

## SEPA ENVIRONMENTAL CHECKLIST

### A. BACKGROUND

1. **Name of proposed project, if applicable:**  
Burke Gilman Trail Extension, NW 60<sup>th</sup> Street to Golden Gardens Park entrance
2. **Name of applicant:**  
Seattle Department of Transportation (SDOT)
3. **Address and phone number of applicant and contact person**  
Diana Holloway, Project Manager, (206) 684-3970
4. **Date checklist prepared:** July 7, 2006
5. **Agency requesting checklist:**  
City of Seattle, Planning and Development Department (DPD)
6. **Proposed timing or schedule (including phasing, if applicable):**  
It is anticipated that construction will start in Spring or Summer 2007 and last for a year.
7. **Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal?**  
A pedestrian push button, or full traffic signal may be constructed later on in the corner of NW 60<sup>th</sup> Street to provide a safer crossing for the pedestrian and bicyclists. If funding allows this traffic signal may be constructed at the same time with the trail. No other additions are anticipated.
8. **List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**  
  
No Effects Letter, Herrera Environmental Consultant Inc., August 2006  
Cultural Resources Report, Northwest Archaeological Associates, February 2006  
Geotechnical Report and Hazardous Materials Investigation, Seattle Public Utilities, September 2005  
Wetland Delineation Report, Herrera Environmental Consultant Inc., March 2006  
Ditch Analysis Memo, Herrera Environmental Consultant Inc., March 2006  
Drainage Concept Plan Memo, SvR Design Company, May 2006
9. **Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**  
None.
10. **List any government approvals or permits that will be needed for your proposal, if known.**  
A Shoreline Substantial Development Permit is required from the Seattle Department of Planning and Development (DPD).  
An Environmental Critical Areas (ECA) Exemption was issued in May 2006 by DPD.

A Ditch Nationwide Permit approval may be needed from the Army Corps of Engineers.

11. **Give brief, complete description of your proposal, including the proposed uses and the site of the project. There are several questions later in this checklist that ask you to describe certain aspects of your proposal.**

This project will construct the western terminus segment of the Burke Gilman multi-use pedestrian and bicycle trail which will provide the connection between the Locks-to-NW 60<sup>th</sup> Street trail segment of the trail and the entrance to Golden Gardens Park. The proposed trail corridor begins on the east side of Seaview Avenue NW at NW 60<sup>th</sup> Street and ends at the entrance to Golden Gardens Park, a distance of approximately one mile (5,850 feet).

For reference, the proposed trail corridor has been divided into three sections:

1. **South Section.** The trail will run along the east side of Seaview Avenue NW, parallel to the Ballard Terminal Railway Company (BTR) railroad tracks, from NW 60<sup>th</sup> Street to approximately 260 feet north of NW 65<sup>th</sup> Street. Total length of the south section will be approximately 1,250 feet. The majority of this portion of the trail (950 feet) will have shared use by bicycles, pedestrians, and Burlington Northern Santa Fe Railroad track maintenance vehicles.

2. **Middle Section.** At approximately Station 12+00, the trail will cross the Ballard Terminal Railway railroad tracks and then proceed in a northwesterly direction on a downward slope until it reaches the existing curb grade of Seaview Avenue NW near NW 67<sup>th</sup> Street (approximately Station 18+50). Total length of the middle section will be approximately 600 feet. The majority of this section will sit on a new fill retained by a keystone structural retaining wall.

3. **North Section.** The trail will run parallel to the Seaview Avenue NW curb line at existing grade and will end across the street from the Golden Gardens Park entrance at Seaview Place NW, approximately at Station 58+00. The total length of the north section will be approximately 4,000 feet.

The typical widths of the trail for the South and Middle Sections will be a 12-foot wide asphalt surface with 2-foot wide gravel shoulders. In the North Section the typical trail width will be an 11 foot wide asphalt surface, with a 5-foot wide landscape strip between the Seaview Avenue NW curb line and the edge of the trail pavement, in lieu of a 2-foot wide gravel shoulder.

In addition, the project will have 5 retaining walls -- two structural keystone retaining walls with geogrid reinforcement -- over 4-feet in height, and three gravity keystone walls each less than 4-feet in height. In the South Section, there will be a keystone retaining wall on the east side of the bike trail between NW 65<sup>th</sup> Street and the location of the rail crossing. The approximate length of the wall in this section will be 230'. The average height above grade will be 5 feet. The depth for the wall foundation will be approximately 2 feet below the top of the bike trail surface. Structural excavation necessary for the retaining wall will have a depth of 7 feet and width of 4.5 feet.

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The second structural keystone retaining wall will be located in the Middle Section. This retaining wall will be built along the west edge of the bike trail from the railroad crossover to the bike trail touch down point. The total length of wall will be approximately 300'. The average height will be 7 feet. The approximate excavation depth for this retaining wall would be 3-4 feet. The purpose of this wall is to retain new fill. The footing for the wall will be built at least 1 foot below the existing embankment.

Drainage

The proposed footprint of the proposed multi-use trail will be situated over the five ditches located along the project corridor causing some temporary impacts. The existing functions of the impacted ditches includes limited water quantity treatment, although these ditches primarily function to convey water from up-gradient sources, past existing railroad grades to storm drains adjacent to Seaview Avenue NW. Following construction, impacted ditches will be replaced by conveying existing flow in pipes or replacing ditches outside of the footprint of the proposed trail extension. Overall, no functional impact to ditch functions will occur. Runoff from the bike trail could be handled by existing ditches and the existing Seaview Avenue NW conveyance system.

Lighting

Existing lighting at both termini of the project will be enhanced to better delineate the existing crosswalks. In addition, a light pole will be added at the proposed railroad crossing to enhance safety.

Signal: A pedestrian push button, or full, traffic signal may be constructed in the corner of NW 60<sup>th</sup> Street to provide a safer crossing for the pedestrian and bicyclists.

12. **Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available.**

This segment of the Burke Gilman trail, which originates at NW 65<sup>th</sup> Street and continues along the east side of Seaview Avenue NW and west of the BNSF Right of Way to the Golden Gardens Park entrance. The site is located in Sections 3 and 10, Township 25, Range 3E.

**B. ENVIRONMENTAL ELEMENTS**

1. **Earth**

- a. **General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountains, other.**

General terrain in the project area ranges from flat to twenty feet east of Seaview Avenue NW to steeply sloped east of Seaview Avenue NW. The project site itself, located on two levels -- at the base of the hillside and on a bench about 10 to 20 feet above Seaview Avenue NW is

relatively flat except where the trail drops from the upper level to the lower level.

- b. What is the steepest slope on the site (approximate percent slope)?**  
The steepest slope is above 40% to the east of Seaview Avenue NW.
- c. What general types of soils are found on the site (for example, clay and, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.**

The subsurface generally consists of fill overlying glacial till along the southern portion of the trail alignment before it crosses the railroad track and overlying beach deposits along Seaview Avenue NW  
Fill, consisting of poorly graded sand and silt likely placed during development of the railroad tracks and the waterfront community along Seaview Avenue NW.

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

Yes. Nineteen landslides have been documented along the west facing slope, east of the project site, the majority on BNSF property. The trigger for the majority of landslides appears to be heavy rainfall. Along the proposed trail alignment, there are been two landslides over the past 70 years.

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

*In the south section*, the trail will be built on an existing heavily compacted and un-vegetated railroad access road from NW 60<sup>th</sup> Street to NW 65<sup>th</sup> Street. No major grading is required in this area. Excavation will be required north of NW 65<sup>th</sup> St to the railroad crossover that will occur at approximately NW 67<sup>th</sup> Street. A retaining wall will be built in this area to minimize the volume of excavation. The total volume of excavation will be approximately 900 cubic yards.

*In the middle section*, the bike trail will be built on fill that will be retained by a wall. The total volume of fill will be approx. 800 cubic yards. There will be approximate 400 cubic yards of structural excavation necessary to build the retaining wall.

*In the north section*, the trail will be built on existing grade and will have a cross-slope of 2% towards the curb. Approximate 900 cubic yards (6"-9" depth) of material will need to be removed to lay a gravel base for the proposed asphalt trail.

Total volume of excavation will be about 700 cubic yards and total filling about 900 cubic yards.

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

Some erosion could occur during construction. Measures taken to reduce this possibility include the use of Best Management Practices (BMPs).

The contractor will be required to follow the 2005 edition of *Seattle Standards Plans and Standard Specifications for Road, Bridge and Municipal Construction*, and the Stormwater, Grading and Drainage Control Code (Seattle Municipal Code 22.800). Refer to the No Effect Letter for more details.

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

Approximately 60% of the site will be covered with impervious surface.

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

Grading activities will be limited to April through October, when the precipitation is expected to be low. All grading activities will implement BMPs. The contractor will be required to provide, or implement, the following:

- Temporary erosion and sedimentation control plan.
- Orange plastic fencing will be installed to mark the limits of clearing. Exposed soils will be covered during construction to control erosion during rain events.
- All cleared areas will be revegetated after construction by planting native tree and shrub species and by hydroseeding.
- A vacuum sweeper will be used daily to remove sediment from the construction site.

2. **Air**

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

There is the possibility of minor dust generated from grading and earth moving activities during construction. Diesel and gas emissions from the construction equipment will also be a source of air emission. After the project has been completed, it will not contribute any sources of air emissions since this is a multi-purpose path trail. If the traffic signal is installed minor localized air emissions will be generated at the intersection of NW 60<sup>th</sup> Avenue and Seaview Drive. The level of service will be the same therefore no further air quality analysis is necessary.

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

None.

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

None.

3. **Water**

a. Surface:

- 1) **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

Shoreline

Portions of the project site fall 200 feet of Puget Sound's Salmon Bay – one at the north end of the project, and one at the south end of the project corridor. A Shoreline Substantial Development Permit will be obtained from City of Seattle (DPD).

Wetlands

The National Wetlands Inventory shows no wetlands on the project site. However, two wetlands, A and B, near the proposed trail alignment have been identified and delineated by Herrera Environmental Consultants. Refer to the No Effect Letter for details.

Wetland A, a small (158 square foot) emergent wetland at the south end of the project site, uphill of the Terminal Railroad tracks. Wetland A is a Category IV wetland, providing minimal wetland functions. According to both the ECA portion of the Seattle Municipal Code, Category IV wetlands are required to have a 50-foot buffer (Seattle 2005b). According to the hydrogeomorphic classification system, Wetland A is a slope wetland (Brinson 1993).

Wetland B, a long narrow wetland is located at the northern end of the project site, between the proposed trail alignment and the BNSF railroad tracks. Wetland B covers approximately 4200 square feet or 0.10 acre, (about 400 feet from end of the trail segment near Golden Gardens Park entrance). Based on the Department of Ecology wetland rating system (Hruby 2004), Wetland B is a Category III, moderate level of wetland function wetland with previous disturbance. According to the Environmentally Critical Areas portion of the Seattle Municipal Code, Category III wetlands require a sixty-foot buffer. The existing Seattle Municipal Code designates Wetland B as a degraded wetland, which requires at least a 50-foot buffer. Wetland B receives water from a culvert that drains seep-fed wetlands and ditches on the east side of the BNSF

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railroad tracks. Water flowing from the wetlands and ditches enters Wetland B through a culvert and discharges into a storm drain that ultimately discharges to Shilshole Bay. The buffer of Wetland B is degraded, with big-leaf maple, red alder, and invasive vegetation such as Himalayan blackberry dominating the buffer areas that have not been altered as a result of the construction of the BNSF railroad tracks and Seaview Avenue NW.

Since the project location does not change the existing drainage discharge pattern and storm water runoff drains directly into a large receiving water body, flow control is not required

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

Yes. Portions of the proposed trail lie within 200 feet of Salmon Bay in Puget Sound – one at each end of the trail. Other portions of the trail are adjacent to two wetland areas and a truncated stream. Refer to attached No Effect Letter for details. Drainage patterns, wetland functions, and areas within the 200-foot shoreline area will not be adversely affected by the trail installation.

- 3) **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

No fill will be added or material removed from wetlands near the project site. Only 220' of one ditch (Herrera Ditch A1) will be impacted by the trail construction. This ditch will be converted to a drainage pipe. There will be less than 10 cubic yard of impact to the remaining ditch system.

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

This project will not require surface water withdrawals.

Comment:

Comment:

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

This project does not lie within a 100-year floodplain.

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

This proposal does not involve any discharges to surface waters.

b. **Ground:**

- 1) **Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.**

None

- 2) **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, agricultural, etc.). Describe the general size of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

This project will not discharge any waste material from septic tanks or other sewage sources.

c. **Water Runoff (including storm water):**

- 1) **Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

The storm drainage for this project is being designed by SvR, a drainage design consultant hired by SDOT, and will meet all storm water requirements set by the City. The catch basins will be sized to handle runoff from the entire project area. In general, stormwater from the project area, and the overflow from the infiltration trenches will be routed to the existing outfalls through the five-foot planter strip prior to entering the roadway and flow to the existing catch basins and inlet along Seaview Avenue NW.

The project is not creating more than 2,000 square feet of polluting generating surfaces. Therefore, no runoff treatment is required.

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

Because of the machinery necessary to complete the trail, the possibility of machinery related waste materials (i.e. diesel, gasoline, oil, etc...) accidentally entering the water system is present. A spill response kit will be present at the construction site to deal with those accidents, should they occur. If hazardous materials are found to be in the soil during construction they will be dealt with accordingly.

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

An emergency spill containment kit will be present at the construction site to deal with those accidents, should they occur. WSDOT spill prevention and cleanup specifications will be included in the contract specification for this project. If hazardous materials are found to be in the soil during



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construction they will be dealt with accordingly. A pollution prevention plan will be prepared by the contractor to address prevention and cleanup of accidental spills.

Where construction occurs within 150 feet or less of the shoreline, all existing catch basins within that reach and immediately downgradient will be protected with inserts designed to capture oil and sediments. Where construction occurs within 150 feet or less of the shoreline, the shore zone will be protected with hay bales and/or filter fencing.

4. **Plants**

a. **Check or circle types of vegetation found on the site:**

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other.  
(NOTE: wet soil plants are located in ditches).
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

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

Existing vegetation will have to be removed for the entire length of this section of bike trail. The approximate width of clearing will be 25'. Some minor grading will take place and portions of an existing ditch will be filled (Ditch A1 as identified in the Ditch Memo, Herrera). About 30 trees would be removed with a diameter over 6". Two hundred and thirty (?) trees with a diameter of 1" to 3" would be planted adjacent to the trail to compensate for the removed vegetation.

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

None.

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

Necessary removal of existing vegetation in the project area will be mitigated by installation of landscaping adjacent to the new trail. Removal of trees will be mitigated by installation of a 5-foot wide landscaped area on each side of the trail, with a row of similar ornamental or native trees wherever possible.

5. **Animals**

a. **Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:**

birds: hawk, heron, eagle, songbirds, other: marbled murrelet  
mammals: deer, bear, elk, beaver, other:

fish: **bass, salmon, trout, herring, shellfish**, other:

- b. **List any threatened or endangered species known to be on or near the site:**  
Bald Eagle, Marbled Murrelet, Chinook Salmon, Bull Trout, Coho Salmon.
- c. **Is the site part of a migration route? If so, explain.**  
This project site is within 200 feet of a migration route. The migration route is Salmon Bay.
- d. **Proposed measures to preserve or enhance wildlife, if any:**  
This project does not include any direct measures to preserve or enhance wildlife.

6 **Energy and Natural Resources**

- a. **What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**  
The completed project will not require any energy since it is a non-motorized trail. The exception is at the proposed trail railroad crossing where a light pole will be added to improve safety to pedestrians and cyclists.
- b. **Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.**  
No.
- c. **What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:**  
None.

7. **Environmental Health**

- a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe:**  
A hazardous material testing was conducted by SPU laboratory in 2005 and determined that soil in portions of the construction area might contain petroleum products, (PCBs). In summary, one trench, TP-1, showed a total lead 300 PPM which is slightly above the MTCA level of 250. The other trench samples showed very low lead levels. Other trench samples did non-detect any contamination. It appears that this is a minor "hot spot" area.  
  
Excavation of the rail ties could expose contaminated soils, creating a temporary environmental health risk. However, best management practices will be implemented to contain all potentially contaminated soils on site. Fuel and other fluids from construction

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equipment could spill and create an environmental hazard. No long-term hazards are associated with this project.

- 1) **Describe special emergency services that might be required.**  
None.
- 2) **Proposed measures to reduce or control environmental health hazards, if any:**  
SDOT will include special standard provisions in the project specifications which will require proper identification and management of hazardous waste if found. If any contamination is found, it will be managed properly.

b. **Noise**

- 1) **What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?**  
The proposed project will occur mostly adjacent to Seaview Avenue NW, which has a moderate amount of traffic. The noise for the project area includes ambient urban noise (traffic, some machinery equipment, train) as well as boat noise from the adjacent marina.
- 2) **What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.**  
The short-term noise impacts are construction related. Construction will occur during normal business hours. There are no long term noise increases since the project is a trail.
- 3) **Proposed measures to reduce or control noise impacts, if any:**  
None. The Contractor will be required to comply with the City's Noise Ordinance requirement.

8. **Land and Shoreline Use**

- a. **What is the current use of the site and adjacent properties?**  
The project site is publicly owned right-of-way. **In addition, the adjacent southern portion of the proposed trail is, currently, sporadically used only by the Ballard Terminal railroad when they do maintenance operations.**
- b. **Has the site been used for agriculture? If so, describe.**  
No.

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- c. **Describe any structures on the site.**  
There are no structures on the site. The project area will be adjacent to railroad tracks, and a one small house near the proposed railroad crossover, owned by SDOT and used by tenants.
  - d. **Will any structures be demolished? If so, what?**  
No. (If a stairway is considered a structure in this case, then it will be removed and replaced).
  - e. **What is the current zoning classification of the site?**  
The project area is in public right-of-way and mostly adjacent to Seaview Avenue NW. The shoreline designation is Urban Stable.
  - f. **What is the current comprehensive plan designation of the site?**  
The project corridor's current 2006 Comprehensive Plan designation is needed Urban Trail.
  - g. **If applicable, what is the current shoreline master program designation of the site?**  
The shoreline master plan designations are conservancy navigation and urban stable.
  - h. **Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.**  
Yes, there are steep slopes (over 40% steep), slide prone areas, and some liquefaction areas along, or in the proposed alignment of the trail. There are also two small wetlands which were not found on the DPD ECA folio maps but were delineated by Herrera Environmental Consultant in 2005. Refer to Wetland report for details.
  - i. **Approximately how many people would reside or work in the completed project?**  
None
  - j. **Approximately how many people would the completed project displace?**  
None.
  - k. **Proposed measures to avoid or reduce displacement impacts, if any:**  
None.
  - l. **Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:**  
This project will receive a shoreline substantial development permit from DPD. It is being designed by City designers to meet all City specifications and requirements.
9. **Housing**

- a. **Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**  
None
- b. **Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**  
No units will be eliminated. However one small house located in the southern portion of the trail will be impacted during construction by removing the staircase. Access to the house will be maintained during and after construction.
- c. **Proposed measures to reduce or control housing impacts, if any:**  
  
SDOT will coordinate with the tenant of the adjacent house located near the proposed railroad crossover. The house currently has a stepped path that will be impacted due to trial and wall construction. Access to the house will be maintained during, and after, construction.

10. **Aesthetics**

- a. **What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**  
This project is a surface level multi-use trail. A keystone retaining wall approximately 5 feet high will parallel the trail east of the railroad. This wall will only be seen by trail users. Another keystone retaining wall will be built adjacent to the west side of the trail to retain embankment that the trail will be build on. This wall will be visible from Seaview Avenue NW. The average height will be 7 feet
- b. **What views in the immediate vicinity would be altered or obstructed?**  
None.  
  
SDOT is proposing to remove some trees and bushes and replacing those trees by 230 small new trees. Therefore, while portions of the view will be altered, by the two keystone retaining walls, overall the site will be improved and more aesthetically pleasing due to the proposed landscaping improvements.
- c. **Proposed measures to reduce or control aesthetic impacts, if any:**  
This project will include enhancement plantings of 230 ornamental trees, ornamental shrubs, and installation of a vegetated landscaping strip.

11. **Light and Glare**

- a. **What type of light or glare will the proposal produce? What time of day would it mainly occur?**  
Existing lighting at both termini of the project will be enhanced to better delineate the existing crosswalks. In addition, a light pole will be added at the proposed railroad crossing

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to enhance safety. Light improvements installed as part of this project will cause minimal glare.

- b. **Could light or glare from the finished project be a safety hazard or interfere with views?**  
None
- c. **What existing off-site sources of light or glare may affect your proposal?**  
There are existing street lights located along Seaview Avenue NW.
- d. **Proposed measures to reduce or control light and glare impacts, if any:**  
The additional lighting proposed for this project will address light impacts by outfitting the light with shielding to prevent light from impacting the residents east of the trail, in the Sunset Hill area.

12. **Recreation**

- a. **What designated and informal recreational opportunities are in the immediate vicinity?**  
There is a marina located across a portion of the trail, Shilshole Bay Marina, which is located in the west side of Seaview Avenue NW. Also, the Golden Gardens Park is located at the north termini of the proposed trail. To the south, the Hiram Chittadem Locks, Salmon Bay nature preserve and lookout, and the NW 60<sup>th</sup> to Chittendam Locks segment of the trail are available for recreational use.  
The proposed project is also a recreational trail.
- b. **Would the proposed project displace any existing recreational uses? If so, describe.**  
No.
- c. **Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**  
The proposed project would increase the recreational opportunities in the neighborhood.

13. **Historic and Cultural Preservation**

- a. **Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.**  
There are no national historic register places identified on, or near the alignment. (NWWA, Cultural Resources Assessment, 2006)
- b. **Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.**

None

- c. **Proposed measures to reduce or control impacts, if any:**  
None.

14. **Transportation**

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

The trail is adjacent to NW 60<sup>th</sup> Street and Seaview Avenue NW.

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

Metro Bus service is available on Seaview Avenue NW.

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

N/A

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

N/A

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

The project will use land that was previously railroad right-of-way, and publicly owned right-of-way. Portion of the trail is located adjacent to a few small wetlands.

The trail alignment will run adjacent to a portion of the Ballard Terminal Railroad line, between NW 60<sup>th</sup> and approximately NW 67<sup>th</sup> Streets, before crossing the railroad tracks and heading down to Seaview Avenue NW, where the alignment will be directly across from Shilshole Bay Marina. The trail also runs parallel to the BNSF railroad lines, but these tracks are not directly adjacent to the proposed trail alignment.

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

This project will not generate any vehicular trips per day. This project will be used for pedestrian, bicycle, and other non-motorized uses; however, BNSF maintenance vehicles would be able to use the portion of the trail between NW 60<sup>th</sup> Street and approximately NW 67<sup>th</sup> Street to access the maintenance road that runs east up the hillside to access its mainline tracks. The number of these trips would not change after the trail is constructed.

- g. **Proposed measures to reduce or control transportation impacts, if any:**  
This project is intended to reduce vehicle use, by facilitating a means of alternate, non-motorized transportation.

15. **Public Services**

- a. **Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.**  
There will be an increased demand on City crew forces to maintain the finished trail and its facilities (drainage, lighting, and retaining walls).
- b. **Proposed measures to reduce or control direct impacts on public services, if any.**  
None

16. **Utilities**

- a. **Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.**
- b. **Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**  
None.

**C. SIGNATURE**

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

Signature: \_\_\_\_\_

Date:

\_\_\_\_\_  
Diana Holloway , Project Manager