described in greater detail below. These improvements are consistent with the RDP (WSDOT 2003) 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 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 (see Exhibit 2-2):

- 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 (sidewalk, landscaping, and lighting) on both sides of SR 99
- Improve pedestrian crossings
- Driveway consolidation at logical locations

This project has been designed with the intent of fulfilling those recommendations.

2.1 Major Design Elements

2.1.1 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.

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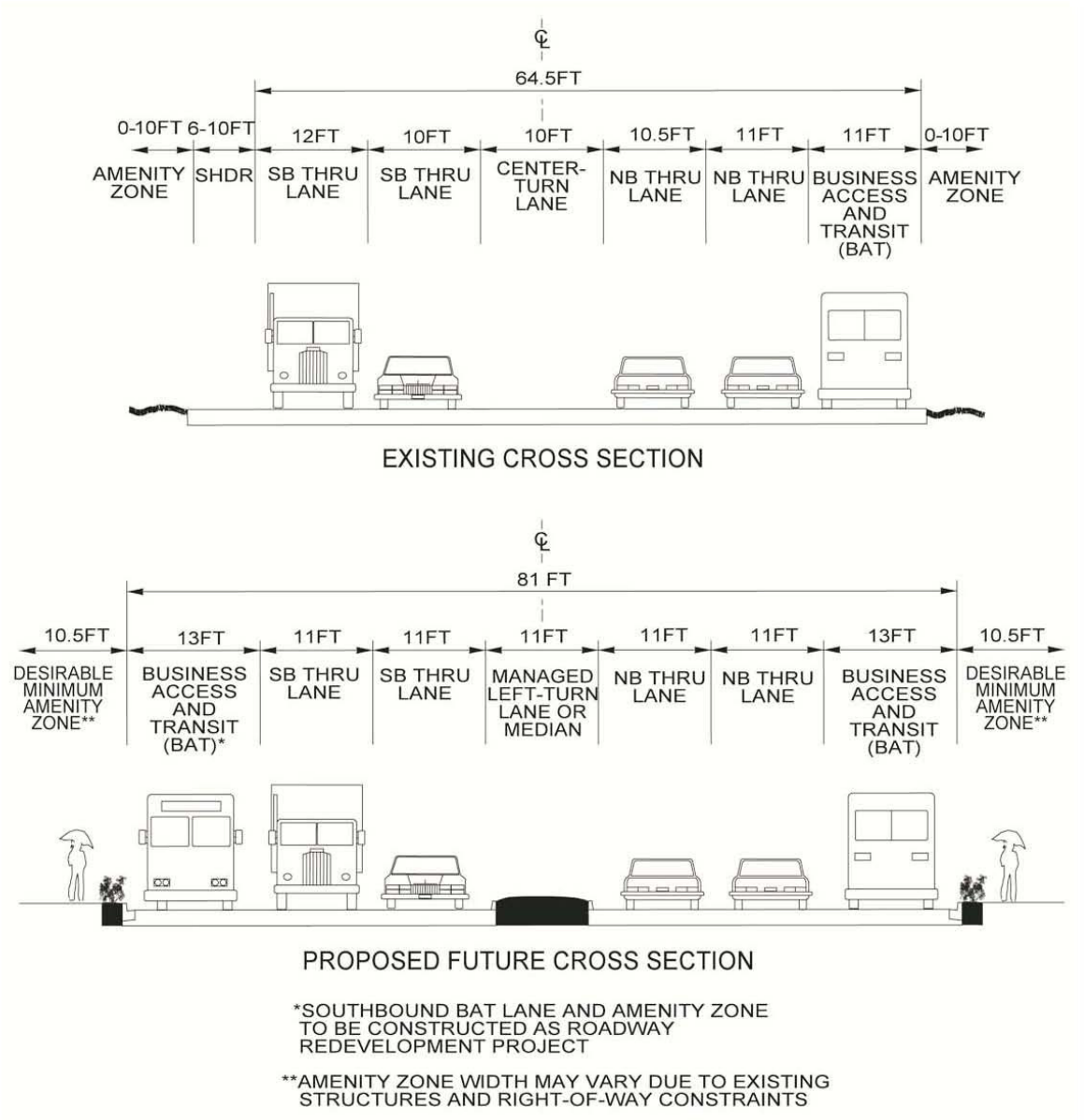

Exhibit 2-2. **Proposed Future Cross Section**
Aurora Avenue N 110th to 145th

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Numerous commercial and retail driveways with undefined limits exist along both sides of the roadway.

Seattle Department of Transportation (SDOT) is proposing to widen the Aurora roadway by adding a new southbound 13-foot BAT Lane (see Exhibit 2-2). The proposed improvements would create a seven-lane roadway section (measuring roughly 81 feet as compared to the existing 64 feet) composed of the following:

- 13-foot BAT lanes in both directions, with a new southbound BAT lane
- Two 11-foot general purpose lanes in each direction
- An 11-foot left turn lane/landscaped center median, or access management features, between North 110th Street and North 145th Street
- Revisions to U-turns and left turns between North 110th Street and North 145th Street
- 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 proposed project improvements would create a reduced section (measuring 90 feet as compared to the 105 feet proposed for the remainder of the project) to eliminate the need to acquire right-of-way from the cemetery. Modifications to the proposed full section would be as follows:

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

2.1.2 Build Sidewalks and ADA Ramps

In general, a 12-foot sidewalk would be added on both sides of the road to include sidewalks, landscaping strips or tree pits, utility poles with mounted lighting, and fire hydrants. Ultimately, where there are right-of-way constraints that could result in partial acquisition of a building or reconstruction of a building façade, the sidewalk may be reduced by up to 6.5 feet. Refer to Exhibit 2-2 for details. For the purposes of this analysis to be able to analyze the greatest potential impacts, a 12-foot sidewalk

was evaluated for impacts. Americans with Disabilities Act (ADA) ramps would be provided throughout the project area.

2.1.3 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 project would direct all runoff to a new storm drain system and six new underground vaults, which would discharge to the existing trunk line parallel to Aurora Avenue North before ultimately discharging to Green Lake to the south. It has not been determined whether the detention vaults would be located in the right-of-way of Aurora Avenue North or in adjacent side streets. The six discharge points would be located at:

- North 145th Street
- North Roosevelt Way
- North 137th Street
- South of North 135th Street through K-Mart
- North 115th Street
- North 110th Street

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 project would meet the criteria in WSDOT's 2004 *Highway Runoff Manual*.

2.1.4 Replace Lighting

Existing lighting in the 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 project. The exact location of the new staggered utility poles has yet to be determined. The potential spacing between poles is anticipated to be between 120 and 170 feet. The utility lines would not be placed underground as part of this project.

2.1.5 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 project:

- The median would be approximately 11 feet wide, including the curb. The median 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 12 feet wide where practicable, as mentioned in Section 2.1.2.
- The planting strip, included as part of the total sidewalk zone, would be a minimum of 3 feet wide with 5-foot "bulb-outs" where trees are located.
- At some parcels along the study area, Seattle Municipal Code onsite compliant parking spaces are likely to be removed as a result of the proposed sidewalk zone. In addition, existing noncompliant parking spaces, which are located within City of Seattle right-of-way, would be affected. Where feasible, the City will help identify other parking opportunities for affected businesses along the corridor that lose onsite compliant parking spaces as a result of the project.

2.1.6 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.

2.1.7 Upgrade Metro Bus Stops

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

2.2 Phased Construction

Right-of-way acquisition could start as early as fall 2007. Construction and any required mitigation is expected to be completed in several phases, as funding becomes available, over the next 8 to 10 years. However, potential environmental impacts and mitigation for all phases are analyzed in this NEPA document. Improvements between North 137th Street and North 145th Street could begin in late 2007. Construction for each phase is anticipated to last approximately 1.5 to 2 years. Future phases may require further environmental analysis at the time they are funded if significant changes occur in the project design.

3 Methodology

3.1 Methods of Analysis

The social, economic, and environmental justice elements of the Aurora Avenue North Project, North 110th Street to North 145th Street, that would have both positive and negative impacts on the surrounding area were analyzed for this discipline report. The social elements analyzed include community cohesion; demographics (including limited English proficiency populations); regional and community growth; recreation; public services and utilities; and pedestrian, bicycle, and transit facilities. The economic elements analyzed include housing, population, and employment. The environmental justice analysis included reviewing minority and low-income populations and determining if the project would result in any disproportionate high and adverse impacts on these populations.

The analysts used Census Tract Block Group information to determine the study area's demographic characteristics. The analyst used 16 Census Tract Block Groups located close to the project limits to determine the demographic characteristics, as discussed further in Section 4. For the remaining social elements (recreation; public services and utilities; and pedestrian, bicycle, and transit facilities), the analyst used a 1,000-foot radius around the project limits as described in Section 4. For the economic elements, the analyst used forecast analysis zones (FAZs) which are an aggregation of several census tracts (e.g., population and employments forecasts). The particular FAZ were selected to capture the elements that would most likely be affected by the proposed project.

Methods used for the analysis included the following:

- Visiting the site to observe the current neighborhood environment
- Reviewing data from the U.S. Census Bureau, Puget Sound Regional Council (PSRC), and the Office of Financial Management, State of Washington (OFM) for demographic characteristics of the study area, City of Seattle, and King County
- Using geographic information system (GIS) maps to identify public and social services locations and minority, low-income, and limited English proficiency populations
- Reviewing existing planning documents and other development and construction project reports
- Collecting additional data by reviewing other project discipline reports, including Traffic Noise, Hazardous Materials, Air Quality, and Historical, Archaeological, and Cultural Resources

- Reviewing the project public involvement plan to review the outreach strategies used to inform the surrounding community
- Reviewing specific comments heard from the public
- Reviewing potential project impacts, including beneficial impacts, and analyzing their location in relation to minority and low-income populations.

Impacts were estimated by using property acquisition estimates developed by CH2M HILL and parcel tax information obtained from the King County Department of Assessments (King County, 2006). Initial property tax impacts illustrate the potential impacts to property tax collections for local jurisdictions. The initial impacts are estimated to occur assuming that all other sources of tax revenue remain constant. The initial tax impact was compared to total budgeted tax revenues for 2006 to assess whether the removal of the taxable properties within the right-of-way would have a substantial impact on the City's ability to cover its operational and maintenance expenses. The impact on retail sales and use taxes are discussed qualitatively. Parking and access impacts were evaluated using aerial photographs provided by the City of Seattle, design drawings developed by CH2M HILL, and a survey conducted for some businesses along the corridor. Impacted compliant and non-compliant parking stalls (compliance is based on consistency with City of Seattle parking standards) were counted and potential parking stall reconfigurations were considered that would tend to reduce the economic impact from the aggregate loss of parking.

3.2 Studies and Coordination

This discipline report follows guidance provided in Chapters 457 and 458 of the WSDOT *Environmental Procedures Manual* (WSDOT 2006) and *Environmental Justice: What You Should Know* (FHWA Washington Division 2003). This report includes data collected from a variety of federal, state, and local sources, including the following:

- *City of Seattle Comprehensive Plan* (City of Seattle 2005b)
- *2000 U.S. Census* (U.S. Census 2000)
- *City of Seattle, 2006 Proposed Budget* (City of Seattle, 2005)
- *King County Department of Assessments, 2001-2005 Assessed Valuations and Taxes* (King County, 2005)
- *Office of Financial Management (OFM), Forecast of the State Population* (Washington State, 2005)
- Sub-County (Small Area) Forecasts of Population and Employment (PSRC, 2003)

The analysts also used the preliminary project design for their evaluation of the potential impacts on elements in the study area. Other project discipline reports (traffic noise, hazardous materials, historical, archaeological, and cultural resources, and air quality) were reviewed that could affect the socioeconomic elements to assist in determining the impacts of the project, including the location and the duration (short- or long-term) of any identified impacts. The analysts also communicated with the public involvement team for information on the public outreach efforts that have been conducted thus far for the project. Data and analysis for evaluation of potential environmental justice impacts are provided in consideration of Executive Order 12898, Executive Order 13166, and the Civil Rights Act of 1964.

3.2.1 Public Involvement

The Project's public involvement team developed a Public Involvement Plan to identify the communication strategies and outreach tools to be implemented to ensure community involvement with the project. The plan identifies the communication and outreach activities and the materials used to inform the community and agencies who could be interested in the project. The plan is provided in Appendix A, Public Involvement Plan. Methods used to reach the public have included the following:

- Newsletters with project design information and announcements of public open houses
- Project website
- News releases to local media to coincide with each newsletter and open house announcement

Three public open houses have been held to date: May 2005, November 2005, and June 2006. At all of these events, SDOT shared information about the project with the public and encouraged the attendees to speak one-on-one with project team members to learn more about the project, ask questions, and share their thoughts. Public concerns expressed about the project included pedestrian and bicyclist safety, maintaining access to businesses and side streets, parking impacts, and the southbound BAT lane. Specific comments received from the public about the project included the following:

- "Please ensure good transit flow and pedestrian access. Use widest possible sidewalk/amenity zone."
- "This is so great, because I do feel the sidewalk was very needed and BAT lane is an excellent idea long overdue."
- "This is a no-brainer. Additional lane would increase traffic flow and improve reliability of bus service."

- "Landscaping and the loss of parking will have a detrimental effect on businesses."

In addition to the open houses, SDOT has held two parking and access meetings with local businesses to seek their input about the design elements associated with the project.

The public involvement plan identifies the need to provide outreach to minority and low-income populations. The plan identifies methods that could be used to reach these populations, including translated formats of newsletters and event notifications. Informational materials and event notifications were translated and distributed al local venues, published in an organizational newsletter, or posted on venue announcement boards. In addition, a Korean interpreter was made available to business owners during one of the parking and access meetings with local businesses. SDOT would continue to update the community about the project through newsletters and the project website.

3.2.2 Applicable Statutes and Regulations

President's Executive Order 12898

Executive Order 12898 (EO 12898), issued February 11, 1994, provides that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental impacts of its programs, policies, and activities on minority and low-income populations."

According to EO 12898, there are three fundamental environmental justice concepts:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental impacts, including social and economic impacts, on minority populations and low-income populations
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and/or low-income populations

President's Executive Order 13166

Executive Order 13166, issued on August 11, 2000, on Improving Access to Services for Persons with Limited English Proficiency, is intended "to improve access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency."

Title VI of the Civil Rights Act of 1964

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, and national origin in the provision of benefits and services resulting from federally assisted programs and activities.

4 Affected Environment

This section discusses the existing conditions within the study area, including social elements (community cohesion; regional and community growth; recreation facilities; public services and utilities; and pedestrian, bicyclist, and transit facilities), economics (population trends, housing, employment, and tax base), and environmental justice.

4.1 Social Elements

This section provides information on community cohesion; regional and community growth; recreation facilities; public services and utilities; and pedestrian, bicyclist, and transit facilities located within and close to the project limits.

4.1.1 Community Cohesion

The project is located in northern Seattle and extends to the border between the cities of Shoreline and Seattle. This area was once a mix of farmland and forests, and with the addition of a trolley station and maintenance facility, development of the area began to occur. This development continued as the trolley gave way to the automobile. As development continued and the population grew, the area was annexed to Seattle in 1954. The area was also the home of Playland, a regional amusement park, located in the vicinity of the Bitter Lake Community Center. Playland opened in 1930 and operated for over 30 years until its closure in 1961.

Today, the project limits are located within Bitter Lake Village, a designated Hub Urban Village according to the City of Seattle Comprehensive Plan (City of Seattle 2005b). Hub Urban Villages are seen as areas where conditions can best support the increased density needed to house and employ the city's residents. The study area (defined in Section 3.1 as a 1,000 foot radius around the project limits) is a mixture of residential and commercial uses. Land uses directly adjacent to Aurora Avenue North consist of an auto-centric strip of commercial development, including large and small scale retails and motels. A large part of the southern portion of the study area consists of two cemeteries. Once past the commercial corridor, the study area is predominately a mixture of single-family and multi-family residences. Included in the study area are a number of elderly residential complexes.

Aurora Avenue North is a major north-south arterial connecting the cities to the north, including Everett and Shoreline, with downtown Seattle. The arterial streets that branch off from Aurora Avenue North provide linkages to many of the community facilities located in the area, although there are relatively few within the study area. The area has contained a major transportation corridor since 1910 when the Seattle-Everett

Interurban trolley connected Everett and Seattle. With the introduction of the automobile, the North Trunk Road was constructed, later named Aurora Avenue North/Highway 99, and was one of the first main roadways in the Seattle area. Today, the corridor is one of the most heavily traveled in Seattle and includes one of the most heavily used transit routes. However, the project corridor lacks pedestrian and bicyclist facilities both along and across the corridor, which hinders access and negatively affects community cohesiveness by detracting from potential social interactions. The lack of adequate sidewalks and limited crossings also prevent residents from accessing many of the businesses along the corridor.

The analyst also reviewed accident information in the corridor. There are multiple locations along Aurora Avenue North that have been identified as high-accident locations (HALs) by WSDOT, with the overall accident rate approximately three times greater than the statewide average for similarly classified roadways. From 2002 to 2004, there were 544 accidents, of which 24 (4.4 percent) involved pedestrians or bicyclists. Many of these accidents are attributed to the continuous shoulder access, mostly without a sidewalk, to businesses. The high number of accidents and the lack of adequate sidewalks that occur along the corridor can limit cohesiveness by discouraging residents from walking through the area.

Demographics of the Study Area

The analyst used Census Tract Block Groups, listed in Exhibit 4-1 and illustrated in Exhibit 4-2, to determine the population characteristics of the area.

EXHIBIT 4-1. STUDY AREA CENSUS TRACT BLOCK GROUPS

Census Tract	Census Block Group
3	2, 3
4.01	1, 2, 3
4.02	1, 2, 3, 4, 5
6	1, 3, 4
14	1
209	1
210	3

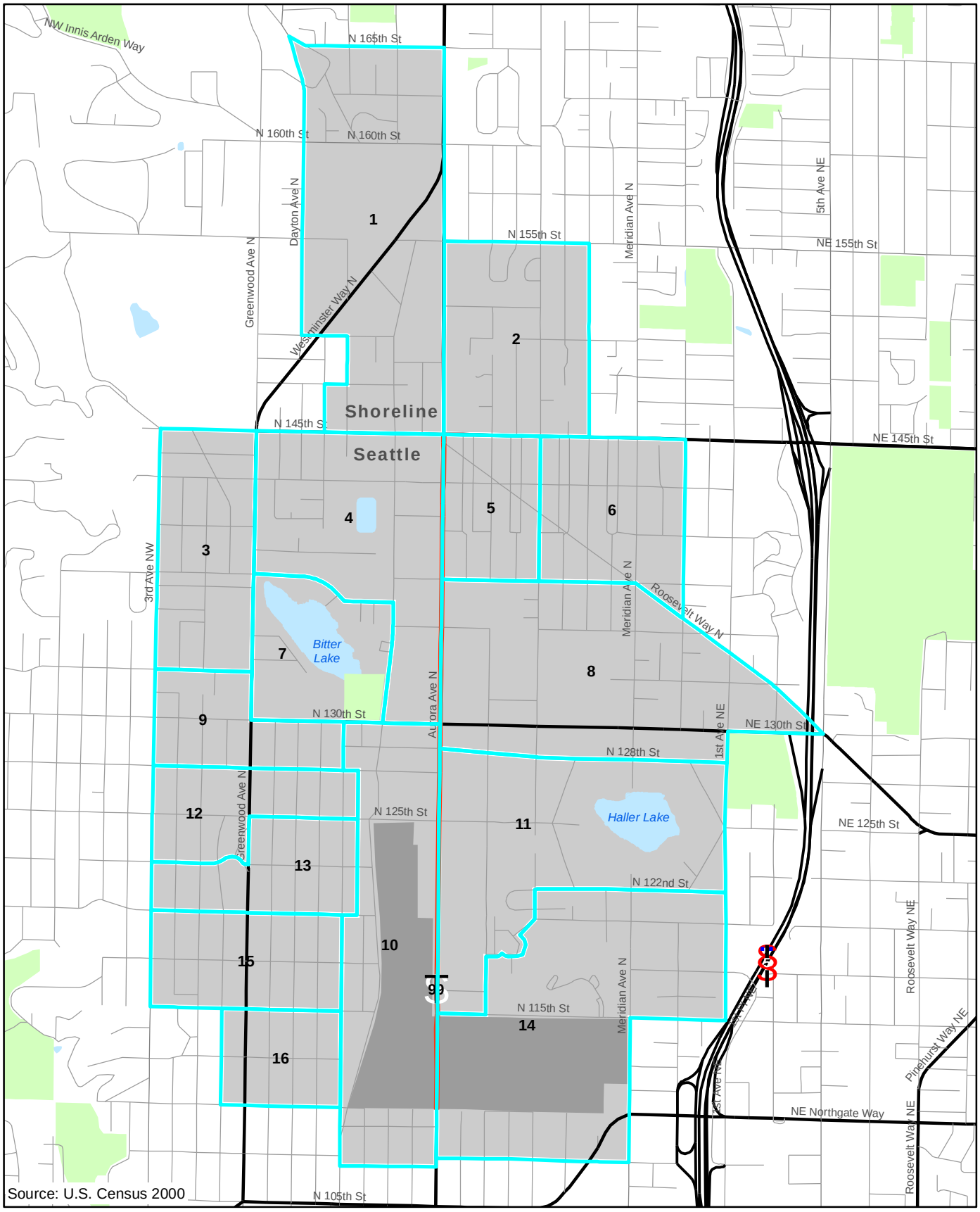

Figure 4-2. **Census Block Group Study Area**
Aurora Ave N 110TH TO 145TH

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Exhibit 4-3 illustrates the population characteristics of the study area and the larger geographic areas of Seattle and King County. The study area has a higher median age, larger population concentration over 65 years of age, and a greater percentage of persons with a disability when compared to Seattle and King County. One of the reasons for these higher percentages might be related to the number of senior housing complexes located in the study area (see Social Institutions in Section 4.1.4 for additional information). The study area and Seattle have similar population characteristics related to owner- and renter-occupied housing, median household income, and individuals at or below poverty level. A larger percentage of households in the study area have at least one vehicle when compared to Seattle and King County.

EXHIBIT 4-3. POPULATION CHARACTERISTICS

	Study Area	Seattle	King County
Population	18,713	563,374	1,737,034
Median Age	40.9	35.4	35.7
Over 65 Years of Age	3,463 (18.5%)	67,807 (12.0%)	181,772 (10.5%)
Owner-Occupied Housing Units (%)	48.0%	48.4%	59.8%
Renter-Occupied Housing Units (%)	52.0%	51.6%	40.2%
Median Household Income	$42,667	$45,736	$53,157
Individuals at or Below Poverty Level	2,223 (11.9%)	64,068 (11.4%)	142,564 (8.2%)
Average Household Size	2.1	2.08	2.39
Households with No Vehicle	1,210 (6.5%)	42,180 (16.3%)	66,244 (9.3%)
Persons with Disability (population 5 years and over)	7,388 (39.5%)	90,999 (16.2%)	462,393 (26.6%)

Source: U.S. Census Bureau 2000

As illustrated in Exhibit 4-4, the racial and ethnic characteristics of the study area, Seattle, and King County are very similar; however the similarities are even closer between the study area and King County. The Hispanic population is very similar in all three geographic areas.

EXHIBIT 4-4. RACIAL AND ETHNIC CHARACTERISTICS

Area	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino
Study Area Census Tracts[1]	13,809 (73.8%)	806 (4.3%)	245 (1.3%)	2,493 (13.3%)	54 (0.3%)	431 (2.3%)	875 (4.7%)	1,056 (5.6%)
Seattle	394,889 (70.1%)	47,541 (8.4%)	5,659 (1.0%)	73,910 (13.1%)	2,804 (0.5%)	13,423 (2.4%)	25,148 (4.5%)	29,719 (5.3%)
King County	1,313,830 (75.6%)	91,538 (5.3%)	15,728 (0.9%)	187,788 (10.8%)	8,270 (0.5%)	44,239 (2.6%)	76,641 (4.4%)	95,242 (5.5%)

Source: U.S. Census Bureau 2000.
[1]Study area is composed of the Census Tract Block Groups illustrated in Exhibit 4-2.

Public school data, which are more recent than U.S. Census data, can be used to illustrate whether there might be changes in an area's racial and ethnic characteristics. However, the Seattle Public School District uses a student assignment plan, and students who attend public schools can travel from different neighborhoods within the city and, therefore, might not reflect the race or ethnicity of people actually living in the study area. Because of this, the data cannot be compared with the most current U.S. Census data to determine whether there are any changes in the area's demographic characteristics and, therefore, were not used by the analyst.

4.1.2 Regional and Community Growth

The project limits are located within the City of Seattle. Seattle is the largest city within King County and, in 2000, represented approximately 32 percent of the population of King County. Seattle continues to represent approximately 32 percent of the population of King County in 2005, based on the estimated population. Seattle is estimated to have grown by 1.7 percent in 5 years, while the population of King County grew by 4.1 percent (Exhibit 4-5).

EXHIBIT 4-5. POPULATION FORECAST

Area	2000	2005 (Estimate)	Estimated Growth (2000-2005)
Seattle	563,374	573,000	9,626 (1.7%)
King County	1,737,034	1,808,300	71,266 (4.1%)

Source: U.S. Census Bureau 2000 and OFM 2006.

4.1.3 Recreation

The Seattle Parks and Recreation Department maintains and operates recreational facilities within the City of Seattle. There is one recreation facility, Bitter Lake Playfield, located in the study area (Exhibit 4-6). The Bitter Lake Playfield is located at 13035 Linden Avenue North, approximately 1,000 feet from the project limits. The 7.5-acre playfield includes a children's play area, restrooms, picnic tables, tennis courts, and a wading pool (City of Seattle 2006a). There is a Metro Transit stop located within ¼ mile of the playfield, and access to the playfield is off of Linden Avenue North.

The project would not have an impact on the facility and therefore is not subject to Section 4(f) and 6(f) evaluations.

4.1.4 Public Services

The existing public services either within or close to the study area are discussed below and illustrated in Exhibit 4-6.

Fire and Emergency Medical

The Seattle Fire Department provides fire and emergency medical service within the study area. There are no fire stations located within the study area; however there are two stations located approximately 2,000 feet from the project limits. Seattle Fire Department Station 24, located at 401 North 130th Street, and Station 31, located at 1319 Northgate Way, illustrated in Exhibit 4-6, would respond to calls in the study area (City of Seattle 2006b).

Police

There are two police agencies that serve and protect the study area: the Seattle Police Department and the Washington State Patrol. The Seattle Police Department North Precinct is located at 10049 College Way North, approximately 1 mile from the study area (City of Seattle 2006c). Washington State Patrol District 2, North Seattle Detachment, is located at 811 East Roanoke, approximately 5 miles from the study area, and is responsible for servicing SR 99 (Aurora Avenue North) and SR 523 (North 145th Street) in the study area.

Schools

The Seattle Public School District operates public schools within the City of Seattle. The district uses a student assignment plan, and, therefore, students who attend these schools might originate from different neighborhoods within the surrounding area. There are no schools located within the study area. The schools nearest to the study area are shown in Exhibit 4-6 and include the following:

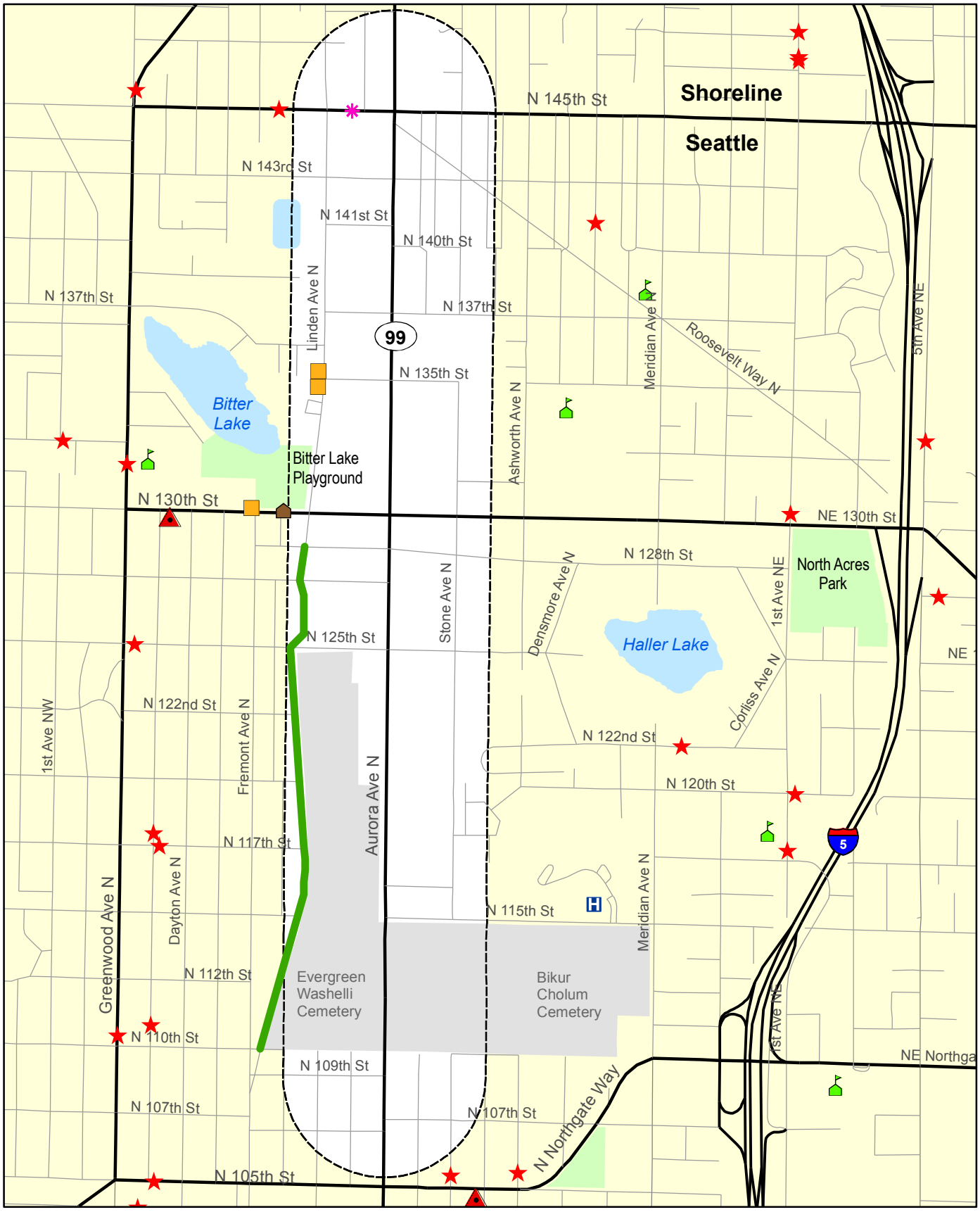


Exhibit 4-6. **Social Facilities in the Vicinity of the Study Area**
Aurora Avenue N 110th to 145th

- Broadview-Thomson Elementary located at 13052 Greenwood Avenue North
- Northgate Elementary located at 11725 1st Avenue Northeast
- Ingraham High School located at 1819 North 135th Street
- Northwest Annex located at 13720 Roosevelt Way North
- Mall Academy located at 410 Northeast Northgate Way
- Viewlands Elementary located at 10525 3rd Avenue Northwest

There are no private schools and no post-secondary schools located in the study area.

Churches

There are no churches located within the study area; however, as illustrated in Exhibit 4-6, there are a number of churches located in the near vicinity of the study area.

Medical Services

There are no medical services located within the study area. The closest hospital to the study area is the Northwest Community Hospital, illustrated in Exhibit 4-6, located at 1550 North 115th Street.

Cemeteries

There are two cemeteries located within the study area, as illustrated in Exhibit 4-6:

- Evergreen-Washelli Cemetery is located at 11111 Aurora Avenue North. The cemetery is in the southern portion of the study area and encompasses a large portion that area.
- Bikur Cholim Cemetery is located at 1340 North 115th Street. The cemetery is also located in the southern portion of the study area just north of the Evergreen-Washelli Cemetery.

Social Institutions

The Bitter Lake Community Center is located within the study area, as illustrated in Exhibit 4-6, at 13035 Linden Avenue North. It offers a wide array of programs and special events including teen events, senior programs, and computer classes (Seattle 2006).

In addition to the community center, there are three residential complexes within the study area that provide housing for low-income elderly residents, as illustrated in Exhibit 4-6:

- Bitter Lake Manor, located at 620 North 130th Street. This complex is managed by the Seattle Housing Authority; there are 72 one- and two-bedroom units available at the facility.

- Henry M. Jackson Apartments, located at 747 North 135th Street. This complex is privately owned and managed, and there are 70 units available at the facility.

- Four Freedoms House of Seattle, 747 North 135th Street. This complex is privately owned and managed, and there are 310 units available at the facility.

Government Offices

As illustrated in Exhibit 4-6, the Bitter Lake Station Post Office, located at 929 North 145th Street, is the only government office located within the study area.

4.1.5 Utilities and Service Providers

Seattle Public Utilities provides water, sanitary sewer, and stormwater services in the City of Seattle. There are a number of water, sanitary sewer, and storm sewer lines located underground adjacent to and crossing the study area.

Seattle City Light provides electrical power, and Puget Sound Energy provides natural gas to the study area. Comcast, Qwest, Global Crossing, and MetroMedia provide telecommunications and cable services. These utilities are either buried or carried aboveground and are located within public right-of-way. In addition to the above utility providers, there are three cellular towers located in the study area; however, all are outside of the proposed project limits.

4.1.6 Pedestrian, Bicyclist, and Transit Facilities

This section discusses the pedestrian, bicyclist, and transit facilities located within the study area.

Pedestrian and Bicyclist Facilities

Pedestrian facilities are limited in the study area. Along Aurora Avenue North there are no continuous sidewalks, and where there are no sidewalks there is a wide shoulder (6 to 20 feet wide) that is commonly used for vehicle parking for the commercial businesses. Vehicles using the shoulder for parking reduce the distance that separates pedestrians and

traffic along Aurora Avenue North which increases the safety risk to pedestrians that use the corridor. The lack of sidewalks also includes the lack of adequate ADA accessible ramps. There are no designated bicycle routes along Aurora Avenue North in the study area. According to the King County Bike Map, Aurora Avenue North is designated as a bicycle route; however it is listed as a heavy traffic route without wide curb lanes or shoulders. According to the Seattle Bicycling Guide Map, Linden Avenue North is identified as a bicyclist route through the study area.

The Recreation section of the *Broadview–Bitter Lake–Haller Lake Neighborhood Plan* (City of Seattle 1999) describes additional pedestrian and bicyclist facilities that should be constructed in the area. Included in the plan are the Interurban Trail and a new green street along Linden Avenue North. The Interurban Trail would connect with sections of the trail already constructed to the north and south to allow pedestrian and bicyclist access through the area without the need to worry about automobile traffic. Portions of the Interurban Trail have been completed north of North 145th Street and between North 110th and North 128th Streets (Exhibit 4-6). The green street along Linden Avenue North would travel between 128th Street and 145th Street and would include benches, trees and other landscaping, signature light fixtures, and public art.

Transit

King County Metro provides transit service through the study area. Transit service along Aurora Avenue North is provided by Metro Route 358. Route 358 is among Metro's top five transit routes in all of King County, with more than 2.5 million passenger trips per year. Ridership on the 358 bus line has increased 20 percent in the past several years (King County Department of Transportation [KCDOT] 2005). Other transit routes that cross Aurora Avenue North or have routes in the study area include Metro Routes 28, 304, and 345.

The northbound direction of Aurora Avenue includes a BAT lane. The BAT lane is a dedicated bus lane that allows vehicles to turn right into businesses and allows buses to avoid congestion thereby decreasing transit travel times. The southbound lane does not have a BAT lane and there are no dedicated bus pull-outs, a situation that can cause congestion and delay for vehicles behind the buses.

4.2 Economics

The project area for the economic analysis is the Broadview/Haller Lake (FAZ 6326) area. It is located in North Seattle along the Aurora Avenue North corridor and borders the City of Shoreline. This area consists mainly of residential neighborhoods, with economic activity centered along Aurora Avenue North.

4.3 Environmental Justice

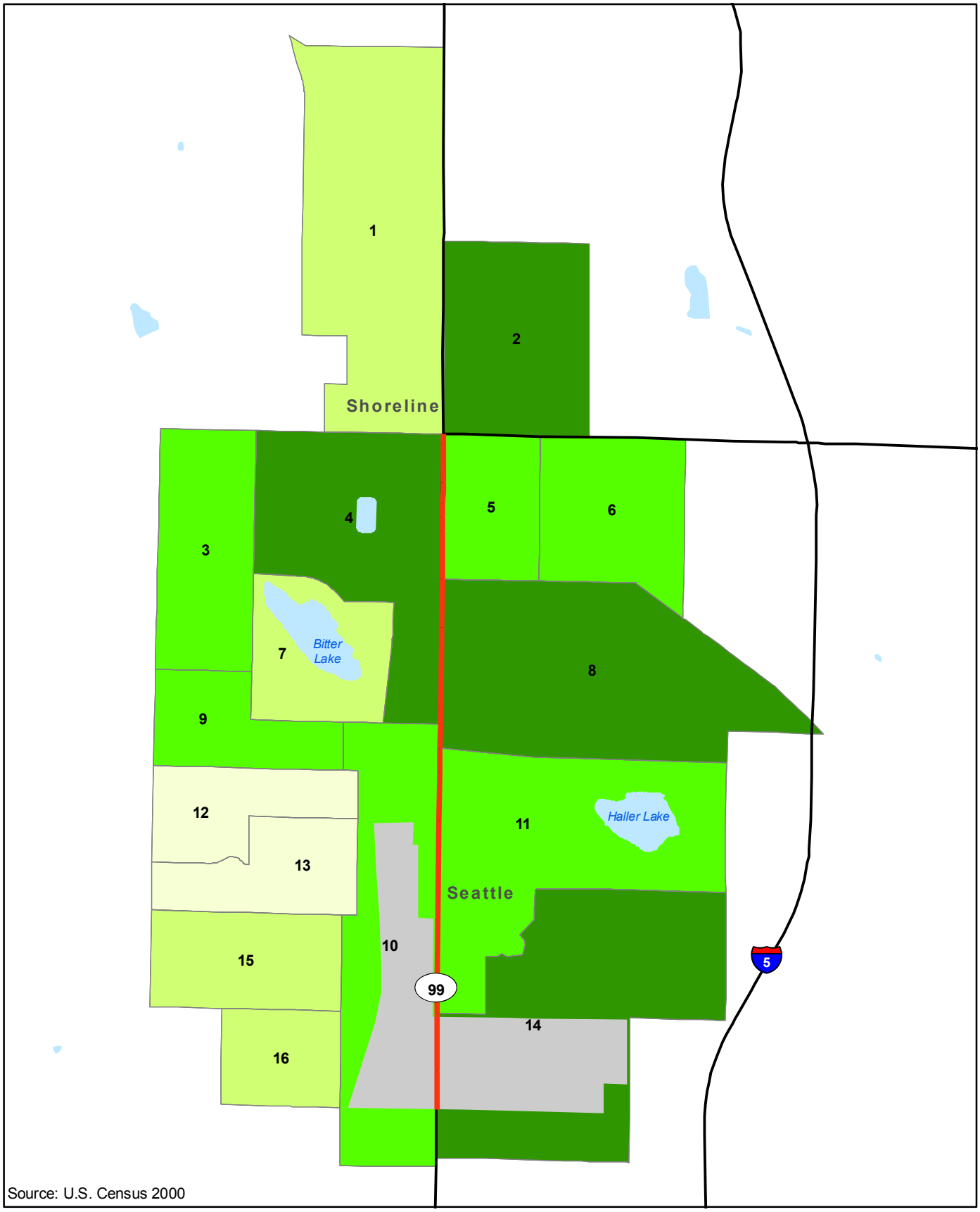
Under Executive Order 12898, all federal actions must consider the impacts on minority and low-income populations and determine whether the actions would result in any disproportionately high and adverse impacts on these populations. This section also includes information on limited English proficiency populations located within the study area.

The analyst reviewed and analyzed U.S. Census data within the 16 Census Block Groups, which are listed in Exhibit 4-1 and illustrated in Exhibit 4-2, to identify minority, low-income, and limited English proficiency[1] populations that might reside within the study area. Exhibit 4-4 illustrates the racial and ethnic populations within the study area, Seattle, and King County.

The analyst also mapped the Census Block Group data using GIS to identify the concentrations of minority, low-income, and limited English proficiency populations in the study area; Exhibits 4-7, 4-8, and 4-9. For minority and low-income populations, the maps show eight different percentage ranges, and the limited English proficiency map identifies those Census Block Groups that have higher concentrations (5 percent or greater) limited English proficiency individuals. The maps also illustrate the location of the two cemeteries in the study area to illustrate areas with no population.

Most of the Census Block Groups in the study area have minority population concentrations between 12.5 and 37.5 percent and most of the block groups have low-income populations ranging from 0 to 12.5 percent. The analyst used data from Census Table P-19 of Summary File 3 (Age by Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over) to determine limited English proficiency. Five of the 16 Census Block Groups include populations where limited English proficiency exceeds 5 percent, with the highest percent in any block group at 9.5 percent. Languages spoken in these block groups, based on information from the public involvement team, includes Korean, Cambodian, and Vietnamese. As identified in Section 3.2.1 Public Involvement, informational materials regarding the project were translated in other languages, and a translator was made available during open houses and meetings. Appendix B, Demographic Data, summarizes the demographic data for minority, low-income, and limited English proficiency populations, including the languages spoken in the demographic study area. As discussed above in Section 4.1.1 Community Cohesion, public school data were not used to determine whether there are any changes because the Seattle Public School District uses a student assignment plan.

[1]Refer to the Glossary for the definitions of minority, low-income, and limited English proficiency.



Percent of minority population within Census block groups

- 0% - 12.5%
- 12.5% - 25%
- 25% - 37.5%
- 37.5% - 50%
- 50% - 62.5%
- 62.5% - 75%
- 75% - 87.5%
- 87.5% - 100%
- 12 Census Block Group ID Number
- Project Footprint
- Cemetery

0 0.125 0.25 0.5 Miles

N

Figure 4-7. **Minority Population**
Aurora Ave N 110TH TO 145TH

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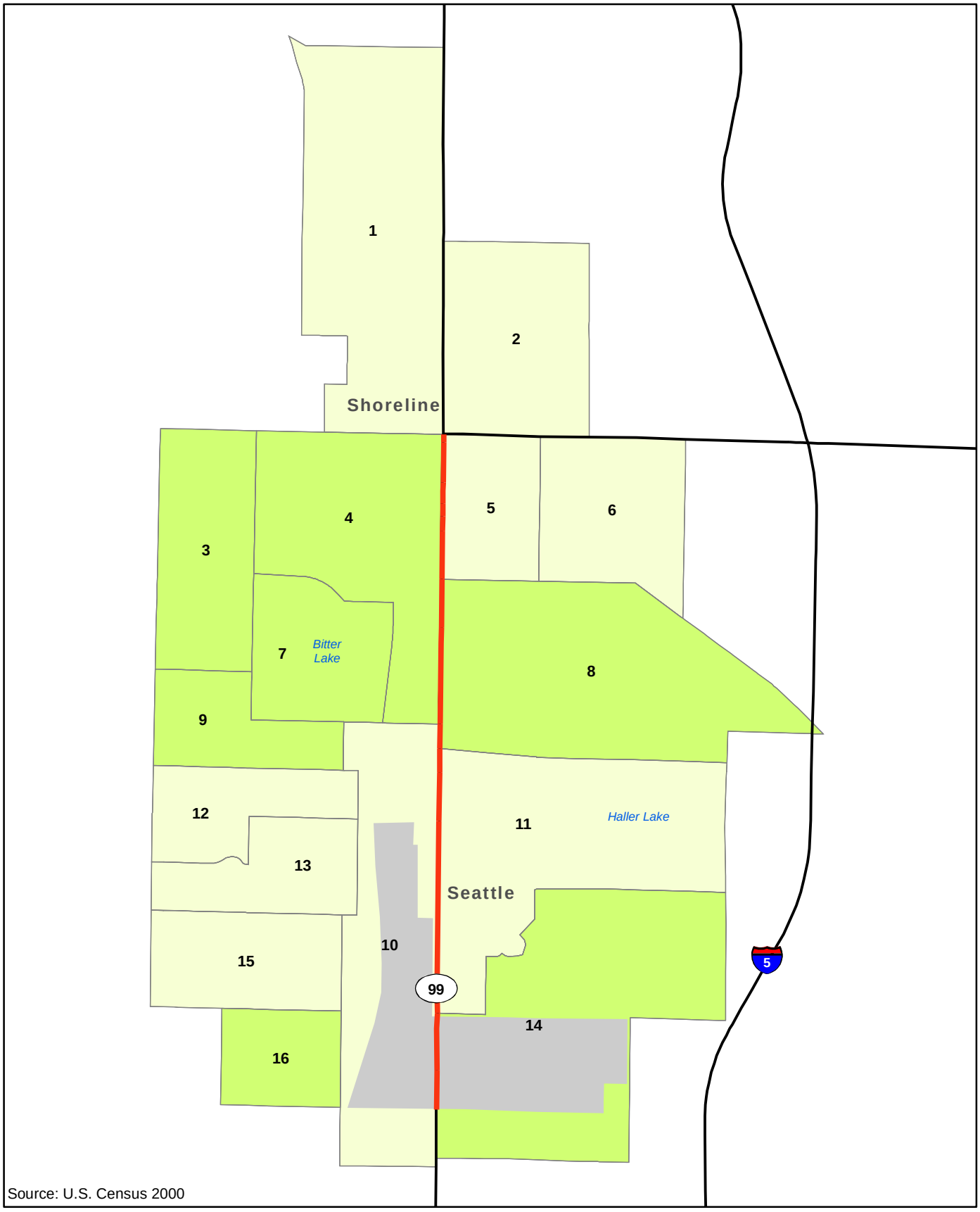

Percent of low-income population within Census block groups

- 0% - 12.5%
- 12.5% - 25%
- 25% - 37.5%
- 37.5% - 50%
- 50% - 62.5%
- 62.5% - 75%
- 75% - 87.5%
- 87.5% - 100%
- 12 Census Block Group ID Number
- Project Footprint
- Cemetery

0 0.125 0.25 0.5 Miles

N

Figure 4-8. **Low-Income Population**
Aurora Ave N 110TH TO 145TH

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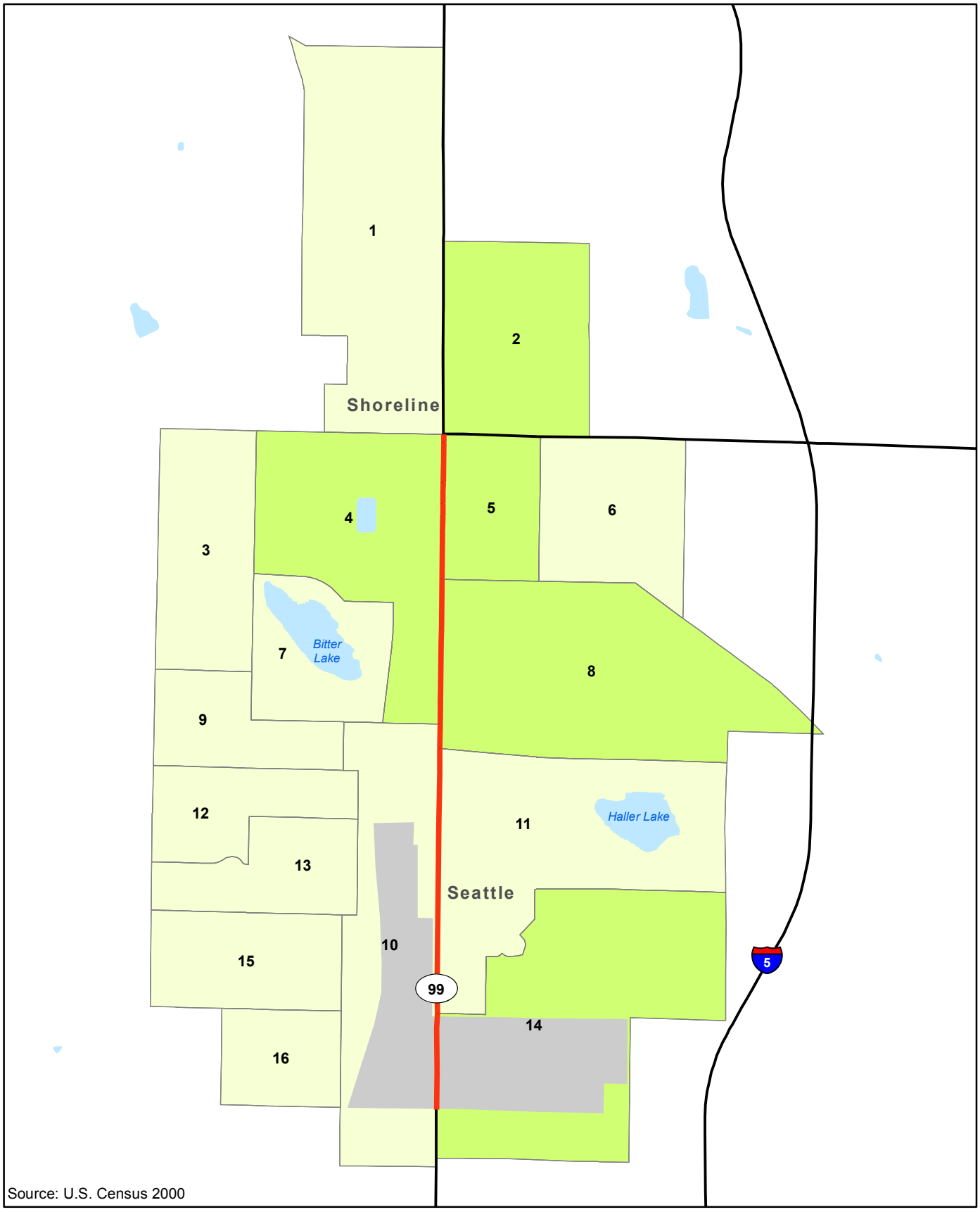

Percent of limited English proficiency population within Census block groups

- 0% - 5%
- 5% - 10%
- 10% - 20%
- 20% - 100%

12 Census Block Group ID Number

Project Footprint

Cemetery

0 0.125 0.25 0.5 Miles

N

Figure 4-9. **Limited English Proficiency Population**

Aurora Ave N 110TH TO 145TH

4.3.1 Population

Population estimates for Broadview/Haller Lake, the City of Seattle, and the State of Washington are presented in Exhibit 4-10. PSRC has estimated an average annual growth rate for Broadview/Haller Lake of 0.7 percent, from a population of 22,458 in 2000 to a population of 27,917 in 2030. In comparison, the population of the city and the state are expected to grow at a slightly higher average annual rate of 0.8 percent and 1.2 percent, respectively, from 2000 to 2030. The population of Broadview/Haller Lake accounts for approximately 4 percent of the city's total population.

EXHIBIT 4-10. HISTORICAL AND FORECAST POPULATION

Area	2000	2030	Average Annual Growth Rate
Broadview/Haller Lake[1]	22,458	27,917	0.7%
City of Seattle	563,313	718,389	0.8%
Washington State[2]	5,894,121	8,544,714	1.2%

Source: PSRC 2003.
[1] FAZ 6326.
[2] Washington State population estimates are from the OFM, State of Washington, 2005.

4.3.2 Housing

Exhibit 4-11 shows housing unit estimates for Broadview/Haller Lake and the city. The city's average annual growth rate is expected to outpace that of Broadview/Haller Lake. The number of housing units in the city is expected to grow from 258,481 units in 2000 to 353,718 units in 2030 at an average annual growth rate of 1.1 percent. During the same time period, Broadview/Haller Lake is expected to grow at an average annual growth rate of 0.9 percent, from 10,399 units to 13,600 units.

EXHIBIT 4-11. HISTORICAL AND FORECAST HOUSING UNIT ESTIMATES

Area	2000	2030	Average Annual Growth Rate
Broadview/Haller Lake[1]	10,399	13,600	0.9%
City of Seattle	258,481	353,718	1.1%

Source: PSRC 2003.
[1] FAZ 6326.

4.3.3 Employment

Exhibit 4-12 displays total employment and the percent of total employment by industry for Broadview/Haller Lake and the city. Employment is forecast to increase from 8,851 in 2000 to 13,243 in 2030. This represents an average annual growth rate of 1.4 percent, which is somewhat higher than the 0.9 percent forecast for the City of Seattle.

EXHIBIT 4-12. EMPLOYMENT FORECASTS BY INDUSTRY AS A PERCENT OF TOTAL EMPLOYMENT

Industry	Total Employment		Percent of Total Employment	
	2000	2030	2000	2030
Broadview/Haller Lake[1]	**8,851**	**13,243**	**100.0**	**100.0**
Manufacturing	107	154	1.2	1.2
WTCU[2]	585	815	6.6	6.2
Retail	2,158	2,790	24.4	21.1
Services	5,333	8,432	60.3	63.7
Gov/Ed.[3]	668	1,052	7.5	7.9
City of Seattle	**536,471**	**703,561**	**100.0**	**100.0**
Manufacturing	39,926	30,725	7.4	4.4
WTCU[2]	68,065	88,219	12.7	12.5
Retail	80,743	96,146	15.1	13.7
Services	256,558	369,706	47.8	52.5
Gov/Ed.[3]	91,179	118,765	17.0	16.9

Source: PSRC 2005.
[1] FAZ 6326.
[2] WTCU: wholesale trade, transportation services, communication, and utilities.
[3] Gov/Ed: Government and education.

Employment in both Broadview/Haller Lake and the City are dominated by the following three sectors: services, retail, and government/education. As shown in Exhibit 4-12, the services sector accounted for approximately 60 percent of total employment in Broadview/Haller Lake in 2000. By 2030, the percent share of employment in this sector is forecast to increase by 3 percentage points, with a corresponding decline in the retail sector.

There are approximately 138 businesses located along Aurora Avenue North between North 110th Street and North 145th Street. The types of businesses represented within the study area are consistent with those found throughout the Aurora corridor, such as automotive dealers and

service centers, restaurants, retail stores, hotel/motels, and miscellaneous retail and service establishments.

4.3.4 Assessed Value and Property Tax Revenue

Assessed property values and property tax collections within the city are presented in Exhibit 4-13. As shown, the city had an assessed value of approximately $88 billion in 2005. The growing economy and region wide increase in property values have contributed to the increase in the total assessed valuation of property in the city, which has increased approximately 35 percent since 2001.

EXHIBIT 4-13. CITY OF SEATTLE ASSESSED PROPERTY VALUE AND PROPERTY TAX COLLECTION

	Million $				
	2001	**2002**	**2003**	**2004**	**2005**
Assessed Value	$65,623	$75,507	$80,128	$83,938	$88,278
Property Tax to City	$240	$249	$252	$280	$294

Source: King County Department of Assessments 2005.

Property tax revenues are a major source of revenue for the city. The city collects approximately $3.36 per $1000 of assessed property value to fund day-to-day operations. Revenues from property taxes are also used to fund local and King County government, the City of Seattle School District, the local fire department, libraries, and emergency medical services.

4.3.5 Tax Revenue

Exhibit 4-14 presents the City of Seattle's General Fund revenues for 2004 and 2005 and the proposed revenues for 2006. As shown, property and sales taxes combined account for the majority of all revenue collected for the proposed 2006 General Fund. The city's 2006 budget forecast indicates that 45 percent of the approximately $712 million in tax revenue would come from property and retails sales taxes. Other taxes, which account for 42 percent of the 2006 proposed budget, include business and occupation tax, utility business tax, admission tax, and other small taxes. Non-tax revenue sources account for the remaining 13 percent of total revenue.

EXHIBIT 4-14. CITY OF SEATTLE GENERAL FUND REVENUES

Source	Thousand $			
	2004 Actual	2005 Revised	2006 Proposed	2006 Percent of Total
Property Tax	$178,669	$183,817	$187,854	26.4
Retail Sales Tax	$117,730	$125,582	$129,053	18.1
Other Taxes	$267,906	$288,804	$297,852	41.8
Licenses and Permits	$11,097	$13,988	$12,671	1.8
Parking Meters/Meter Hoods	$12,107	$15,202	$16,704	2.3
Court Fines	$17,660	$16,500	$15,805	2.2
Interest Income	$1,964	$1,795	$1,545	0.2
Other Public Entities	$21,285	$11,238	$11,016	1.5
Service Charges and Reimbursements	$38,739	$40,132	$38,065	5.3
Interfund Transfers	$14,559	$4,338	$882	0.1
All Else	$691	$1,298	$1,260	0.2
Total Revenues	**$682,407**	**$702,694**	**$712,707**	**100.0**

Source: City of Seattle 2006 Proposed Budget City of Seattle 2005a.

5 Environmental Consequences

This section discusses the impacts, both positive and negative, of construction and operation of the Project on the social, economic, and environmental justice elements in the study area. As discussed in Section 3, the analysts reviewed existing data and the proposed project design to assess the potential impacts on the representative elements in the study area. The analysts also reviewed other reports, including Hazardous Materials, Traffic Noise, Historical, Archaeological, and Cultural Resources and Air Quality, to determine whether there would be any additional impacts to these elements.

5.1 Impacts during Construction

Impacts during construction are considered short-term in comparison to the life span of the completed project and would end when construction is complete. Construction of the project is expected to be completed in phases over the next 8 to 10 years. Each phase of construction is expected to last approximately 1.5 to 2 years. The expected construction activities would cause increases in noise and dust levels, detract from views and visual quality due to removal of earth and staging of construction equipment, and create glare from lighting if construction takes place at night.

5.1.1 Direct Impacts

"Direct" impacts during construction are those that are caused by the project and occur at the same time and place.

Social Elements

Community Cohesion

Construction of the project would not bisect or disrupt any established communities or residences, change the existing community character, or increase automobile dependency. Construction activities might result, however, in a temporary loss of community cohesion resulting from any required detours and lane closures along Aurora Avenue North or intersecting roads. Detours would affect the traffic circulation patterns of local drivers, increase travel times, and could encourage drivers to detour into the residential neighborhoods surrounding the project in order to avoid the construction area.

Regional and Community Growth

Construction of the project would not affect regional and community growth.

Recreation

The Bitter Lake Playfield and Bitter Lake Community Center are located far enough away from the proposed construction that there would be no construction-related impacts.

Public Services

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.

Utilities

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.

Pedestrian, Bicyclist, and Transit Facilities

During construction, access along the corridor might be more difficult for pedestrians and bicyclists then the current situation due to construction activities, if temporary closures of existing intermittent sidewalks are required. Noise and dust from construction activities might affect pedestrians and bicyclists traveling through the study area and transit users waiting for buses in the vicinity of construction activities. Transit users might experience increased travel times during construction if congestion increases or there are any required lane closures, detours, or temporary transit stop relocations.

Economics

Small businesses and businesses that depend on location or drive-by customers are the most likely to be affected by construction of the project. Real or perceived temporary loss of access or substantial changes in access can create disruptions and reductions in revenue.

Transportation projects usually result in increased employment and spending in a project area during construction. The extent of these impacts depends on the source of project funding and the makeup of work crews used during project construction. Funds from local or regional sources are considered transfers that could have been spent by residents and businesses on other economic activities. Typically, only “new

money" to a region has a measurable economic impact on employment and income gains resulting from project construction. It is anticipated that the primary funding source for this project would be federal funds. To the extent that this represents funds that would not otherwise have been spent in the study area, it would result in income and job benefits in the study area.

The construction of the project would also generate sales and use tax revenues for the state and the city. Materials and labor contracts would be subject to the state's sales or use tax rate of 6.5 percent and the city's rate of 1.9 percent. Costs associated with the acquisition of public right-of-way and engineering would not be subject to state or local sales or use tax.

During construction, congestion in the study area would likely increase due to short-term lane closures and other construction-related activities. Congestion caused by construction would have a negative impact on some businesses. Although every effort would be made to maintain access during construction, it is possible that access to some businesses would be impeded during construction activities. This might result in reduced sales during construction as potential customers have difficulty accessing a particular business or choose to avoid the construction area altogether. The extent of any negative impacts would depend on the duration of construction, specific construction methods, and site-specific conditions.

Environmental Justice

Construction impacts, including noise, dust, and travel delays, would affect all populations equally, and construction of the project would not require the displacement of any residences or businesses that provide unique services to minority and/or low-income populations. Construction impacts would not result in any impacts to minority and low-income populations that would be appreciably more severe or greater in magnitude than those experienced by nonminority and non-low-income populations.

As discussed in Section 3.2.1, Public Involvement, SDOT has been communicating with the public about the project through newsletters, the project website, and three open houses. SDOT would be expected to continue to inform the public about the project through construction.

5.1.2 Indirect Impacts

Indirect impacts are those caused by the proposed action that are later in time or farther removed in distance, but are still reasonably foreseeable.

During construction, there are no anticipated indirect impacts on any of the social elements, economic considerations, or environmental justice populations.

5.1.3 Mitigation Measures

The proposed project would include a number of measures to avoid or minimize the negative impacts of construction on the area surrounding the project. The following mitigation measures are proposed for the project.

Social Elements

Community Cohesion

- Continue to use the project website, send out newsletters providing information about the project, and publicize contact numbers to allow residents to voice any concerns about the project. Newsletters would be sent out in the appropriate languages, if necessary. Residents in the area would be also be notified through a public information process about any changes on traffic flow such as road closures.
- Minimize temporary road closures and ensure that detour routes have proper signage.
- Require construction contractors to keep equipment in good mechanical condition and to equip engines with mufflers to minimize exhaust emissions and noise.

Regional and Community Growth

The construction phase of the project would not impact regional and community growth, and, therefore, no mitigation measures are proposed.

Recreation

Construction activities are not located near any recreation facilities, and, therefore, no mitigation measures are proposed.

Public Services and Utilities

- 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.
- SDOT would prepare 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 utilities.

Pedestrian, Bicyclist, and Transit Facilities

- Clearly identify and mark alternative routes for pedestrian and bicyclists.
- Clearly mark transit stops.
- Ensure that any alternative routes and any temporary transit stops are accessible for those with disabilities.
- Specify in the TMP that sidewalks be maintained on city streets unless construction activities make this an unsafe situation.

Economics

In addition to the mitigation measures for the social elements of the project, the following mitigation measures are recommended:

- SDOT would provide public information about construction activities and encourage continued patronage of businesses affected by construction.
- SDOT would provide adequate signage to businesses whose access has been modified during construction to indicate business is open during construction.

Environmental Justice

The project would not result in any disproportionate high and adverse impacts on minority populations and/or low-income populations during construction, and, therefore, no specific mitigation is required for these populations. Refer to the social elements and economic sections for mitigation measures applicable to all populations.

5.2 Impacts during Operation

5.2.1 Direct Impacts

"Direct" impacts during operation are those that are caused by the long-term operation of the project and occur at the same time and place.

Social Elements

Community Cohesion

The project would result in beneficial impacts on community cohesion. The addition of continuous sidewalks with ADA ramps along both sides of the roadway and improved access across and along Aurora Avenue North would improve safety for pedestrians and would encourage interaction among the area residents and allow the area residents to better access businesses. The BAT lane is also expected to reduce vehicle accidents associated with access to the businesses along the corridor, which would further improve the area's safety.

Regional and Community Growth

The project would improve safety for vehicles and pedestrians, increase transit reliability, and improve traffic operations. The project is not anticipated to have any impact on planned regional or community growth and is not expected to influence any of the area's population characteristics.

Recreation

The operation of the project would not have adverse impacts on recreation facilities in the study area.

Public Services and Utilities

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

Pedestrian, Bicyclist, and Transit

The development of continuous sidewalks with ADA accessible ramps along both directions of Aurora Avenue North would improve safety and connectivity for pedestrians. There are no bicycle improvements associated with the project since many bicyclists are expected to travel along Linden Avenue North and along the portions of the Interurban Trail which have recently been completed west of Aurora Avenue. Any bicyclists who do travel along Aurora Avenue North would still need to travel with automobile traffic. The addition of the southbound BAT lane would improve transit travel times.

Economics

Operational impacts on economic conditions are discussed in terms of mobility and access, property acquisition, parking impacts, and sales and property tax revenue.

Mobility and Access

The improved mobility along Aurora Avenue North would open up businesses along the corridor to a larger customer base and shorten the commute time for potential employees of businesses within the project area and the city. The BAT lane would make entering and exiting businesses safer and easier for customers. Improved transit access could improve the convenience and desirability of the surrounding commercial properties. Increased pedestrian activity resulting from continuous sidewalks on either side of the roadway could increase the patronage of adjacent retail uses.

Conversely, customer access to many businesses along Aurora Avenue North might be more difficult during operation because of the removal of left-turn lanes and implementation of other safety improvements (e.g., landscaped medians). This issue would be partially offset by the inclusion of 21 left-turn and u-turn opportunities at intersections and select mid-block locations. U-turns are planned at an average of every 450 feet. Additionally, numerous access points to businesses along the corridor have been consolidated into distinct driveways to improve safety as drivers enter and exit businesses. Although this will result in changed access, the effect on a particular business, in terms of mobility and access, is expected to be negligible.

Businesses along the corridor might experience a modest increase in retail sales activity because of the increased mobility. The congestion relief provided by the project might entice more potential customers to the area. Any increase in sales activity would also benefit the city's revenues in the form of increased sales tax revenues; however, the overall impact on the city would likely be small.

The Project would use some portion of the existing state-owned and tax-exempt right-of-way located along the corridor. The remaining right-of-way would be acquired from taxable property within the city. The taxable property acquired would be removed from the city's tax roles, with the potential for impacting property tax revenues. In the long term, the loss of property tax revenues due to property acquisition might be offset by an increase in property tax revenues associated with increased property values. Roadway improvements have the potential to contribute to an increase in property values within the corridor. Property values would be determined by market forces, which are driven by supply and demand. Other factors that affect property values include local zoning and land use regulations, local development trends, and other social and economic factors. The roadway improvements would improve access to some

businesses in the area, which could make properties more attractive for businesses and new development.

Property Acquisition and Parking

The proposed project would require acquisition of additional property between North 110th Street and North 145th Street; one business could potentially be displaced along the project corridor.

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. If property acquisitions affect portions of property used for display purposes, businesses might be forced to reorient their inventory. Overall, the Project would require acquisition of approximately 118,000 square feet of new right-of-way, which represents approximately 2.2 percent of the total square footage of the 85 potentially impacted parcels along the corridor.

Using aerials of the project that depicted existing compliant and noncompliant parking spaces resulted in an estimated total of 3,738 parking spaces. The Project would remove an estimated 218 (0.06 percent) parking spaces. Of the total removed parking spaces, 117 (0.03 percent) are noncompliant parking spaces that do not conform to the city code or are in publicly owned right-of-way, and 101 (0.03 percent) are 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.

As shown in Exhibit 5-1, property acquisition 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; thus, the loss of these spaces would not substantially impact the overall economy in the study area.

A site visit was conducted of businesses that would be impacted by the loss of parking, and a sample survey was conducted of some of those businesses; the results of this survey are presented in Appendix C. The results of the analysis of economic impacts from loss of parking concluded that one business (Ferguson Express) may experience a substantial negative impact from the loss of compliant parking spaces, but the others would not.

No compliant parking designated as ADA accessible would be lost as a result of property acquisition associated with the project, and the loss of parking stalls would not affect ADA accessibility to individual businesses.

EXHIBIT 5-1. PARKING IMPACTS

Business Name By Potential Project Phasing	Existing On-Site Compliant Stalls	Compliant Stalls Impacted	Regained or New Compliant Stalls	Total On-Site Compliant Stalls after Project Completion	Existing Noncompliant Stalls	Noncompliant Stalls Impacted	Total Noncompliant Stalls after Project Completion
North 110th Street to North 115th Street	12	0	0	12	0	0	0
Washelli Cemetery and Funeral Home	12	0	0	12	0	0	0
North 115th Street to North 125th Street	867	38	12	841	25	18	7
Enterprise Car Mate Collision Center	13	0	0	13	0	0	0
Al's Glass	2	0	2	4	4	4	0
Seal's Motel	39	0	0	39	1	1	0
Orion Motel	27	0	0	27	3	3	0
Ambassador Motel	24	0	0	24	0	0	0
Vacant Lot	0	0	0	0	0	0	0
Les Schwab Tires	28	0	0	28	0	0	0
Black Angus Motor Inn	30	0	0	30	0	0	0
125th Street Bar and Grill	6	1	0	5	9	2	7
Texaco Subway A+ Auto Repair	30	0	0	30	0	0	0
Cash One Payday Loans	12	0	0	12	0	0	0
Auto Showroom and Lot	8	0	0	8	0	0	0
Lincoln Towing Aurora Loans Pawn Shop Work Source	12	0	0	12	0	0	0

EXHIBIT 5-1. PARKING IMPACTS

Business Name By Potential Project Phasing	Existing On-Site Compliant Stalls	Compliant Stalls Impacted	Regained or New Compliant Stalls	Total On-Site Compliant Stalls after Project Completion	Existing Noncompliant Stalls	Noncompliant Stalls Impacted	Total Noncompliant Stalls after Project Completion
Rick's Tire Service	23	3	0	20	0	0	0
State Emissions Inspection Station	27	15	6	18	0	0	0
Meringe Korean Restaurant	30	2	0	28	0	0	0
Kelly More Preservation Paints Zapffe Silver Plating	19	7	0	12	0	0	0
Puetz Golf	70	0	0	70	0	0	0
Nites-Inn Motel	50	10	4	44	0	0	0
Office (vacant; possible parking in rear)	0	0	0	0	3	3	0
El Dorado Motel (possible parking in rear)	1	0	0	1	1	1	0
K Smoke Mart (possible parking in rear) Farmer's Insurance Warren Elmer's Insurance R B White Electrical Arrow Painting	0	0	0	0	4	4	0
Home Depot	385	0	0	385	0	0	0
Public Storage	31	0	0	31	0	0	0
North Park Apartments (underground parking garage)	0	0	0	0	0	0	0
North 125th Street to North130th Street	335	8	6	333	26	18	8
Krispy Kreme Jack in the Box	62	0	0	62	0	0	0
Lowes Hardware	24	0	0	24	0	0	0

EXHIBIT 5-1. PARKING IMPACTS

Business Name By Potential Project Phasing	Existing On-Site Compliant Stalls	Compliant Stalls Impacted	Regained or New Compliant Stalls	Total On-Site Compliant Stalls after Project Completion	Existing Noncompliant Stalls	Noncompliant Stalls Impacted	Total Noncompliant Stalls after Project Completion
Firestone Tires	13	0	0	13	0	0	0
Lakeside Motors	6	0	0	6	0	0	0
Cars to Go	4	0	0	4	0	0	0
Westlund Isuzu	6	0	0	6	0	0	0
Car Toys Lover's Package	45	1	0	44	0	0	0
Westlund Buick	10	0	0	10	0	0	0
Pho of Aurora	10	1	0	9	0	0	0
Anderson's Door Company	0	0	1	1	8	8	0
Service Building (automotive)	9	2	0	7	2	2	0
Retail Store	7	0	0	7	0	0	0
Work Source	79	0	0	79	0	0	0
Appliance Service Station	8	0	1	9	5	5	0
Dawg Tags Bar and Grill	0	0	0	0	11	3	8
Korea Times	15	0	0	15	0	0	0
Vitamilk Lot (access off of Aurora Avenue only; no parking)	0	0	0	0	0	0	0
Express Personal Services Health South Cochran Electric	37	4	4	37	0	0	0

EXHIBIT 5-1. PARKING IMPACTS

Business Name By Potential Project Phasing	Existing On-Site Compliant Stalls	Compliant Stalls Impacted	Regained or New Compliant Stalls	Total On-Site Compliant Stalls after Project Completion	Existing Noncompliant Stalls	Noncompliant Stalls Impacted	Total Noncompliant Stalls after Project Completion
North 130th Street to North 135th Street	1192	18	8	1182	0	0	0
Olympic Lincoln Mercury	9	0	0	9	0	0	0
Starbucks	15	0	0	15	0	0	0
Burger King Outback Steakhouse Cinema Grill Rite Aid Bally's Dollar Tree Ross Grocery Outlet Aurora Donuts	515	0	0	515	0	0	0
Wells Fargo	14	6	4	12	0	0	0
Lee's Automotive Gourmet Latte	6	0	0	6	0	0	0
Ivar's KFC	44	12	4	36	0	0	0
Parking (commercial lot)	100	0	0	100	0	0	0
Commercial (vacant)	0	0	0	0	0	0	0
Staples	76	0	0	76	0	0	0
KMart	145	0	0	145	0	0	0
PetsMart	116	0	0	116	0	0	0
Albertsons	152	0	0	152	0	0	0

EXHIBIT 5-1. PARKING IMPACTS

Business Name By Potential Project Phasing	Existing On-Site Compliant Stalls	Compliant Stalls Impacted	Regained or New Compliant Stalls	Total On-Site Compliant Stalls after Project Completion	Existing Noncompliant Stalls	Noncompliant Stalls Impacted	Total Noncompliant Stalls after Project Completion
North 135th Street to North 137th Street	680	0	0	680	23	23	0
Office Depot Carpet Liquidators	86	0	0	86	18	18	0
Welcome Home Liquidation Outlet	18	0	0	18	0	0	0
St. Vincent De Paul	40	0	0	40	5	5	0
Sam's Club	448	0	0	448	0	0	0
Blockbuster Hearing Aids Social Security Administration All-The-Best Pet Care Computer Stop Cascade Pet Hospital Ladies Workout Express Avant Garden Florist European Foods	88	0	0	88	0	0	0
North 137th Street to North 145th Street	489	37	23	475	89	58	31
High-Tech/High-Flex	14	0	0	14	0	0	0
Enterprise Rental Cars	16	0	0	16	0	0	0
Town and Country 5-Star Chrysler, Plymouth, Jeep	10	0	0	10	0	0	0
Hyundai	35	2	0	33	0	0	0
Auto Trim	6	0	0	6	6	6	0
Holiday Inn	76	0	0	76	0	0	0
EZ Auto Buy	6	0	0	6	0	0	0

EXHIBIT 5-1. PARKING IMPACTS

Business Name By Potential Project Phasing	Existing On-Site Compliant Stalls	Compliant Stalls Impacted	Regained or New Compliant Stalls	Total On-Site Compliant Stalls after Project Completion	Existing Noncompliant Stalls	Noncompliant Stalls Impacted	Total Noncompliant Stalls after Project Completion
Kidd Valley	18	2	0	16	0	0	0
Stadium Coffee Company	6	0	0	6	0	0	0
AM-PM 24-Hour Towing	10	1	0	9	0	0	0
Nelson Truck Equipment and Sales	2	1	1	2	5	5	0
Tobacco Street Hertz Rental Cars Parker Paint	31	2	0	29	0	0	0
Seattle Super Supplements	14	4	0	10	0	0	0
Las Margaritas	25	0	0	25	11	0	11
Aurora Plumbing and Electric	19	14	8	13	7	0	7
Shucks Auto Parts	26	0	0	26	5	5	0
Taco Time	14	0	0	14	0	0	0
High-Tech Erectors	0	0	2	2	6	4	2
Emerald City Sales	2	0	0	2	0	0	0
Jin Mi Korean Restaurant	13	7	3	9	0	0	0
Ferguson Express (former Webster Hobby)	4	4	2	2	0	0	0
American Health Center Tournament Warehouse Ideal Exercise	20	0	0	20	5	5	0
Parking (garage)	8	0	0	8	0	0	---

EXHIBIT 5-1. PARKING IMPACTS

Business Name By Potential Project Phasing	Existing On-Site Compliant Stalls	Compliant Stalls Impacted	Regained or New Compliant Stalls	Total On-Site Compliant Stalls after Project Completion	Existing Noncompliant Stalls	Noncompliant Stalls Impacted	Total Noncompliant Stalls after Project Completion
Kirby's Card Exchange Kitchen and Bath Design	35	0	2	37	7	7	0
Moore's Professional Collision	0	0	3	3	17	6	11
The Salvage Broker (possible parking in rear)	0	0	0	0	5	5	0
Checks Cashed Pinnacle Cyber Lounge Sunny Teriyaki Yamashiro Sushi Bistro#1 Nails Salon Episodes Bubble Tea	14	0	0	14	0	0	0
Commercial (vacant)	13	0	0	13	0	0	0
Car Pros Hyundai Used Cars	4	0	0	4	0	0	0
Stereo Warehouse Midnight Window Tinting	0	0	2	2	15	15	11
Install Department K&C Motors A+ North Aurora Body Paint Co.	8	0	0	8	0	0	0
Best Western	40	0	0	40	0	0	0
PROJECT TOTALS	***3575***	***101***	***49***	***3523***	***163***	***117***	***46***

Property Tax Revenue

Exhibit 5-2 shows the initial property tax impacts for the city from the Project. The assessed value of the additional right-of-way is approximately $3,382,341. The taxable property within the right-of-way generates about $11,365 in revenues for the city, or much less than 0.1 percent of 2006 budgeted property tax revenues. The initial property tax impact would not have a major impact on the city's overall tax revenues.

EXHIBIT 5-2. ESTIMATED INITIAL PROPERTY TAX IMPACT

	Estimated Assessed Value of Right of Way	Initial Property Tax Impact	Percent of Budgeted 2006 Property Tax Revenues
Property Tax	3,382,341	11,365	0.01

Source: King County Department of Assessments, 2006.

The total initial property tax impact includes the impact of partial encroachments. The tax impact of the partial encroachments was calculated by multiplying the actual 2006 property tax collected for the parcel by an estimate of the percentage of the parcel taken for the project.

Environmental Justice

The project would result in transit operation improvements that are particularly beneficial to low-income populations. The improvements in transit facilities and addition of the BAT lane would benefit all users; however, it has been documented that low-income populations tend to use transit more often than other populations. Transportation surveys have consistently demonstrated that low-income individuals tend to use public transit more frequently than higher income individuals. For example, data from the 2000 U.S. Census for King County (U.S. Department of Transportation [USDOT] 2004) indicate that 23 percent of all workers who take public transit to get to and from work are from households earning less than $30,000 per year. These same individuals comprise only about 12 percent of all workers in the county. In other words, the rate at which these individuals take public transit is almost twice their rate of occurrence in the county worker pool. The project also includes continuous sidewalks with ADA ramps along Aurora Avenue North, which would benefit all populations by improving community cohesion, improving safety, and providing better access to businesses for pedestrians in the area.

The analyst reviewed and analyzed the businesses that would be impacted by the project to determine whether the project would result in any adverse impacts. The project would reduce parking at 26 businesses (one of which is known to be minority-owned) by removing compliant and

noncompliant parking stalls. As discussed in the Economics section above, to the extent practicable, parking areas would be reconfigured to minimize the net loss of compliant parking stalls. Although one business may experience a substantial negative impact from the loss of compliant parking stalls, no disproportionate high and adverse impacts on minority or low-income populations is expected, as the business is neither owned by or uniquely serves a minority population.

The analyst also reviewed and analyzed the other discipline reports prepared for this project (Air Quality, Traffic Noise, Hazardous Materials, and Cultural and Historic Resources) to determine whether the project would result in any adverse impacts to all populations. Based upon a review of these discipline reports and with proposed mitigation in place, the proposed project would not result in any adverse impacts on any populations, including minority and low-income populations and would also not result in any adverse impacts that would be experienced by the minority and/or low-income population that would be greater in scale than the adverse impact experienced by the nonminority and non-low-income population. See Exhibit 5-3 for a summary of operation impacts by discipline. In addition, the project does not impact any resources (i.e., social, religious, or cultural function) that are especially important to a minority and/or low-income population. In fact, as described above, the project would result in beneficial impacts for all populations, including minority and low-income populations.

Based on reviewing the results of the demographic analysis, the feedback on the project received from the public involvement, the other reports prepared for this project, no minority or low-income populations have been identified that would be disproportionately adversely affected by this project as determined above. Therefore, this project has met the provisions of Executive Order 12898, as it is supported by Title VI of the Civil Rights Act.

5.2.2 Indirect Impacts

Indirect impacts are those caused by the proposed project that are later in time or farther removed in distance, but are still reasonably foreseeable.

Social Elements

The addition of continuous sidewalks would make the neighborhood more pedestrian friendly and might improve community cohesion by encouraging more of the areas residents to walk and interact with one another.

Economics

No substantial indirect economic impacts are expected to occur as a result of operation of the project.

EXHIBIT 5-3. OPERATION IMPACTS SUMMARY

Element of the Environment	Project Impacts	Mitigation Summary (Operation Only)
Hazardous Materials	Any hazardous material properties (i.e., contaminated soil, contaminated water, and underground storage tanks) encountered during construction would be removed and the area remediated. The proposed project would reduce the potential for hazardous material spills from transport trucks as a result of the improved traffic flow and safer operations. Partial demolition of Eyes Right Optical and Nites Inn Motel. Reconfiguration of underground storage tank and fuel line at Texaco gas station.	The sidewalk will be reduced to no fewer than 5.5 feet to avoid partial demolitions and pump reconfiguration.
Cultural Resources	No historic properties were identified in the project corridor, and no historic properties would be affected by the proposed project improvements.	No mitigation is proposed.
Traffic Noise	Noise modeling indicates that noise levels would approach or exceed the FHWA Noise Abatement Criteria (NAC) at 9 locations out of 20 modeled sites, an increase of 4 locations over existing conditions. Noise levels would increase noise levels between 1- to 2-dBA over existing conditions at the 20 modeled sites. A 3-dBA change is considered just perceivable and a change in level of at least 5 dBA is required before any noticeable change in community response would be expected.	Noise mitigation measures were determined to be feasible (would reduce noise levels to an acceptable level) at only one location and unreasonable (not cost-effective) at all locations where noise levels would exceed the NAC. Consequently, no noise mitigation is proposed as part of the project.
Air Quality	Localized concentrations of carbon monoxide (CO) were evaluated in the vicinity of several signalized intersections. All of the scenarios analyzed indicated that concentrations are well below applicable ambient air quality standards. Because the project is not anticipated to create any new violations, nor increase the frequency of an existing violation of the CO standard, it is determined to conform with the purpose of the current State Implementation Plan (SIP) and the requirements of the Clean Air Act and the Washington Clean Air Act.	No mitigation is proposed.

Environmental Justice

No indirect impacts on minority populations and low-income populations are anticipated to occur as a result of operation of the project.

5.2.3 Mitigation Measures

Social Elements and Environmental Justice

The project would result in beneficial impacts on all populations, and, therefore, no mitigation measures are proposed for any of the social or environmental justice elements during operation.

Economics

Recommended mitigation measures for economic impacts during operation of the project include the following:

- Compensating property owners for the fair market value of property acquired for public right-of-way, both for partial and potential full property acquisition (in the case of Ferguson Express), in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
- Working with affected businesses that lose compliant parking spaces to reconfigure the remaining parking area to maximize the number of available parking spaces. Parking lot reconfiguration, where appropriate and necessary, would occur as part of the project. This includes re-striping parking areas to maximize the number of parking spaces.
- Install permanent signage to direct vehicles to legal U-turn intersections.

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Appendix A
Public Involvement Plan

DRAFT

Project Overview

Beginning in July 2001, the City of Seattle's Department of Transportation (SDOT) teamed with the Washington State Department of Transportation (WSDOT) and King County Metro Transit to develop recommendations for Seattle's State Route 99 North corridor (also known as Aurora Avenue). The team looked at the entire corridor from the north end of the Battery Street Tunnel to North 145th Street in Shoreline. Today, SDOT has taken the lead on beginning preliminary engineering and environmental review of the corridor study's "North Focus Area" from North 110th Street to North 145th Street.

Project Vision

Aurora Avenue is an important transportation corridor that serves both local and regional trips. Commuters, King County Metro, freight, commercial and retail traffic all use Aurora Avenue as an alternative to I-5. An average of almost 38,400 cars traveled on Aurora Avenue through North 105th Street. But roadway capacity is not keeping up with demand and vehicular and pedestrian accidents are all too common. Between January 2003 and February 2005, more than 400 accidents occurred between North 115th Street and North 145th Street. Pedestrian accidents also occur frequently at several intersections.

Vision
Improve safety for all users, provide more reliable transit operations, enhance the pedestrian environment with sidewalks, and reduce the type and severity of accidents on Aurora Avenue North between N 110th Street and N 145th Street as well as improve the economic vitality of the corridor.

It is the intent of the project team to guide the project through a well thought out planning, engineering and environmental process that includes the active involvement of the community and agencies and leads to general support of a preferred plan for improving this segment of the corridor that is consistent with the vision stated above. The proposed improvements will address existing deficiencies and support growth consistent with the city's transportation and land use policies.

Project History

WSDOT and its agency partners began the SR 99 North Corridor Study in July 2001. The team completed four stages of the study – identify transportation needs, determine options for improvement, draft corridor improvement proposal, develop final corridor improvement plan – before publishing the SR 99 North Route Development Plan (RDP) in March 2003.

Key recommendations in the RDP included adding left-turn restrictions or raised medians with pockets for turning left at key accident hot spots, and building a bus lane/business access and transit (BAT) lane on the current roadway shoulder from North 145th to North 110th Streets.

Today, SDOT is taking the lead in implementing recommendations for the "North Focus Area."

Proposed Improvements

- Widen existing lanes
- Add a southbound business access and transit (BAT) lane
- Add a raised median, series of medians, or central lane with controlled left-turns
- Construct continuous sidewalks and landscaping on both sides of SR 99 North
- Improve pedestrian crossings at intersections

Key Project Benefits

- Improved transit mobility - Bus users will be able to travel along Aurora Avenue more quickly because of the dedicated BAT lane. The BAT lane will also support future implementation of bus rapid transit (BRT).
- Improved The BAT lane and improved sidewalks will help pedestrians and right-turning drivers get to businesses and neighborhood arterials quickly and safely.
- Pedestrian-friendly corridor - Pedestrians will be able to walk along Aurora Avenue and feel much safer with paved sidewalks and improved crossings.
- Improved safety - Wider lanes and controlled left-turns will help decrease the number of accidents and injuries in the project area.
- Enhance the appearance of the business area making it more inviting.

Project Schedule in Brief

Preliminary Engineering and Environmental Review

- June 2005 — Develop draft preliminary design alternative
- July 2005 — Evaluate options and develop the refined design alternative
- Oct 2005 – March 2006 — Environmental scoping, analysis and review
- January 2006 — Submit draft environmental documents
- May 2006 — Proceed to design of preferred design alternative
- June 2006 — Submit final design memorandum

Communication Strategies

This plan outlines the strategic framework for public communication activities that will support the project during the planning, engineering and environmental review process. This plan will be updated as the project moves forward, so as to provide a full record of outreach strategies and activities upon completion of the project. The basis for this plan is a proactive outreach program that will address affected and interested stakeholder groups including transit users, area residents and business owners. "Proactive" should be defined as the project team communicating early and often while seeking opportunities to meet with the community rather than waiting for the community to come to the team.

In addition, the project team will maintain a C3 checklist to ensure satisfactory completion of the City's outreach program.

Key messages will include how the project is a key component of Mayor Nickels' goal to "Get Seattle Moving" and, specifically, how it fits into the themes of Back to Basics, Making It Easier for People to Get Around, and Shaping the Future. All communications pieces will incorporate these messages, as well as photographs of the Executive where appropriate.

Communication and Outreach Objectives – What is "Success"?

At the conclusion of the project, SDOT will conduct a communications survey to determine how successful the project team was in achieving the following objectives:

- A clearly communicated planning and design strategy that –
  - conveys the project team's commitment to completing a thorough and inclusive environmental review and design process, and
  - demonstrates consideration of all community concerns and expectations and acting upon them, whenever possible.
- Informed support and feedback from stakeholders and the larger community.
- A collaborative working relationship with the surrounding community and affected constituent groups through all project phases.
- A clear record of decision-making and how the public influences development of the design.
- An overall positive level of satisfaction by the community-at-large.

Communication and Outreach to Date (as of March 23, 2005)

▪ March 17, 2005	Briefing to Seattle Design Commission
▪ April 15, 2005	Meeting with President (David Quiring) and Executive Director (Faye Garneau) of Aurora Avenue Merchants Association (AAMA)
▪ April 22, 2005	Mailing of flyer announcing Open House #1
▪ May 12, 2005	Open House #1
▪ July 6, 2005	Parking and Access meeting #1
▪ July 13, 2005	Parking and Access meeting #2

Project Issues in Brief

Mobility and Transit

The Aurora Avenue North Corridor from North 110th Street to North 14th Street serves as a major corridor for several residential communities, businesses and freight users. Commuters, King County Metro, freight, commercial and retail traffic all use Aurora Avenue as an alternative to I-5. Currently, an average of 38,396 cars travele on Aurora Avenue through the project area.

In addition, one of King County Metro's busiest bus routes, 358, runs through the corridor and ridership has continued to increase during the past several years. Metro, Community Transit and Sound Transit are all interested in implementing bus rapid transit (BRT) along the SR 99 corridor.

Maintaining safe, easy access to residential streets and businesses is an important project goal as is preventing through-traffic from cutting through residential neighborhoods.

Safety

Between January 2003 and February 2005, 404 vehicle accidents occurred between North 115th Street and North 145th. Pedestrian accidents occur frequently at several intersections. Frequently cited accident types include rear-end collision, entering-at-angle or turning-related accidents, and driveway related accidents.

In addition, there are intermittent sidewalks north and southbound. The lack of a pedestrian-friendly amenity zone does little to encourage pedestrian traffic. The lack of pedestrian activity combined with lack of adequate street lighting has made this section of Aurora Avenue vulnerable to illegal activities.

Business Viability

Local businesses along the corridor are concerned about traffic, potential loss of parking, access and frontage visibility and the potential for loss of viability of the Aurora Avenue business community

.

Design and Utilities

Seattle Public Utilities and the City of Seattle will be completing some infrastructure improvements during the project period including installation of fiber optic conduits, possible water main replacement and other system improvements.

Special Populations and Environmental Justice

Outreach to special populations such as disabled commuters, minorities and low-income community members should be a focus of the project team's efforts.

Early census review and windshield survey results indicate several Korean, Cambodian, Russian and Vietnamese businesses along the corridor's project area. It can be difficult to attract non-English speaking residents to public events so successful outreach strategies might consist of setting up meetings or briefings at local churches or service organizations where a trusted member of the targeted community can act as a liaison on behalf of the project team.

King County Metro can provide some information regarding how many disabled commuters use the bus routes along the project area. Advertising on the buses and communication with local advocacy groups can help raise awareness of the project among disabled commuters.

Additional Issues

During the 2002 SR 99 Corridor Study, WSDOT collected and published comments received from the public regarding the North Focus Area (N. 110th Street to N 145th Street). The following is a sampling of additional issues raised during the previous study:

- Median landscaping – Some expressed concern that it wouldn't be maintained, could reduce visibility and do little to increase safety. Others thought landscaping would serve well as a traffic-calming strategy. Many expressed preference for a median planted with low shrubbery versus trees.
- Neighborhood traffic – Surrounding neighborhoods expressed some concern that congestion and limited access might result in drivers detouring through neighborhoods. They also worried that improved north/south corridor movement could result in reduced level-of-service to cross Aurora (east/west).

Outreach matrix

The following matrix identifies specific interest groups in the community, what their likely interests in the project might be, and recommended outreach tools and messages.

Community and Agency Interests	**Primary Interests**	**Outreach Tools**	**Key Messages**
Business tenants immediately adjacent to corridor	▪ Access ▪ Parking ▪ Frontage visibility ▪ Economic impacts ▪ Completion of adequate environmental process	▪ Individual contact ▪ E-updates ▪ Chamber newsletter ▪ Direct mail ▪ Briefings	▪ Your business district is very successful – our goal is to keep it that way. ▪ We're listening and learning – help us make this project as beneficial to you as possible. ▪ This project will help shape the future of Aurora Avenue.
Property owners immediately adjacent to the corridor	▪ Economic impacts ▪ Right-of-way and easement needs	▪ Individual contact ▪ E-updates ▪ Direct mail ▪ Briefings	▪ We're listening and learning – help us make this project as beneficial to you as possible. ▪

Neighborhood residents	▪ Cut-through traffic ▪ Access ▪ Walk-ability?	▪ Individual contact ▪ Neighborhood council briefings ▪ E-updates ▪ Direct mail	▪ We're making it safer and easier for you to get around. ▪ This project will help shape the future of Aurora Avenue.
Shoppers and visitors (from outside project area)	▪ Access ▪ Frontage visibility ▪ Parking	▪ Flyers and signage ▪ Direct mail ▪ E-updates ▪ Metro bus brochures or flyers	▪ A safer Aurora is coming soon.
Commuters (from outside project area)	▪ Level-of-service ▪ Metro service ▪ Access to service	▪ Flyers and signage ▪ Direct mail ▪ E-updates ▪ Metro bus brochures or flyers	▪ A safer Aurora is coming soon. ▪ We're making it safer and easier for you to get around.
Disabled commuters	▪ Safe sidewalks ▪ Metro service ▪ Access to service	▪ Flyers and signage ▪ Direct mail ▪ E-updates ▪ Metro bus brochures or flyers	▪ A safer Aurora is coming soon. ▪ We're making it safer and easier for you to get around.
King County Metro	▪ Funding partner ▪ Completion of adequate environmental process ▪ Implementation of Bus Rapid Transit (BRT)	▪ Individual contact ▪ E-updates ▪ Direct mail	▪ This project is key to moving forward on innovative future projects such as BRT. ▪ Your riders are a key stakeholder group – we want them to be part of the project.
Washington State Dept. of Transportation	▪ Funding partner ▪ Completion of adequate environmental process ▪ Implementation of BRT	▪ Individual contact ▪ E-updates ▪ Direct mail	▪ We're committed to moving this project forward.
Seattle Public Utilities	▪ Relocation of water system	▪ Individual contact ▪ E-updates ▪ Direct mail	▪ We're listening and ready to cooperate.
Seattle City Light	▪ Relocation of overhead transmission and distribution systems	▪ Individual contact ▪ E-updates ▪ Direct mail	▪ We're listening and ready to cooperate.
Elected Officials	▪ Constituent support for	▪ Briefings	▪ Our collaboration with other agencies,

	project ▪		residents and businesses will make this project successful. ▪ We're making it safer and easier to get around. ▪ This project is key to moving forward on innovative future projects such as BRT.

Outreach Work Plan

The following is an outline of the recommended outreach tools to be used during the current phase of work. This is intended to be a working document and will be updated regularly to reflect new recommendations and completion of scheduled activities.

(Note: Those tools which are not currently included in the project scope and budget are highlighted with an asterisk.)

Outreach Tools

Mailing List
PRR will assemble and maintain a mailing list that will include residents, business owners, agency partners, and other interested stakeholders. The mailing list will include those who reside or own a business along the Aurora Avenue North corridor between North 100th Street and North 155th Street with Interstate 5 as the east boundary (zip codes 98177 and 98133). Other interested members of the public wishing to sign on to the project mailing list may request to do so at any time.

PRR will update the mailing list regularly to ensure that all project mailings reach intended constituencies.

Open Houses
The project team will host three open house events at the three major milestones in the project. Prior to each open house, PRR will create flyer announcements that the City of Seattle will print and distribute to those on the project mailing list. PRR will maintain a clear record of all public comments received at the open house events.

Open House #1: Presentation of Draft Preliminary Design Alternative
The purpose of the first open house is to update the public on what has happened since the conclusion of the RDP study in 2003. The project team will share early concepts and the draft preliminary design alternative with public, and collect feedback from the public about emerging issues and opportunities for improving the early design.

Open House #2: Presentation of Refined Preliminary Design Alternative
The purpose of the second open house is to report back to the community how the preliminary design alternative has evolved, and how feedback from Open House #1 helped inform the refining of the design. The project team will solicit feedback from the public about the refined alternative and issues and opportunities to consider before moving on to preparation of the preferred design alternative.

Open House #3: Presentation of Preferred Design Alternative
The purpose of this final open house is to share the results of the alternative development process. The project team will solicit feedback from the public about the preferred design alternative and initial investment option.

Newsletters
PRR will produce three project newsletters or flyers for the City of Seattle to print and distribute to those on the project mailing list. These newsletters/flyers are intended to keep the general public informed of the project's progress and will be distributed following each open house. Each newsletter will adhere to SDOT's graphic standards and include a photo and quote from the Mayor's office.

Informational Materials
PRR will prepare an array of issue-specific informational fact sheets and a Frequently Asked Questions sheet that will be updated periodically with current project information. Fact sheet topics might include a general project overview, controlled access, the BAT lane, how the project fits with other corridor improvements, or pedestrian improvements. These materials will be available at public events and can be used by the project team for distribution at other community meetings, local libraries, neighborhood centers or schools.

Project Website
SDOT will maintain a project website to provide an easy-to-access, up-to-date source of information for the public. The project website will include announcements for upcoming public events, summaries of meetings and public input, project schedule and electronic copies of downloadable informational materials. The website will also include an online comment form that can be filled out online and sent directly to the SDOT project manager.

Media Relations
SDOT will prepare and distribute news releases to local media to coincide with each newsletter and open house announcement.

Parking and Access Meetings
Prior to Open House #2, the project team will schedule and facilitate several meetings with local owners and tenants to discuss and resolve design issues and project impacts. These meetings will also assist local owners and tenants in helping the project team assess the refined preliminary design alternative, property interface designs and potential right-of-way and easement needs. Project team members at the meetings should be sure to draft thorough meeting notes to summarize and document the feedback and responses expressed at these meetings.

Seattle City Council and Design Commission Briefings
The project team will periodically attend City Council and Design Commission briefings to provide a progress report to members. The first City Council meeting will occur after Open House #1 and the alignment issues will be present to the Council The second meeting will likely occur after Open House #2 when the team will present the refined design alternative. A third meeting will occur after environmental documentation is complete and a preferred design alternative has been selected. The intent of the final meeting is to achieve consensus on the preferred design alternative and have the council formally adopt it.

Agency Coordination Meetings
The project team will schedule and facilitate several meetings with partner and permitting agencies including the State Department of Ecology, King County Metro, the City of Shoreline and WSDOT. These meetings will serve to keep agencies informed and updated on the progress of the project, and provide a formal way of obtaining feedback throughout the project.

**Environmental Justice Outreach*
Low-income and non-English speaking residents and business owners sometimes require additional methods of outreach in order to effectively solicit feedback. While public meetings provide the general public an opportunity to learn about the project and provide comment, language barriers or general feelings of unease (on the part of some cultures) might prevent some interest groups from attending.

Alternatives methods of outreach frequently include contacting local social and health service providers, schools and churches to inquire about hosting a special briefing during a regularly scheduled meeting. Though no such briefings are currently scoped, the project team may decide to use the hours set aside for one or two "parking and access" meetings and instead use these hours upfront for special meetings with non-English speaking business owners, tenants and residents.

If needed, informational materials and event notifications can be translated and distributed at local venues, published in an organizational newsletter, or posted on venue announcement boards. The City is encouraged to conduct informal door-to-door meet and greets with business owners along the Aurora Avenue corridor early in the project to introduce themselves, briefly describe the project and distribute contact information. This will also help determine how many non or limited- English speaking business owners work along the corridor, which will provide guidance on which languages materials might be translated into.

**Transit Advertising*
Because many of the users of the roadway don't necessarily live or work within the project area, displaying brochures or flyers inside of the busses that service routes within the project area could be an effective means of raising awareness about the project and announcing upcoming public events. The brochures and flyers could also be written in multiple languages to ensure as many riders as possible receive the information. The City is encouraged to contact King County Metro, a partner agency in the project, and discuss the possibility of advertising on bus placards.

**Electronic Updates (E-Updates)*
An easy and inexpensive way to keep the public informed about project milestones and upcoming events is to distribute occasional email updates. Business owners, residents and other members of the public can sign up for the listserv at public events or via the project website. SDOT can easily adapt news release information for distribution via the listserv.

Summary of Public Involvement and C3 checklist
At the conclusion of the project, PRR will create a summary of all public comments and outreach activities that will serve as a record of the project team's efforts and the community's influence on the project outcomes. PRR will also maintain and regularly update the City's internal C3 checklist. The C3 checklist will include information on the post-project survey conducted by SDOT to measure the effectiveness of the team's outreach and communications strategies.

Outreach Schedule

This outreach schedule is intended to provide guidance to the project team on when various outreach activities should occur. PRR will update this schedule regularly to provide an accurate account of the project team's outreach efforts. Again, those activities which are not currently scoped are marked with asterisk for SDOT's consideration.

Milestones and Activities	***Time Period***
Draft Preliminary Design Alternative	**Spring 2005**

During this phase of outreach, the project team's focus is on reintroducing the project to the general public and providing an update on plans for the RDP's North Focus Area. Some initial environmental justice may also begin at this time to help the project team reach out early to special populations.

☐ Launch project web site	April 2005
☐ Develop project mailing list	April 2005
☐ Environmental Justice briefing(s)	April 2005
☐ Flyer Announcement to mailing list	April 2005
☐ Press release	May 2005
☐ Open House #1	May 2005

Refine Preliminary Design Alternative **Summer - Fall 2005**

During this phase, the project team will incorporate feedback from Open House #1 and any other early outreach into the refining of the preliminary design alternative. This phase of outreach will consist of extensive information-gathering via individual contact with stakeholder and community groups in the project area. The goal during this phase is to gain a thorough understanding of resident, business and community needs and clearly document how these needs are being considered.

☐ Parking and Access Meetings	May through July 2005
☐ Newsletter #1	August 2005
☐ Flyer Announcement	August/September 2005
☐ Press release	September 2005
☐ *E-Update	September 2005
☐ Open House #2	September 2005
☐ Council Briefing #2	September 2005
☐ Agency Coordination Meeting	September 2005
☐ Newsletter #2	November 2005
☐ Update project website	Ongoing

Develop Final Design **Winter – Summer 2006**

The goal of this final phase of outreach for the project is to clearly describe the final design under consideration and how the public has influenced its development. This is also an ideal time to describe the next steps of the project that involve developing the final design of the selected alternative.

☐ City Council Briefing #3	April 2006
☐ Agency Coordination Meeting	April 2006
☐ Flyer Announcement	March/April 2006
☐ Press release	April 2006
☐ *E-Update	April 2006

☐ Open House #3	April 2006
☐ Newsletter #3	June 2006
☐ Update project website	Ongoing

Appendix B
Demographic Data

Appendix B
Aurora Avenue North 110th to 145th
Demographic Data

ID	Block Group	Population Poverty Determined	Income Below Poverty Level	Percent Low Income	Total Population	Minority	Percent Minority	Total Population 5 years and over	English Proficency	Limited English Profeciency	Percent with Limited English Profeciency	ENGLISH	SPANISH	EUROPEAN	ASIAN	OTHER
1	530330209001	1,455	93	6.4	1,528	293	19.2	1,488	1,442	46	3.1	1,310	25	19	129	5
2	530330210003	1,388	146	10.5	1,388	551	39.7	1,310	1,206	104	7.9	877	73	37	307	16
3	530330004012	1,397	260	18.6	1,403	438	31.2	1,334	1,283	51	3.8	1,017	0	48	151	118
4	530330004011	1,914	275	14.4	1,914	752	39.3	1,859	1,682	177	9.5	1,325	105	36	298	95
5	530330003003	830	102	12.3	836	288	34.5	786	724	62	7.9	644	16	31	87	8
6	530330003002	964	109	11.3	980	313	31.9	933	929	4	0.4	773	27	79	49	5
7	530330004013	1,417	270	19.1	1,417	257	18.1	1,395	1,387	8	0.6	1,208	90	55	42	0
8	530330006001	1,307	194	14.8	1,315	498	37.9	1,216	1,138	78	6.4	798	32	49	337	0
9	530330004021	807	128	15.9	976	320	32.8	963	929	34	3.5	789	81	0	0	93
10	530330004022	892	95	10.7	907	329	36.3	840	804	36	4.3	643	18	63	109	7
11	530330006003	1,156	97	8.4	1,156	362	31.3	1,127	1,086	41	3.6	802	73	114	138	0
12	530330004025	857	58	6.8	921	72	7.8	893	893	0	0.0	759	32	47	0	55
13	530330004024	704	20	2.8	704	15	2.1	682	676	6	0.9	646	0	30	6	0
14	530330006004	1,486	257	17.3	1,491	739	49.6	1,420	1,331	89	6.3	952	124	38	202	104
15	530330004023	1,069	21	2.0	1,074	267	24.9	1,031	1,019	12	1.2	883	52	20	76	0
16	530330014001	772	98	12.7	772	99	12.8	752	752	0	0.0	695	0	22	9	26

Appendix C
Business Survey

Survey Results of Businesses Interviewed

Parcel Number	Company	Address	Business Type	No. of Employees	Use Transit	Minority Owned	Advantages of Location
3026049095	Vacant office	11740 Aurora Ave N	N/A	N/A	N/A	N/A	N/A
3026049116	Kelly More Zapffe Silver Plating	12004 Aurora Ave N	Paint Silver Plating	8 10	None None	No	Great visibility from Aurora. Easy to find. Lots of parking. Parking close to front door for older clientele.
3026049089	State Emissions	12040 Aurora Ave N	Automotive Emissions Testing	10	2	No	None
1632700010	Anderson's Door Company	12714 Aurora Ave N	Door Manufacturer	6	1 walks	No	Great visibility from Aurora. Many return customers who are familiar with location.
6450304890	American Health Ideal Exercise Tournament Warehouse	14023 Midvale Ave N	Doctor/Dental Personal Trainer Vacant	N/A	N/A	N/A	
6450305010	Ferguson Express	14032 Aurora Ave N	Plumbing & Heating Supplies	2	None	No	Great visibility. Easy access. Close to I-5.
6450305020	Jin Mi	14036 Aurora Ave N	Korean Restaurant	3	None	Yes	Established clientele who are familiar with location.
6450300180	Aurora Plumbing & Electric	14324 Aurora Ave N	Plumbing & Electric Supplies & Service	26	None	No	Great visibility. Easy access. Many return customers who are familiar with location.
3026049096	Al's Glass	12015 Aurora Ave N	Window & Glass Sales & Service	2	None	No	Great visibility. Easy access. Convenient for locals.