



Renton Avenue S Phase 2 Arterial Asphalt and Concrete Paving (AAC) Project Seattle, Washington

SEPA Checklist

December 10, 2015

STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

Renton Avenue S Phase 2 Arterial Asphalt and Concrete Paving (AAC) Project

2. Name of applicant:

Seattle Department of Transportation (SDOT)

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

Applicant: SDOT

Contact Person: Brian Glas
P. O. Box 34996
Seattle WA 98124-4996
(206) 718-6990

4. Date checklist prepared:

December 10, 2015

5. Agency requesting checklist:

SDOT

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

Project construction is anticipated to occur between June and December 2016.

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

No.

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

No environmental information is known about that has been or will be prepared that is directly related to this project.

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.

No pending applications are known about that seek governmental approvals of other proposals directly affecting the property covered by this project.

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

No government approvals or permits will be needed for this project.

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.)

This project will make localized base-repairs on, and resurface from curb to curb, the roughly one mile stretch of Renton Avenue S between about 51st Avenue S and S 112th Place in Seattle, Washington. From 51st Avenue S to S Hazel Street, resurfacing will consist of grinding off the existing asphalt pavement and installing new asphalt pavement. From S Hazel Street to S 112th Place, resurfacing will consist of diamond grinding the concrete panels that make up the road surface. Within the project site, the proposal will add a bicycle lane in each direction of Renton Avenue S on existing pavement, construct ADA compliant curb ramps at each intersection, upgrade and relocate pedestrian push button poles and crossing signs for ADA compliance, and install curb bulbs. The proposal will also rechannelize the Renton Avenue S and S Bangor Street intersection to improve pedestrian safety while maintaining the current number and type of vehicle lanes. New stop signs will be installed on the Renton Avenue S and 51st Avenue S intersections with S Roxbury Street. Project work will also include, within the project site, minor tree trimming, installation of stormwater drainage inlets and connecting pipe, installation of basic stormwater treatment, replacement of traffic detector loops, and restriping of pavement markings.

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 on Renton Avenue S, between about 51st Avenue S and S 112th Place, in the southeastern tip of Seattle, Washington. The project site lies within Sections 2 and 11 of Township 23N, Range 4E and Sections 34 and 35 of Township 24N, Range 4E. See Figure 1 in Appendix A.

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)?

Within the project site, the steepest slope of Renton Avenue S is 9%.

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.

The project site is almost entirely covered by impervious (paved) surfaces. The soils beneath the paving are glacial till and glacially deposited silt and clay.

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

There are no known surface indications or history of unstable soils within the project site. Short steep slopes exist in several places on either side of the project site. A potential slide area lies about 70 feet northeast of the northwestern end of the project site.

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

This project will disturb less than one acre of ground. Ground disturbance will be necessary to perform localized road base repairs, install stormwater drainage inlets and connecting pipe, install basic stormwater treatment, rechannelize the Renton Avenue S and S Bangor Street intersection, install curb bulbs, construct curb ramps, relocate pedestrian push button poles, relocate pedestrian crossing signs, and install stop signs. Of the total area of ground disturbance, about 0.25 acres will be disturbed to perform base repairs. Ground-disturbing work will involve excavating approximately 2,500 cubic yards of asphalt pavement, concrete, base course, and soil and replacing it with similar materials, as appropriate. Project-related ground disturbance and excavation will extend to a maximum depth of approximately 5 feet below the existing ground surface.

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

Erosion could occur during construction-related ground disturbing activities. Ground that will be the most susceptible to erosion will be ground disturbed for road base repairs, stormwater inlet and piping installation, basic stormwater treatment installation, rechannelization, curb bulb installation, and curb ramp construction.

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

About 100% of the site will be covered with impervious surfaces after project construction. The project site is currently almost entirely covered by impervious (paved) surfaces. The project will not increase the amount of impervious surface in the project site.

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

Project work will stay within areas covered by sidewalk or roadway pavement and will extend no more than about 5 feet below the existing ground surface. Project work is therefore not expected to affect the short steep slopes next to the project site or the potential slide area located about 70 feet northeast of the northwestern end of the project site.

A project-specific Construction Sediment and Erosion Control Plan (CSECP) and a project-specific Spill Plan will be prepared and implemented in accordance with the City of Seattle's Standard Specifications for Road, Bridge and Municipal Construction, the City's Stormwater Code, and the City's Stormwater Manual. The CSECP will identify established best management practices (BMPs) to be implemented during construction to reduce and control erosion. The Spill Plan will identify measures to be taken to protect soil from construction-related hazardous materials spills.

The potential for construction-related erosion will be further reduced by constructing portions of the project during the dry summer season.

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.

The main types of air emissions that will result during project construction are

- Fugitive dust generated during excavation, grading, and other construction activities;
- Engine exhaust emissions from construction vehicles, work vehicles, and construction equipment;
- Increased motor vehicle emissions associated with increased traffic congestion during construction; and
- Volatile organic and odorous compounds emitted during asphalt paving.

Emissions from the operation and maintenance of the completed project are expected to generally be the same as the emissions from the current operation and maintenance of the project site.

The project is estimated to emit approximately 14,400 metric tons of carbon dioxide equivalent (MTCO_{2e}), which accounts for the manufacture of paving materials, construction related emissions, and maintenance of the pavement over its expected life cycle. This estimate was calculated using a conservative emissions factor of 50 MTCO_{2e} per 1,000 square feet of replaced pavement and a replaced pavement area of 288,000 square feet this project. The emissions factor was developed by King County from an analysis of several different life cycle assessments of the environmental impacts of roads. It is important to note that these studies estimated the embodied emissions for streets. Paving that includes sidewalks will likely use less cement. Because cement manufacturing releases carbon, such paving will likely have lower embodied emissions.

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

No.

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

During construction, impacts to air quality will 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. The City's Standard Specifications require that contractors maintain air quality to comply with the National Emission Standards for Hazardous Air Pollutants.

Reducing air quality impacts during construction could involve such measures as spraying areas of exposed soil with water for dust control, periodically cleaning streets in the construction zone, and minimizing vehicle and equipment idling to limit exhaust emission.

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.**

Mapes Creek, which flows into Lake Washington, passes beneath the project site northwest of the intersection of Renton Avenue S and 52 Avenue S. The creek flows through a culvert in that location. Wetlands associated with Mapes Creek are adjacent to the project site.

- 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.**

Although project work will not occur immediately over Mapes Creek because the creek is culverted beneath the project site, project work will occur within 200 feet of the creek. Figure 1 in Appendix A shows the location of Mapes Creek and the project site.

- 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 will be placed in or removed from Mapes Creek.

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

No.

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

No.

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

No.

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 ground water from a well or discharge water to the groundwater. Water that is encountered during project excavations will be discharged at a properly permitted disposal facility.

- 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 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.**

The source of runoff on the project site will be precipitation. If there is any discharge of runoff it will either drain to Lake Washington via stormwater drainage pipes or to the combined sewer that flows to the King County West Point Treatment Plant.

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

During construction, there is a small potential that waste materials (e.g., vehicle and equipment fluids and lubricants, asphalt grindings, and slurry from concrete cutting and grinding) could enter runoff from the site. Runoff could then enter groundwater if soils are exposed where existing paving has been removed, or could eventually reach Lake Washington if the runoff enters the storm drain. Waste materials will not enter ground or surface waters after the project is complete

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

The project will install stormwater drainage inlets and connect them to existing catch basins. The project will also install basic stormwater treatment (water quality treatment) in several locations in the project footprint. Neither the inlets nor the stormwater treatment will alter 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:

All project construction work will take place within areas currently used for sidewalks and roadway; no work will occur in or over surface waters. To reduce, control, and protect surface, ground, and runoff water, a project-specific CSECP and a project-specific Spill Plan will be prepared and implemented during project construction. Both plans will be prepared in accordance with the City of Seattle's Standard Specifications for Road, Bridge and Municipal Construction, the City's Stormwater Code, and the City's Stormwater Manual. The CSECP will identify BMPs to be implemented during project construction to control stormwater and waste materials flowing onto and from the site. The Spill Plan will identify measures to be taken to prevent surface, ground, and runoff water from contacting construction-related hazardous materials. Such BMPs and measures will typically include plugging storm drains to prevent discharges to surface waters, exposing only minimal patches of soils at any one time, and vacuuming up slurry resulting from concrete cutting and grinding. Surface, ground, and runoff water will be further controlled and protect by constructing portions of the project during the dry summer season.

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)

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

Minor tree trimming will occur within the project site to allow for project construction.

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

No threatened or endangered plant species are known to exist on or near the site.

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

Except for minor trimming of trees in the project site, street trees on the site will be protected during construction and left in place. Tree trimming activities will be coordinated with SDOT's Street Use and Urban Forestry division to ensure compliance with all appropriate rules and regulations regarding street trees. A Tree, Vegetation, and Soil Protection Plan will be prepared prior to project construction to ensure that existing street trees are not damaged during construction. Grass will be planted in a portion of the curb bulb that will be constructed as part of the rechannelization of the Renton Avenue S and Bangor intersection.

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

No noxious weeds or invasive species are known to exist on or near the site. The project site is existing roadbed and right-of-way associated with Renton Avenue S. The site is within a developed area. Most of the vegetation adjacent to the site is landscaped as part of residential parcels.

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: Crows, pigeons, doves, starlings, robins, gulls, and house sparrows are common urban species that could occur on or near the site.

Mammals: Deer Bear Elk Beaver
 Other: Rodents - including mice, rats, and squirrels - and raccoons are common urban species that could occur in the project area

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

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

No threatened or endangered wildlife species are known to exist on site or in the Mapes Creek area adjacent to the project site. A bald eagle breeding area exists just under one mile to the east of the project site.

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

The project site is located within the North American Pacific Flyway, a migratory route for birds.

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

The project is not anticipated to affect wildlife and therefore will not include measures to preserve or enhance wildlife. Although the project site is located within the North American Pacific Flyway and is just under a mile from a bald eagle breeding area, the project site is in an urban environment and project construction activities will not adversely affect migratory bird species, bald eagles, or their habitat or breeding areas.

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

Several of the urban-dwelling animal species that may be found in the project area are introduced, non-native species.

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.

After the project is completed, electricity will be required to continue operation of the street lighting and traffic signals located along the project site. Gasoline and diesel will be needed to operate maintenance vehicles and equipment, such as those used for street

sweeping and asphalt patching. Use of such energy will not represent a change from current conditions.

- 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:**

The project is not anticipated to have any significant adverse energy or natural resource impacts. Therefore, no energy conservation features are included in the plans of this project and no measures are proposed to reduce or control energy impacts.

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.**

Potentially hazardous and toxic materials, such as gasoline, diesel, hydraulic fluid, lubricants, solvents, paints, sealants, cement, and asphalt, will be used by construction vehicles and equipment during project construction. As with any construction project, there is a risk that such materials will be spilled or leaked during construction. This risk will be well within the range for typical construction projects. Materials such as these will also be used to operate and maintain the completed project. Because these materials are used to operate and maintain the existing roadway, the project will not create any additional post-construction environmental health hazards.

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

No contamination is known or suspected to exist at the project site from present or past site uses.

- 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 or conditions are known to exist that might affect project development or design.

The BP Olympic Pipeline, which transports petroleum fuel, runs generally parallel to and west of the project site. At its closest point, the pipeline is about 800 feet from the project site. Because of the pipeline's distance from the project site and the limited nature of the project, the pipeline will not affect project development or design.

No underground storage tanks are known to exist within the project site. No leaking underground storage tank sites or active confirmed or suspected contaminated sites have a reasonable potential to affect the project site. Two former contaminated sites, for which the Washington State Department of Ecology has issued "No Further Action" determinations, exist within about 350 feet of the project site. Ecology deems these sites to be cleaned up. Accordingly, no underground tanks or contaminated sites exist that might affect project design or development.

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 and toxic materials that might be used or stored during project construction, operation, and maintenance generally consist of gasoline, diesel, hydraulic fluid, lubricants, solvents, paints, sealants, cement, and asphalt.

Potentially hazardous and toxic materials that might be produced during project construction, operation and maintenance generally consist of materials resulting from spills and the cleanup of spills of hazardous and toxic materials. Such resulting materials could include contaminated soil and water.

4) Describe special emergency services that might be required.

No special emergency fire or medic services will be required for the proposed project.

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

A Health and Safety Plan will be developed by the construction contractor before project construction commences. The plan will provide information on toxic substances that may be associated with project construction. It will also outline safe procedures for toxic substance handling. A Spill Plan will be developed to prevent and control construction-related toxic substance spills.

The contractor will follow the City's Standard Specifications for Road, Bridge, and Municipal Construction, which give protocols for responding to an unexpected discovery of contaminated material during project construction. If contaminated materials are unexpectedly discovered, the contractor will follow these specifications to ensure all safety and environmental regulations are met. Contaminated materials will be contained and disposed of by qualified personnel in accordance with federal, state and local regulatory requirements.

b. Noise

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

There are no sources of noise that will 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.

Noise levels in the vicinity of construction will temporarily increase during construction activities. Noise levels within 50 feet of construction equipment may exceed 90 dBA for short periods of time. However, short-term noise from construction equipment will 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 equipment will occur between the hours of 7 am and 10 pm weekdays, and 9 am to 10 pm on the weekends during construction. If work needs to occur outside these times to minimize traffic impacts, the project will request a noise variance permit to allow some construction work at night.

After completion of the project, occasional noise from equipment used for on-going routine maintenance and repair will occur, but will be limited to 7 am to 10 pm weekdays and 9 am to 10 pm weekends.

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

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

- Whenever possible, limit operation of heavy equipment and other noisy activities to the hours of 7 am to 10 pm on weekdays and 9 am to 10 pm on the weekends.
- Install and maintain effective mufflers on equipment.
- Locate equipment and vehicle staging areas as far from residential areas as possible.

The project construction contractor will also be required to comply with SMC 25.08.425, the City of Seattle's Noise Control Ordinance, which prescribes noise limits for construction activities.

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 project site is currently used for a paved road and sidewalks. Adjacent properties are predominantly used for single and multiple family residences. Other uses of adjacent properties include businesses, churches, a park, a fire station, and a school. The project is not expected to affect current land uses on adjacent or nearby properties.

The project will acquire, for roadway and sidewalk use, approximately 60 square feet of private property. Approximately 50 square feet would be acquired from the property at the north corner of the Renton Avenue S and 59th Avenue S intersection. A total of approximately 10 square feet would be acquired from the west and south corners of the

property bounded by S Prentice Street, 62nd Avenue S, and Renton Avenue S. Most of the property that will be acquired is already developed and used as roadway or sidewalk; the remaining property, located immediately next to existing sidewalk, is planted with grass.

- 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 project site is fully developed as a roadway. Roughly two-thirds of the residential structures adjacent to the roadway were built before the mid -1950s. No commercially significant agricultural or forest land exists on or immediately next to the project site. No agricultural or forest land will be converted to other uses as a result of the project.

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

No; no working farm or forest lands are adjacent to the project site.

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

Structures on the site consist of paved roadway, sidewalks, street lights, and signal systems. On-site structures also include poles and underground structures for utilities, as well as underground structures for drainage and water.

- 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 current zoning classification of the site is almost entirely SF 5000 and SF 7200 (Residential Single Family 5000 and Residential Single Family 7200). A small portion of the site is zoned NC1-30 (Neighborhood Commercial 1).

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

The current comprehensive plan designation of the project site is almost entirely single family residential areas with some city-owned open space, multi-family residential areas, and commercial/mixed use areas. The southern tip of the Rainier Beach residential urban village extends into the northern end of the project site.

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

Not applicable. The project site does not fall within the boundaries of the City's shoreline master program.

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

The project site crosses the Mapes Creek riparian corridor critical area (City of Seattle environmentally critical area or ECA). The Kubota Gardens wildlife habitat area and Mapes Creek and its associated wetland areas, all of which are ECAs, are adjacent to the project site. Although the project site crosses some mapped steep slope ECAs, development has eliminated or restrained those slopes within the project site. Short steep slopes exist in several places on either side of the project site. A potential slide ECA lies about 70 feet northeast of the northwestern end of the project site.

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

No people will reside or work in the completed project.

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

The completed project will not displace any people.

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

Because the project will not displace any people, no measures to avoid or reduce displacements are proposed.

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

No measures are proposed because the project will not result in changes to existing or planned land uses.

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. There are no agricultural or forest lands of long-term commercial significance in the vicinity of the project.

9. Housing

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

The project will not involve constructing any housing units.

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

The project will not eliminate any housing units.

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

Not applicable; the project will not have housing impacts.

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 project will not construct any structures higher than stops signs and pedestrian push button poles.

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

The project will not alter or obstruct any views.

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

Because the project is not anticipated to have aesthetic impacts, no mitigation measures for aesthetic impacts 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?

If any construction work were to occur after daylight hours, the contractor might use portable lighting to illuminate work areas. The completed project will not produce any light or glare not currently produced by the project site.

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

Not applicable. Lighting conditions will remain unchanged in the project area.

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 will affect the project.

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

Because no impacts to light or glare will result from the proposed project, no measures to reduce or control impacts are proposed.

12. Recreation

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

The Kubota Gardens and Kubota Gardens Natural Area, a City-owned public park, is adjacent to the project site. Sturtevant Ravine, also a City-owned public park, is located about one block northeast of the project site.

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

The project will not displace any existing recreational uses.

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

The project will not have impacts on recreation, therefore no measures to reduce or control impacts are proposed.

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.**

Two City of Seattle Landmarks are located near the project site. Kubota Gardens is located immediately adjacent to the project site at 9727 Renton Avenue S. Old Fire Station #33 is located about one block east of the project site at 10235 62nd Ave S. No buildings, structures, or sites located on or near the project site are listed in the National Register of Historic Places, the Washington Heritage Register, or the Heritage Barn Register.

Numerous historic inventory properties are located adjacent to the project site. Roughly 110 (85%) of the residential structures adjacent to the project site are over 45 years old. About two-thirds of those structures were built before the mid-1950s. These properties and structures have not necessarily been evaluated to determine their eligibility for listing in the national, or a Washington state, register.

- 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.**

Except for the landmarks and properties described above, no evidence of Indian or historic use or occupation, and no material evidence, artifacts, or areas of cultural importance, are known to exist on or near the project site.

- 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.**

Potential impacts to cultural and historic resources on or near the project site were assessed by

- Accessing <http://www.zillow.com> to identify the construction dates of structures adjacent to the project site.
- Using City of Seattle GIS data to identify areaways, cemeteries, City of Seattle Landmarks, and Historic Preservation districts adjacent to the project site.
- Using the public access version of the Washington State Department of Archaeology and Historic Preservation (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD) online database to identify structures on the National Register of Historic Places, the Washington Heritage Register, and the Heritage Barn Register.
- Consulting with DAHP by submitting an EZ-1 form and receiving a determination that no cultural resources survey or archaeological monitoring needs to be performed for the proposed project.

- 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.**

No impacts to historic or cultural resources are anticipated. SDOT will prepare a project-specific Inadvertent Discovery Plan which will provide specifications to be followed in the event that any archaeological materials are found during construction-related ground disturbing activities.

14. Transportation

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

The project site consists of the portion of Renton Avenue S between about 51st Avenue S and S 112th Place, a distance of about 1 mile. This stretch of Renton Avenue S is accessed by two minor arterial streets, 51st Avenue S and S Bangor Street. It is also accessed by a number of smaller, residential streets. The project will not change the streets serving the project site or the current access from the project site to the existing street system.

- 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 project site is currently served by King County Metro bus routes 106 (Renton TC to Downtown Seattle) and 107 (Renton TC to Rainier Beach). King County Metro bus route

7 (Prentice Street to Rainier Beach to Downtown Seattle) serves an area within a block of the project site. Any temporary relocations of bus routes or stops that are required during project construction will be coordinated with King County Metro.

- 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?**

The proposed project will not create additional parking spaces. Approximately 200 unofficial (unmarked) parking spaces will be removed in order to add the bicycle lanes within the existing width of the roadway. These spaces have an approximate 5 to 10% utilization rate.

- 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).**

This project consists of improvements to an existing public street. The proposed project will not require new roads or streets. Existing driveways that are adjacent to Renton Avenue S and in the project site will be reconstructed to connect to the roadway where necessary.

- 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 not use or occur in the immediate vicinity of water, rail, or air transportation.

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

The completed project is not expected to change the current number of vehicle trips per day or the timing of peak volumes.

- 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 is not expected to interfere with, affect, or be affected by the movement of agricultural or forest products.

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

The project will remove unofficial parking spaces in the project site along Renton Avenue S. Because it is SDOT's policy not to prioritize parking as a use of the city right of way, no mitigation measures are proposed. However, parking utilization along Renton Avenue S within the project site is low. Accordingly, vehicles that will have parked in the spaces that will be removed by the project will be able to park in other spaces along

Renton Avenue S, with the closest spaces generally being across the street from the removed spaces.

The following measures will be in place to reduce or control construction-related transportation impacts:

- SDOT will work to minimize disruptions and maintain adequate access during project construction.
- SDOT will conduct public outreach before and during project construction to notify residents, businesses, local agencies, transit agencies, and other stakeholders of expected disruptions or changes in traffic flow.
- Alternative routes for pedestrians, bicyclists, and those with disabilities will be identified and marked clearly.
- Any proposed modifications to bus routes and stops will be clearly marked.
- Temporary road closures will be minimized, and detour routes will have proper signage.

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 project will have no impact on the need for public services.

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

Because the project will not impact public services, no mitigation measures to reduce or control impacts are proposed.

16. Utilities

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

- | | | | | |
|-------------------------------|--|--|---|--|
| <input type="checkbox"/> None | <input checked="" type="checkbox"/> Electricity | <input checked="" type="checkbox"/> Natural gas | <input checked="" type="checkbox"/> Water | <input checked="" type="checkbox"/> Refuse service |
| | <input checked="" type="checkbox"/> Telephone | <input checked="" type="checkbox"/> Sanitary sewer | <input type="checkbox"/> Septic system | |
| | <input checked="" type="checkbox"/> Other: fiber optics, stormwater drainage | | | |

- 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 new utilities are proposed for the project. The project will install storm drain inlets as well as piping to connect the inlets to existing stormwater catch basins. The inlets and piping will become part of the Seattle Public Utilities system.

B. 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: 

Brian Glas, Project Manager

Date Submitted: 12/10/15

Prepared by: 

Katherine Chesick, Senior Environmental Analyst

Attachment A

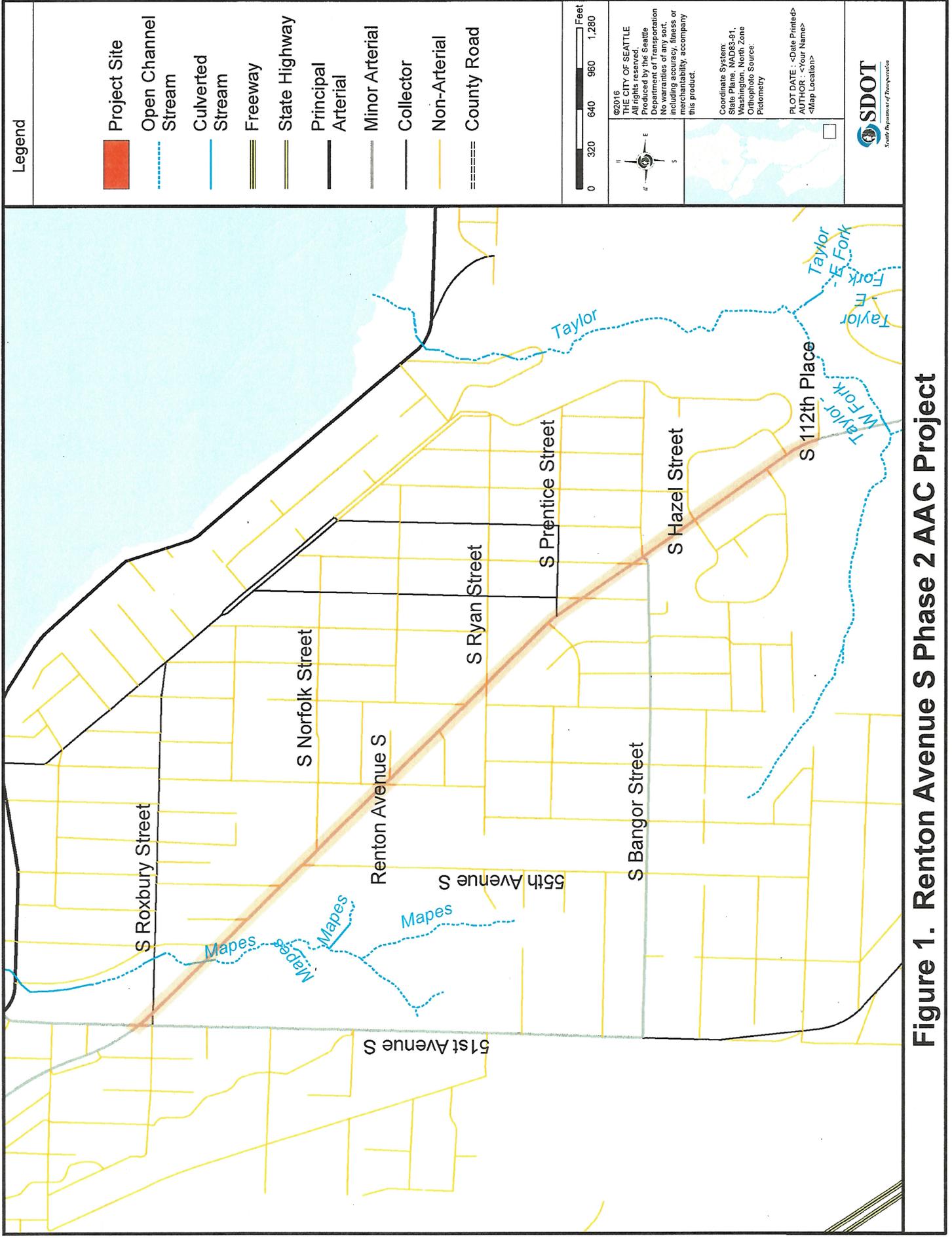


Figure 1. Renton Avenue S Phase 2 AAC Project