



Westlake Transit Priority Improvements Seattle, Washington

SEPA Checklist

December 1, 2015

STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

Westlake Transit Priority Improvements

2. Name of applicant:

City of Seattle, Department of Transportation

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

Ethan Melone, Rail Transit Manager
Seattle Department of Transportation
700 5th Avenue, Suite 3800
P.O. Box 34996
Seattle, WA 98124-4996
(206) 684-8066

4. Date checklist prepared:

December 1, 2015

5. Agency requesting checklist:

Seattle Department of Transportation (SDOT)

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

King County Metro proposes to change the service route for two bus lines, Route 40 and RapidRide-C, by March 2016:

- The existing southbound path of Route 40 will to move from 9th Avenue N to Westlake Avenue N so that both directions would operate on Westlake Avenue N
- The existing Rapid Ride C-Line will be extended along Westlake Avenue N via Lenora/Blanchard to a northern terminus at the intersection of Fairview Avenue N/Aloha Street.

To accommodate these route changes, SDOT is proposing a number of transit priority improvements scheduled to occur in late 2015 and early 2016. Some project elements will be deferred for later implementation, including right-turn restrictions at northbound Westlake Avenue N and Denny Way, and installation of a new traffic signal at Denny Way and Lenora Street.

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

Two separate proposals in the project area will be implemented by the City of Seattle in the near future. They are undergoing separate environmental evaluations.

1. SDOT has plans for several 'spot' improvements in the project area to support changes to bus Route 40 and the Rapid Ride C-Line. They include:
 - Extending three bus zones along Westlake Avenue N at:
 - the northbound curb between Thomas Street and Harrison Street,
 - the southbound curb between those streets, and
 - either the southbound curb south of John Street or the southbound curb south of Blanchard Street.
 - Repurposing two bus zones on the west side of 9th Avenue N at Mercer Street and John Street.
 - Signing and painting the Fairview/Valley intersection: "Don't Block the Box Treatments" in the intersection so the streetcar can proceed through the intersection during its signal phase.
 - Providing a curb at the Westlake Avenue N and Denny intersection between the northbound streetcar lane and the inside travel lane so vehicles are not able to drive around a streetcar that is stopped at its station. Also provide an exclusive northbound right turn signal phase that does not conflict with the east leg pedestrian crossing.
2. SDOT is planning the Center City Connector (CCC) Streetcar line that would run along 1st Avenue from S Jackson to 1st Avenue, along Stewart Street from 1st Avenue to 6th Avenue and then along the South Lake Union Streetcar route to a northern turnaround at Westlake Avenue N/Republican Street.

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

Environmental information developed for the South Lake Union Streetcar and Center City Connector Streetcar has been used to prepare this checklist:

- South Lake Union Streetcar Project, Geology and Soils Technical Report, Seattle, Washington, GeoEngineers, 2005
- South Lake Union Streetcar Project, Stormwater Technical Report, Seattle, Washington, Parsons Brinckerhoff, 2005
- Seattle Transit Master Plan, 2005
- South Lake Union Streetcar SEPA Checklist (and supporting documentation) 2012
- Center City Connector Transit Study (Appendix H), 2013
- Center City Connector Streetcar, Draft Cultural Resource Technical Report, 2015
- Center City Connector Streetcar, Draft Hazardous Material Technical Report, 2015
- Westlake Transit Priority Analysis, 2015

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

Yes. The Center City Connector Streetcar, which runs the length of the alignment on Westlake Avenue N from Stewart Street to Republican Street, is completing a NEPA Environmental Assessment and SEPA DNS to be published in late 2015/early 2016.

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

City of Seattle Shoreline Exemption

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The Westlake Transit Priority Improvements Project proposes to change the designation of one general purpose traffic lane in each direction along Westlake Avenue N between McGraw Square and Valley Street in downtown Seattle. General purpose lanes would be re-designated as transit-only and Business Access and Transit (BAT) lanes¹. These proposed changes will enhance the operation of the South Lake Union Streetcar and accommodate King County Metro's near-term transit service changes to the Rapid Ride C and Route 40 bus lines.

The completed project would restrict right turn movements at Denny Way, Thomas Street and Harrison Street in the northbound direction and at Mercer Street, Republican Street and Thomas Street in the southbound direction. Left turn movements would be restricted at Republican Street and Mercer Street in the northbound direction and at Republican St and Thomas Street in the southbound direction. The project would include a new signal at the intersection of Denny Way and Lenora Street. Parking will be removed along both sides of Westlake Avenue N between John Street and Valley Street.

Proposed construction work includes removing and replacing pavement markings and traffic control.

- Removal of existing pavement marking by sandblasting, steam cleaning, power brooming or chemical methods.
- Application of low VOC paint or thermoplastic materials for restriping
- Removal/replacement of survey markers
- Minor excavation for installation of a new traffic signal at the intersection of Denny Way and Lenora Street.

¹ Transit only lanes give priority to buses or streetcars. General purpose traffic (cars and trucks) are not allowed to use these lanes. Business Access and Transit or BAT lanes give priority to buses or streetcars but allow general purpose traffic to use the lane for right turns. BAT lanes can be found throughout the City along portions of Aurora Boulevard and Lake City Way.

- 12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

The project is located in the Denny Triangle and South Lake Union neighborhoods of downtown Seattle, Washington. The alignment runs along Westlake Avenue N from the Westlake International Transit hub at Westlake Avenue N and Stewart Street in the south to Valley Street in the north. The length of the proposed project will be approximately one mile.

B. ENVIRONMENTAL ELEMENTS

1. Earth

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

Flat Rolling Hilly Steep Slopes Mountainous
 Other: (identify)

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

The maximum slope along the Westlake corridor is approximately 3-5%.

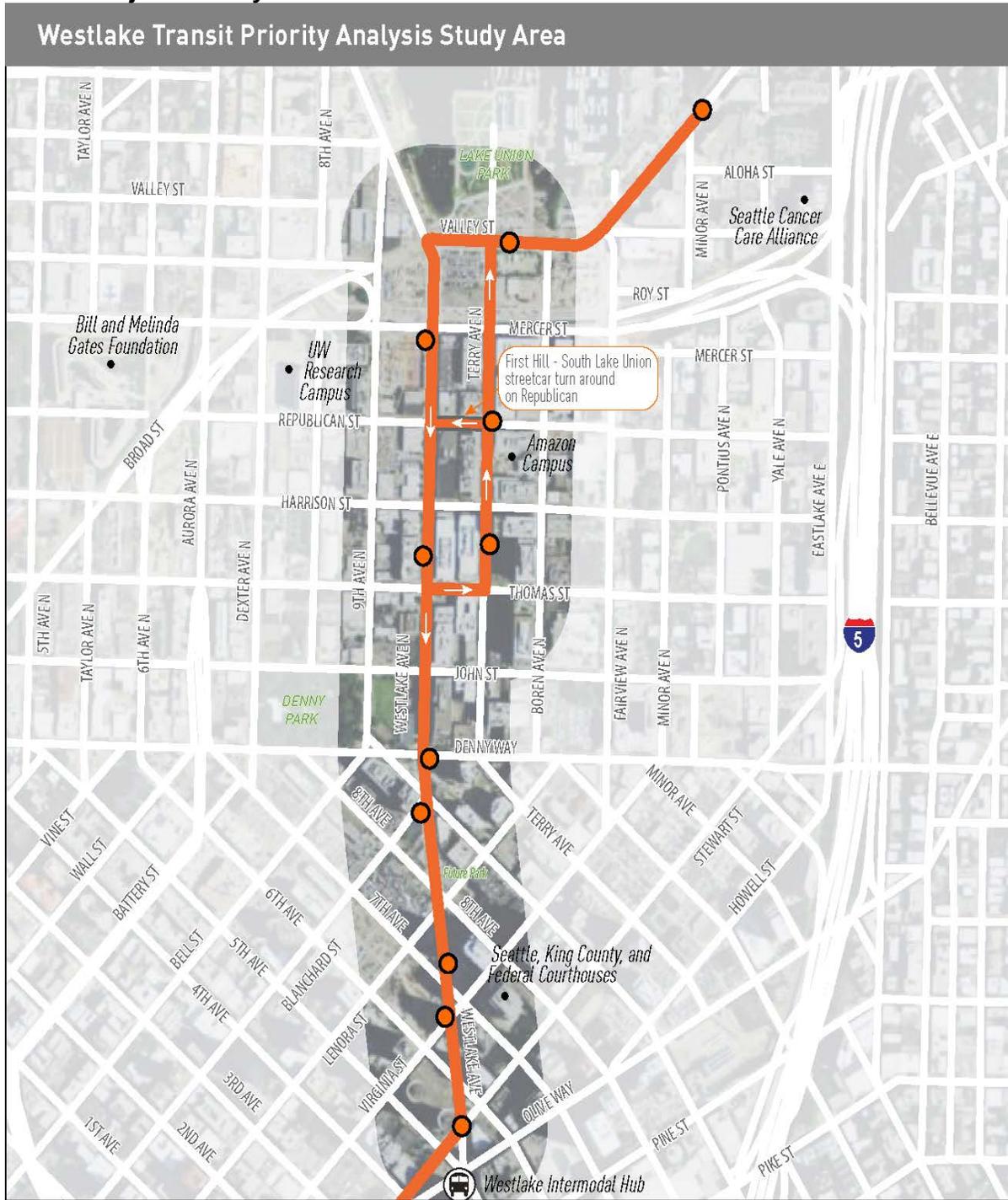
- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.**

Nearly all of the land is developed with roadways, buildings and parking lots. Much of the Westlake corridor area was originally a prairie with a creek, but the area was filled at the beginning of the 20th century with the re-grading of hillsides in the Denny and Belltown neighborhoods. As such, the soils in the project area are unconsolidated soils. There are no agricultural soils or prime farmland along the streetcar corridor.

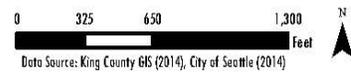
- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

There are no surface indications or history of unstable soils in the immediate vicinity of the project. However, much of the area was filled and the original Lake Union shoreline was several blocks south of the existing shoreline. As a result, portions of the project area are identified as areas that could experience liquefaction during an earthquake.

Figure 1 – Project Vicinity



Streetcar
Route
Stop



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

Minor excavation of up to 300 square feet would be required for the placement of four steel signal poles and traffic signal conduit. All work would occur within street rights-of-way.

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

Disturbed areas of the project site could be susceptible to erosion during excavation and sandblasting operations. Appropriate best management practices (BMPs) will be implemented to ensure that erosion is minimized.

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

The route is approximately 1 mile long and consists of 100% impervious roadway surface.

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

BMPs will be implemented to contain loose material during construction in accordance with the City's Standard Specifications for Road, Bridge, and Municipal Construction, along with the Seattle Stormwater Code. The contractor will be required to submit and follow a Construction Stormwater and Erosion Control Plan (CSECP) to demonstrate how they will control stormwater and erosion on-site, as well as protect existing landscaping and vegetation.

2. Air

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

Emissions for the Westlake Transit Priority Improvements Project will come from construction activities, primarily paint removal and restriping and excavation that have the potential to temporarily create "fugitive dust" emissions as well as combustion emissions (primarily from diesel equipment). Minor air emissions could also result from increased motor vehicle emissions due to construction detours and slowing of traffic and volatile organic and odorous compounds emitted during paint striping. No new air emissions will be generated during completion of the project.

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

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

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

During construction, impacts to air quality would be reduced and controlled through implementation of standard federal, state, and local emission control criteria, in accordance with the City's Standard Specifications for Road, Bridge, and Municipal Construction 1-07.5(3).

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.**

The project lies within 120 feet of Lake Union, which is a freshwater lake that is connected to both Lake Washington (via Portage Bay and the Washington Ship Canal) and Puget Sound (via Salmon Bay and the Chittenden Locks).

- 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, a small portion of the project along Valley Street is within 120 feet of Lake Union.

- 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 or dredge material would be placed in or removed from surface water or wetlands.

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

The project will not require withdrawals or diversions of surface water.

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

No portion of the project is located within the 100-year floodplain.

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

The project will not involve any direct discharge of waste materials to surface waters.

b. Ground:

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

The project will not withdraw any groundwater.

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

The project will not discharge any waste material into the ground.

c. Water runoff (including stormwater):

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

Stormwater run-off from the streets flows into sub-basin inlets and into the City of Seattle conveyance piping system. Between Olive Way and Fairview Place North the system consists of inlet and catch basin catchment structures discharging into the City's combined storm and sanitary sewer system. From here, combined sewage is discharged either to Puget Sound after treatment at the West Point Treatment Plant, or to Elliott Bay after localized treatment through the Mercer Tunnel and Elliott West CSO Control Facility.

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

Construction of the project would not result in waste materials entering ground or surface waters.

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

The project does not alter or otherwise affect drainage patterns in the vicinity of the site.

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

The measures described above to prevent erosion also will protect water quality.

4. Plants

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

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

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

No vegetation will be removed or altered.

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

There are no Federally listed threatened or endangered plant species present in the project area.

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

There are no impacts to vegetation so no measures are proposed.

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

Not applicable.

5. Animals

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

- Birds:** Hawk Heron Eagle Songbirds
 Other: (identify)
Mammals: Deer Bear Elk Beaver
NA Other: (identify)
Fish: Bass Salmon Trout Herring
 Shellfish Other: (identify)

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

There are no federally listed threatened or endangered species present in the project area. Bull trout and Puget Sound Chinook salmon are found in Lake Union which is more than 100 feet from the project. Bald eagles are known to reside near Lake Union.

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

The City of Seattle is within the North American Pacific Flyway. Lake Union and the Ship Canal serve as a migration route for Chinook salmon.

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

Not applicable.

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

Not applicable.

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 use electricity to meet the completed project's energy needs. This will be used to power a new signal installed at the intersection of Denny Way and Lenora Street.

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

The project would not affect the potential use of solar energy by adjacent properties.

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

Lighting and signals will use LED lamps.

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.

Environmental studies for the South Lake Union and Center City Connector streetcars and a review of the SDOT GIS hazardous materials database identified sites near the alignment that may contain contaminated soil or groundwater. However, the risk for

encountering contamination is very small. The only excavation associated with the project would be minor excavation of approximately 300 square feet for installation of a traffic signal, and would occur in one area along the alignment at the intersection of Denny Way and Lenora Street.

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

There are several sites within 1/8 mile of the project that have undergone cleanups but may contain residual contamination (identified from City of Seattle GIS hazardous materials database). They include:

Property	Contamination
Auto Service Company 630 Westlake Ave N	Leaking underground storage tank – metals, solvents, petroleum products in groundwater.
The Seattle Times Parcel 1B 100 Fairview Ave	Leaking underground storage tank – non-hydrogenated solvents, petroleum products, benzene in groundwater
Block 10 NE City Investors 1265 Republican St	Leaking underground storage tank – hydrogenated solvents, petroleum products in groundwater.
Thomlinson Inc. 412-414 Pontius Ave N & 1260 Harrison	Leaking underground storage tank - petroleum products in groundwater.

Other Potential Sites near the project alignment (identified in the Center City Connector Draft Hazardous Materials Report) include:

Property	Contamination
Ivar’s Commissary 500 Terry Ave N	Gasoline and other petroleum products confirmed in groundwater. Benzene, diesel, gasoline, and other petroleum products are confirmed in soil. Benzene and diesel are also suspected in groundwater.
428 Westlake LLC 428 Westlake Ave N	Site has restricted land use and groundwater use and requires maintenance. In addition, all soil disturbance is prohibited at this site.
Firestone Tire & Rubber Co 400 Westlake Ave N	Gasoline suspected in groundwater and soil.
Lake Union III LLC 410 Terry Ave N/415 Boren Ave N/1015 Republican St	Diesel in soil.

Property	Contamination
Block 40 E & W Westlake & Terry Ave 320 Westlake Ave N	Petroleum products in soil.
Troy Laundry 311 Fairview Ave N	Specific contaminants of concern include trichlorethene, cis-1, 2- dichloroethene, vinyl chloride, gasoline, diesel, and oil-range petroleum hydrocarbons (Ecology, 2014). Groundwater at the site generally flows northwest (Touchstone SLU LLC, 2013), which puts this site downgradient from the South Lake Union OMF expansion site.
The Seattle Times Co 307 Fairview Ave N	A site that undertook cleanup, where dangerous wastes were generated as part of the remediation in 2012.
Mastercraft Metal Finishing Inc. 1175 Harrison St	Metals confirmed in soil. Metals are also suspected in surface water and air, and corrosive wastes are suspected in soil and surface water.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

No hazardous chemicals/conditions would affect project development and design.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project’s development or construction, or at any time during the operating life of the project.

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

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

4) Describe special emergency services that might be required.

No special emergency services would be required.

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

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

these substances.

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

b. Noise

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

Noise in the project area consists of noise from cars, buses, trucks, the South Lake Union Streetcar and construction along Westlake Avenue N and adjacent streets. Ambient noise in the project area would not affect the project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Temporary short-term construction noise would be associated with the project. No new noise will be created from completion of the project.

Noise levels in the vicinity of Westlake Ave N would temporarily increase during construction. However, short-term noise from construction equipment would be limited to the allowable maximum levels specified in the City of Seattle's Noise Control Ordinance (SMC 25.08.425 – Construction and equipment operations).

Noise from construction may occur between 7 am and 10 pm weekdays and 9 am to 10 pm on the weekends. If there is a need for work outside these times to minimize traffic impacts, the project would request a noise variance permit to allow construction work at night.

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

The City of Seattle Noise Ordinance prescribes limits to noise and construction activities. The Contractor will follow the ordinance during construction.

8. Land and shoreline use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The current use of the site is street rights-of-way. Nearby properties include residential uses (apartments) commercial space, retail, medical facilities and the South Lake Union streetcar and maintenance base. The project will not affect current land uses in the area.

- b. Has the site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or non-forest use?**

The site has not been used as working farmlands or forest lands.

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

The proposal will not affect or be affected by surrounding working farm or forest land or operations.

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

Structures that can be found along the alignment include intersection signals, benches, light poles, and ORCA card readers.

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

No structures will be demolished.

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

The project will occur in the South Lake Union and Denny Triangle neighborhoods. The South Lake Union neighborhood is characterized by a mix of industrial, commercial, and residential uses. City land use zones in this area include Seattle Mixed Use (SM). The Denny Triangle Neighborhood is a mixed-use neighborhood that combines commercial office space, retail sales and services, social and public services, and a residential population. City land use zones in this area include Downtown Mixed Commercial (DMC) and Downtown Office Commercial (DOC).

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

The South Lake Union neighborhood is designated as a downtown Hub Urban Village in the City's comprehensive plan. The Denny Triangle neighborhood is designated as part of the Downtown Urban Center in the City's comprehensive plan.

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

The current shoreline master program designation for the small area in the shoreline at Westlake and Valley is Conservancy Waterway (CW).

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

Yes. A small portion of the alignment along the Lake Union waterfront is designated as a seismic liquefaction zone. This area has unconsolidated fill and the current shoreline extends north of the historic shoreline of Lake Union.

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

Not applicable.

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

The project would not displace any people.

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

Not applicable.

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

The project supports Seattle's Transit Master Plan and the Seattle Comprehensive Plan by providing a route for convenient, reliable and frequent transit service that supports development of transit connections between urban villages. This concept, referred to as the Urban Village Transit Network, encourages concentration of high-quality transit service to support future development along travel corridors.

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

Not applicable.

9. Housing

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

No housing units would be provided.

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

No housing units would be eliminated.

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

Not applicable.

10. Aesthetics

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

The tallest proposed structure would be a traffic signal which would be nineteen to twenty feet tall.

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

No views would be obstructed.

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

There would be no impacts to aesthetics, so no measures are proposed.

11. Light and glare

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

The project would produce a small amount of light in the intersection of Denny Way and Lenora Street due to a new traffic signal. No glare would be produced.

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

No, light or glare would not be a safety hazard or interfere with views.

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

There are no existing off-site sources of light or glare that would affect the project.

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

There would be no light or glare impacts, so no measures are proposed.

12. Recreation

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

The following parks are located in the vicinity of the project:

- South Lake Union Park
- Denny Park
- Cascade Playground

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

The project would not displace or impact any recreational uses.

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

Not applicable.

13. Historic and cultural preservation

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

There are 29 buildings, structures or sites located near the project that are over 45 years old listed in or eligible for listing in national, state or local preservation registers. They are listed in Appendix A.

- b. Are there any landmarks, features, or other evidence of Indian or historic use of occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

The project alignment is located within the traditional territory of the Duwamish Indian Tribe. Historic topographic features utilized by the Duwamish people include the former shoreline of Lake Union, an inland prairie habitat historically south of Lake Union, upland forests and a historic stream and ravine that ran roughly north-south in the vicinity of Westlake Avenue N/Terry Avenue N between 8th Avenue N and Fairview Avenue N. The ravine was filled with spoils from the Denny Regrade and other debris in the early 20th century. The southern shore of Lake Union has been filled and the area developed. These landmarks and features no longer exist.

The following studies completed for other projects in the area were used to identify cultural resources along near the proposed project.

- South Lake Union Streetcar Project Cultural and Historic Resources Technical Report (2005)
- Geology and Soils Technical Report for the South Lake Union Streetcar Project. Prepared for the Seattle Department of Transportation. On file at Parsons Brinckerhoff, Seattle, Washington. GeoEngineers Inc, 2005
- South Lake Union CSO Phase III Project Archaeological Resources Treatment and Monitoring Plans, Seattle, King County, Washington. Prepared for Seattle Public Utilities Engineering Services Branch by Larson Anthropological Archaeological Services, Ltd., Gig Harbor, Washington. Report on file at the

Washington State Office of Archaeology and Historic Preservation, Olympia, Washington., Lewarch, Dennis E., Kurt W Roedel, Leonard A Forsman, and Lynn L. Larson, 2002

- Center City Connector Streetcar – DRAFT Cultural Resources Technical Report, 2015

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the Department of Archaeology and Historic Preservation, archaeological surveys, historic maps, GIS data, etc.

No new studies were completed to evaluate potential impacts to cultural and historic resources on or near the project site. Rather, cultural resources surveys completed for the South Lake Union Streetcar and Center City Connector Streetcar projects were relied upon. Cultural and historic resource surveys for both projects were reviewed by the Washington State Department of Archaeology and Historic Preservation, the City of Seattle Office of Historic Preservation and the Duwamish Indian Tribe to assess potential impacts of these projects. They concurred that these projects would not adversely affect cultural resources. Since excavation associated with both of these projects is much greater than that anticipated for the Westlake Transit Priority Improvements Project (both involve deep trenching for utility relocation or replacement), it is assumed that the Westlake Priority Improvements Project would have no adverse impacts to cultural or historic resources.

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

Project impacts to archaeological or cultural sites are not anticipated. However, due to the location of the project, an unknown site could be encountered. To avoid or minimize disturbance of cultural resources, an archaeological monitor will be present to observe locations where ground-disturbing activities during construction of the new traffic signal at Denny Way and Lenora. In addition, an Archaeological Monitoring and Inadvertent Discovery Plan will be developed. If potential prehistoric- or historic-period archaeological sites are encountered, SDOT will consult with the SHPO, interested Indian tribes, and other interested parties, as appropriate, regarding eligibility for listing in the NRHP, project impacts, necessary mitigation, and other treatment measures.

14. Transportation

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

Please see Figure 2.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The site is served by public transit including Metro bus service and the South Lake Union Streetcar. Bus and streetcar stops run along Westlake Ave N in both the north and south directions. RapidRide-Line C and Route 40 currently serve the South Lake Union neighborhood with bus stops within the corridor.

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

There are 172 existing parking spots, 6 existing passenger loading zones and 6 commercial loading zones along the alignment. The project would:

- Eliminate 27 all day parking spaces
- Add 28 time-restricted parking spaces.
- Remove 1 passenger and 1 commercial/loading zones

For more detailed information on parking, see Appendix B - *Westlake Transit Priority Analysis*.

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

Yes. The project includes a number of transit improvements along public roads. These are described below and shown in Figures 2-4.

Northbound Movements along Westlake Ave N

Beginning in the south at the McGraw Square streetcar stop (Westlake Avenue N and 6th Avenue) and traveling northbound on Westlake Avenue N:

- Between 6th Avenue and 9th Avenue/Blanchard Street – The curb lane will be converted into BAT lane. The South Lake Union Streetcar will continue to travel in this lane. General purpose traffic will travel in the center lane. Existing right and left turns at intersections and parking will be maintained.
- Between 9th Avenue/Blanchard Street and Denny Way– The curb lane will be converted to a transit only lane. Only buses and the streetcar will be allowed to use this lane. Right turns will not be allowed at the Westlake Avenue N and Denny Way intersection.
- Between Denny Way and John Street – The curb lane will be converted to a BAT lane.
- Between John Street and Harrison Street. – The curb lane will be converted to a transit only lane. Only buses and the streetcar will be allowed to use this lane. Right turns will not be allowed. Parking will be maintained between Thomas and Harrison streets.
- Between Harrison Street and Mercer Street – General purpose traffic will travel in the curb lane. Left turns onto Republican Street and Mercer Street will not be

allowed. Parking will be maintained between Harrison Street and Republican Street.

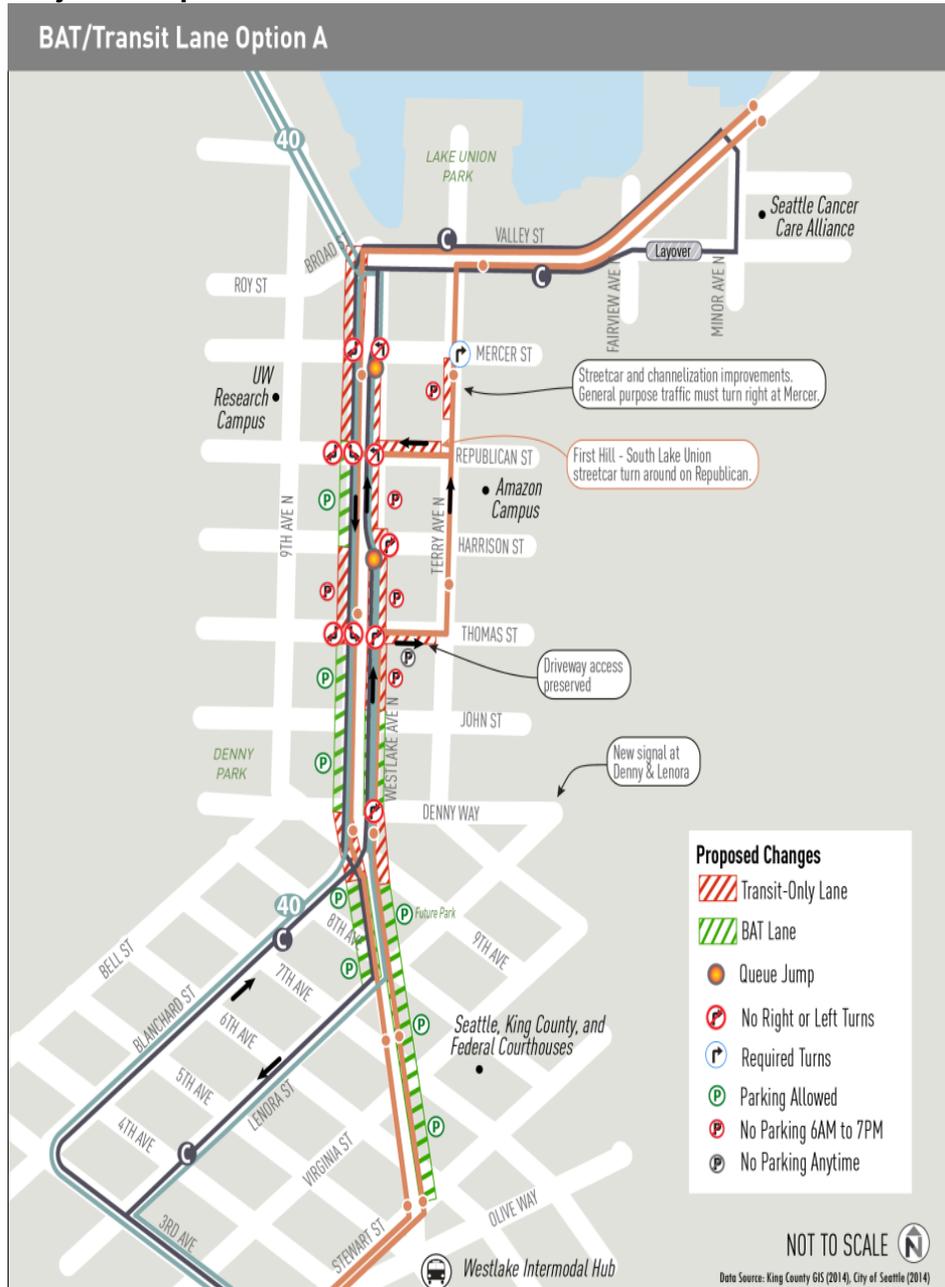
- Between Mercer Street and Valley Street – This section of the street will remain the same.

Southbound Movements along Westlake Avenue N

Beginning at the north end of the project at Valley Street and traveling southbound on Westlake Avenue N:

- Between Valley Street and Mercer Street – The curb lane will be converted to a transit-only lane. Only buses and the streetcar will be allowed to use this lane. Right turns will not be allowed at Mercer Street.
- Between Mercer Street and Republican Street – The curb lane will be converted to a transit-only lane. Only buses and the streetcar will be allowed to use this lane. Right and left turns will not be allowed at the Republican Street intersection.
- Between Republican Street and Harrison Street - The curb lane will be converted to a BAT lane. Right turns will be maintained. Existing on-street parking will be maintained.
- Between Harrison Street and Thomas Street - The curb lane will be converted to a transit only lane. Turns in either direction onto Thomas Street will not be allowed. Some parking near Thomas Street will be maintained.
- Between Thomas Street and Denny Way - The curb lane will be converted to a BAT lane. Right turns will be maintained onto John Street. Turns in either direction onto Denny way will be maintained. Parking will be maintained.
- Between Denny Way and 9th Avenue/Blanchard Street – The curb lane will be converted to a transit only lane.
- Between 9th Avenue/Blanchard Street and 6th Ave – The curb lane will be converted into a BAT lane. Turns in both directions 8th Avenue, 7th Avenue and 6th Avenue will be maintained. Parking will be maintained.

Figure 2
Project Components



- | | | |
|---------------------|--------------------------------------|------------------------------|
| Streetcar | RapidRide C Line SLU Extension | King County Metro Bus Routes |
| Route (Orange line) | Westlake - Valley Route (Black line) | Metro Route 40 (Blue line) |
| Stop (Orange dot) | Layover (Grey rectangle) | |

Figure 3
Roadway Configuration

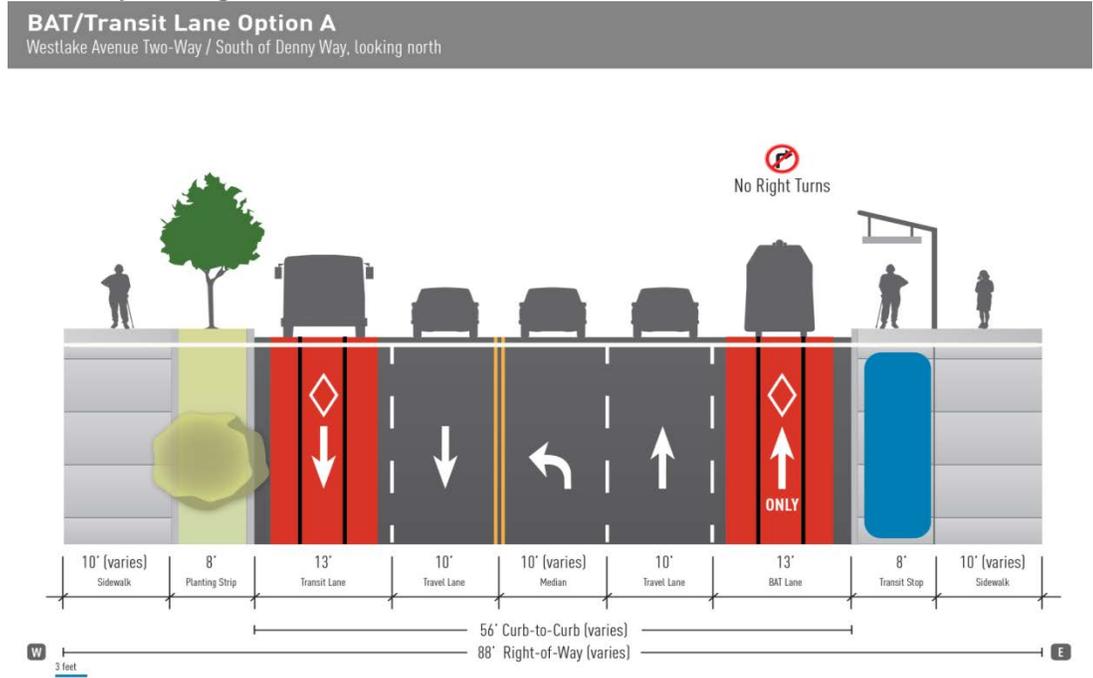
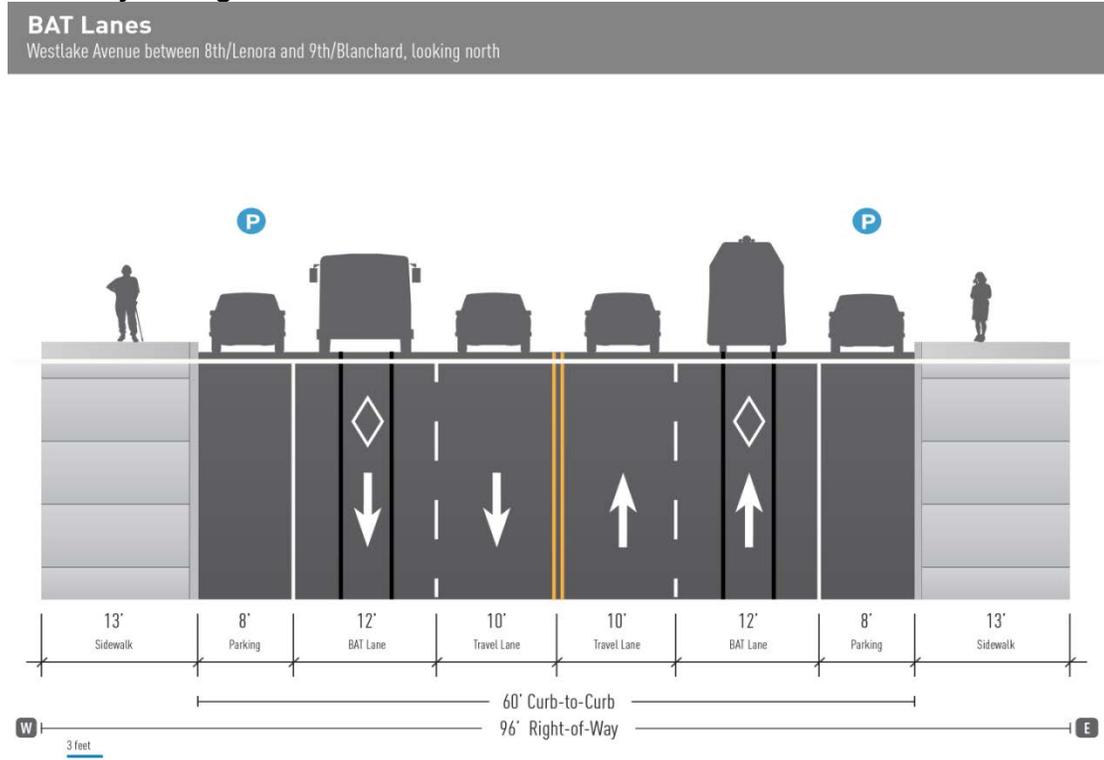


Figure 4
Roadway Configuration



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

The project will occur within the same rights-of-way used by the South Lake Union Streetcar and proposed Center City Connector Streetcar.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?²

No new vehicular trips would be generated by the completed project. However, as a result of the project, vehicular traffic along Westlake Avenue N would decrease³.

The number of vehicles expected to travel along Westlake Avenue N in 2018 without the project was calculated at 3,590 vehicles per hour. In 2035, after the project is constructed, capacity on Westlake Avenue N would be reduced to 2,420 vehicles per hour.

Due to the decreased capacity for general purpose traffic on along Westlake Avenue N cars and trucks would be expected to move to other north-south streets. Diverted vehicles would be expected to travel along 9th Avenue N, Dexter Avenue N, Fairview Avenue N or Terry Avenue N. The anticipated change in the number of vehicles per hour along these streets is summarized below:

GENERAL PURPOSE TRAFFIC ALONG WESTLAKE AVENUE N CARS/HOUR		
Streets	2018	2035
Dexter Avenue N and 9 th Avenue N	4460	4879
Terry Avenue N and Fairview Avenue N	4490	4820

Travel time along Westlake Avenue N would change as a result of the project. In 2018, general purpose travel would remain about the same as today. However, in 2035, general purpose traffic would increase by several minutes in both the north and southbound directions. Transit travel time for the South Lake Union Streetcar would improve in both directions in 2018 and 2035. While bus travel time would improve in the northbound direction in 2018 and 2035, travel time would increase an average of 2-3 minutes in the southbound direction.

Diversion of auto trips to Dexter and Fairview Avenues and Denny Way may cause an increase of an average ¾ minute delay for general purpose traffic and a 1 ½ minute delay for transit at intersections along these streets. For more detailed information, see Appendix B - *Westlake Transit Priority Analysis*.

² Traffic numbers and travel time were calculated for the PM peak.

TRAVEL TIME ALONG WESTLAKE AVENUE N (MINUTES)				
Direction	Mode of Travel	2015 Existing Conditions	2018 ‘	2035
Northbound	Auto	15.0	14.9	19.2
	Bus	14.5	9.1	9.2
	Streetcar	16.6	11.0	11.2
Southbound	Auto	13.0	14.0	15.8
	Bus	8.8	10.6	11.5
	Streetcar	20.4	15.9	16.8

Methods Used

Several transportation models were used to make these estimates:

- Existing transit and auto travel times along the corridor to estimate travel times were used along with the City of Seattle’s Existing and Future Synchro model results.
- Traffic patterns were evaluated using intersection level of service (LOS) data and Synchro modeling.
- Identification of conflicts between key freight routes was not modeled. It was evaluated based on observed freight volumes and routes and designated freight routes and their connections.

g. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

The project will not interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area, therefore no measures are proposed.

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

The project will improve transit operations in the area consistent with Seattle’s Comprehensive Plan (Comp Plan) Transportation Element. The project supports Comp Plan goals and policies for increasing transportation choices:

- TG10: Accommodate all new trips in downtown with non-single-occupant vehicle modes.
- T17: Provide, support, and promote programs and strategies aimed at reducing the number of car trips and miles driven (for work and non-work purposes) to increase the efficiency of the transportation system, and reduce greenhouse gas emissions.

TG14: Increase transit ridership, and thereby reduce use of single-occupant vehicles to reduce environmental degradation and the societal costs associated with their use.

T22: Pursue a citywide intermediate capacity transit system that connects urban centers, urban villages and manufacturing/ industrial centers.

T23: Pursue a citywide local transit system that connects homes and businesses with neighborhood transit facilities.

T24: Work with transit providers to design and operate transit facilities and services to make connections within the transit system and other modes safe and convenient. Integrate transit stops, stations, and hubs into existing communities and business districts to make it easy for people to ride transit and reach local businesses. Minimize negative environmental and economic impacts of transit service and facilities on surrounding areas.

No measures are proposed to reduce impacts to general purpose traffic.

15. Public services

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

The proposal would not result in an increase in need for public services.

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

Not applicable.

16. Utilities

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

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

- b. **Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

No utilities are proposed for the project.

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: 
Ethan Melone, Rail Transit Manager

Date Submitted: 12/1/2015

Prepared by: 
Sandy Gurkewitz, Sr. Environmental Planner

APPENDIX A
Westlake Transit Improvements Project
SEPA Checklist

November 30, 2015

Historic Resources in Project Area

	Property Name	Year Built	Parcel ID	Address	Status	Areaway?
1	Troy Laundry Building (Mostly demolished)	1927	1986200480	307-311 Fairview Ave N	NRHP determined eligible in in 2006 with DAHP concurrence (Designated Seattle Landmark)	No
2	Northern Bank and Trust Building	1904	7628750000	1500 4th Ave	NRHP listed in 2003 (Designated Seattle Landmark)	Yes
3	Hemphill Diesel Engineering School	1919	1983200095	503 Westlake Ave N	NRHP determined eligible in 2005	No
4	Lloyd Building	1926	0659000350	601 Stewart St	No (Seattle Landmark 2010)	Yes
5	Plaza 600 Building	1969	0659000555	600 Stewart St	No	Yes
6	Times Building	1916	0659000385	414 Olive Way	Yes (South Lake Union Streetcar)	Yes Listed
7	Medical Dental Building	1925	0659000085	505 Olive Way	Yes (South Lake Union Streetcar)	Yes
8	Western Auto Supply	1923	0659000710	2004 Westlake Ave	Yes (South Lake Union Streetcar)	Yes
9	West Lake Hotel	1907	0659000715	2008 Westlake Ave	Yes (South Lake Union Streetcar)	Yes
10	Craftsman Press	1924	0659000740	2015 8th Ave	Yes (South Lake Union Streetcar)	Yes
11	Cosmopolitan Motors	1925	0659000575	2030 8th Ave	Yes (South Lake Union Streetcar NEPA 2005)	Yes
12	Larned Apartments	1909	0659000740	2030 7th Ave	Yes (South Lake Union Streetcar)	Yes

**APPENDIX A
Westlake Transit Improvements Project
SEPA Checklist**

November 30, 2015

	Property Name	Year Built	Parcel ID	Address	Status	Areaway?
13	Firestone Tire	1929	1983200230	400 Westlake Ave N	Yes (South Lake Union Streetcar NEPA 2005)	Yes
14	Schultz-Miller	1954	1983200625	405 Fairview Ave N	Yes (Not Eligible, 2006)	No
15	Bricklayers Building	1959	2467400065	318 Fairview Ave N	No – Not determined 2011	No
16	Firmani and Associates	1948	2467400085	306 Fairview Ave N	Yes (Not Eligible, 2005)	No
17	Packard Bell Company	1954	2467400090	300 Fairview Ave N	Yes (Not Eligible, 2006)	No
18	Taco Del Mar	1946	2467400116	1165 Harrison St	No	No
19	Light Industrial Warehouse	1951	2467400115	1175 Harrison St	No	No
20	McGraw Square	1913	0659000381	5th Ave, Westlake Ave, and Stewart St	Yes (Not Eligible, 2008) (Seattle Landmark 1985)	No
21	Farwest Printing	1920	1983200005	425 Westlake Ave N	Yes (Not Eligible, 2005)	No
22	Uptown Espresso	1919	1983200170	500 Westlake Ave N	Yes (Not Eligible, 2005)	No
23	Vance Lumber Company Warehouse	1928	1983200160	964 Republican St	Yes (Eligible, 1999; Not Eligible, 2008)	No
24	Northern Pacific Freight Depot	1912	1986200185	970 Thomas St	SLU study	No
25	Kelly Goodwin Hardwood	1914	1986200450	310 Terry Ave N	SLU study	Yes

**APPENDIX A
Westlake Transit Improvements Project
SEPA Checklist**

November 30, 2015

	Property Name	Year Built	Parcel ID	Address	Status	Areaway?
26	Fred Rogers Building	1954	1986200380	200 Terry Ave N	SLU study	Yes
27	Ford Assembly Plant	1914	1984200035	700 Fairview Ave N	SLU study	Yes
28	W.O. Mckay Ford Dealership	1922	4088803385	609 Westlake	SLU study	Yes
29	Brace Lumber	1935	4088803240	965 Valley	SLU study	Yes

