



*Seattle Department of Transportation*

# **3rd Avenue Arterial Asphalt and Concrete Paving (AAC) Project Seattle, Washington**

## **SEPA Checklist**

**June 15, 2016**

## STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

### A. BACKGROUND

**1. Name of proposed project, if applicable:**

3rd Avenue 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:**

June 15, 2016

**5. Agency requesting checklist:**

SDOT

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

Project construction is anticipated to take up to 12 months and most likely start in mid-January 2017 but possibly as early as 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.**

A city of Seattle noise variance will be needed for project work occurring outside of normal working hours. A King County temporary wastewater discharge permit may be needed to dispose of groundwater encountered during installation of approximately three, new, 60-inch diameter, 100-foot long, stormwater detention pipes.

**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 project will repave most of 3rd Avenue between Virginia and Broad Streets, a corridor about two-thirds of a mile long in Seattle, Washington. Existing asphalt composite pavement, its associated base course (aggregate), and concrete driveway aprons will be removed and replaced with appropriate base course, concrete paving, sidewalk, and concrete driveway aprons. The project will also repave with asphalt a small portion of several streets adjacent to their intersection with 3rd Avenue. ADA-compliant curb ramps, several curb bulbs, and several pedestrian-scale luminaires will be installed. The project might also install several small signs. Traffic sensor loops and street signs removed during project construction will be replaced. Road lanes and cross walks will be striped to match pre-project striping. The project will also include some utility work (see B.16., below).

**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 3rd Avenue, between Virginia and Broad Streets, in the Belltown area of downtown Seattle, Washington. The project site lies within Sections 30 and 31 of Township 25N, Range 4E Willamette Meridian. See Figure 1 in Appendix A.

## 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)?**

Within the project site, the steepest slope of 3rd Avenue is 2%.

**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 graded and regraded Pre-Fraser glaciation age deposits.

**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 or in the immediate vicinity 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.**

Ground disturbance will be necessary to construct curb ramps, replace asphalt paving with concrete paving, install electrical conduit, repair water pipe, install stormwater inlets, and repair and install combined sewer pipe. Ground-disturbing work will involve excavating asphalt pavement, concrete, base course, and soil and replacing it with similar materials, as appropriate. The project will excavate about 5,000 cubic yards of material and soil, disturbing 3.3 acres of ground. Project-related ground disturbance and excavation will extend to a maximum depth of approximately 3 feet below ground surface (bgs) for repaving work, 4 feet bgs for luminaire and electrical conduit installation, 6 feet bgs for water pipe replacement, 20 feet bgs for sewer work, and 10 to 25 feet bgs for detention pipe installation.

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

Erosion could occur during all construction-related ground disturbing activities.

**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 within 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.

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 a portion 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, workers' 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 7,190 metric tons of carbon dioxide equivalent (MTCO<sub>2e</sub>), 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<sub>2e</sub> per 1,000 square feet of replaced pavement and a replaced pavement area of 143,748 square feet (3.3 acres). The emissions factor was developed by King County from an analysis of several different life cycle assessments of the environmental impacts of roads.

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.**

There is no surface water body on or in the immediate vicinity of the site. The site is approximately 0.3 miles northeast of Elliott Bay.

- 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.**

The project will require no work over, in, or adjacent to any surface water body.

- 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 surface water or wetlands.

- 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 to the King County sewer system or 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 drain to stormwater inlets, which, in the project site, drain to the combined sewer. The combined sewer flows to the King County West Point Sewage Treatment Plant, which discharges treated water to Elliott Bay. In overflow conditions, runoff entering in the combined sewer could discharge directly to the bay.

- 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 reach Elliott Bay if the runoff enters the storm drain when a combined sewer overflow condition is occurring. 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 approximately three, new, 60-inch diameter, 100-foot long, stormwater detention pipes and several new stormwater inlets. Both the detention pipes and the inlets will be connected to the existing combined sewer system. Neither the detention pipes nor the inlets will alter drainage patterns in the vicinity of the site though the detention pipes are anticipated to reduce the chance of combined sewer overflows.

**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]**

- |  |                                     |                                    |                                  |  |
|--|-------------------------------------|------------------------------------|----------------------------------|--|
| <input checked="" type="checkbox"/> Deciduous trees:                   | <input type="checkbox"/> Alder      | <input type="checkbox"/> Maple     | <input type="checkbox"/> Aspen   | <input type="checkbox"/> Other: (identify) |
| <input type="checkbox"/> Evergreen trees:                              | <input type="checkbox"/> Fir        | <input type="checkbox"/> Cedar     | <input type="checkbox"/> Pine    | <input type="checkbox"/> Other: (identify) |
| <input checked="" type="checkbox"/> Shrubs                             |                                     |                                    |                                  |  |
| <input checked="" type="checkbox"/> Grass                              |                                     |                                    |                                  |  |
| <input type="checkbox"/> Pasture                                       |                                     |                                    |                                  |  |
| <input type="checkbox"/> Crop or grain                                 |                                     |                                    |                                  |  |
| <input type="checkbox"/> Orchards, vineyards, or other permanent crops |                                     |                                    |                                  |  |
| <input type="checkbox"/> Wet soil plants:                              | <input type="checkbox"/> Cattail    | <input type="checkbox"/> Buttercup | <input type="checkbox"/> Bulrush | <input type="checkbox"/> Skunk cabbage     |
| <input type="checkbox"/> Other: (identify)                             |                                     |                                    |                                  |  |
| <input type="checkbox"/> Water plants:                                 | <input type="checkbox"/> water lily | <input type="checkbox"/> eelgrass  | <input type="checkbox"/> milfoil | <input type="checkbox"/> Other: (identify) |
| <input type="checkbox"/> Other types of vegetation: (identify)         |                                     |                                    |                                  |  |

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

Minor tree trimming might 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 possible 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.

**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 right-of-way developed as roadbed and sidewalks for 3rd Avenue. Vegetation on and near the site is part of streetscape and commercial building landscaping.

**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: Peregrine falcon; 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 or near the site. Peregrine falcon, a federal species of concern and state sensitive species, is mapped by the Washington Department of Fish and Wildlife near Battery Street between 2nd and 3rd Avenues.

**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 peregrine falcon have been mapped near the project site, the project site is an arterial street in a fully developed, urban environment. Project construction activities are therefore not anticipated to adversely affect migratory bird species or peregrine falcon.

**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 on or near the project site 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, asphalt, and cement, 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 generally 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.**

Contamination, consisting of petroleum products, non-halogenated solvents, and possibly metals from a service station that operated at 2601 4th Avenue, might have affected the portion of the site near and between Cedar and Vine Streets.

- 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. No underground hazardous liquid or gas transmission pipelines are located within or in the vicinity of the project area. No underground storage tanks (USTs) are known to exist within the project site though USTs have been and are associated with addresses along the project corridor.

- 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, asphalt, and cement.

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 used or stored hazardous and toxic materials. Such resulting materials could include contaminated soil and water.

Soil and groundwater contaminated by past uses could also be encountered during project construction, requiring handling and disposal in accordance with applicable laws and regulations.

**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.

During project construction, the contractor will also follow the City's Standard Specifications for Road, Bridge, and Municipal Construction. These specifications set forth protocols for responding to discoveries of potential contaminated material, including USTs. If potential contaminated materials are 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 work will temporarily increase during project construction. 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).

Most noise from construction work will occur on weekdays between the hours of 7 am and 6 pm. There will be some evening, night and weekend work at busy intersections to minimize construction-related impacts on traffic. If work needs to occur outside the hours of 7 am to 10 pm on weekdays or 9 am to 10 pm on weekends, the project will request a noise variance permit.

After completion of the project, occasional noise from equipment used for routine maintenance and repair will occur, but will generally be limited to 7 am to 10 pm on weekdays and 9 am to 10 pm on 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 an arterial road and sidewalks. Adjacent properties are predominantly used for commercial and residential purposes such as office space and apartments. Adjacent property uses also include retail stores, commercial parking lots and garages, a park, and the Pacific Science Center. The project is not expected to affect current land uses on adjacent or nearby properties.

**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 with sidewalks. 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 Downtown Mixed Residential/Residential (DMR/C 125/65, DMR/R 125/65, and DMR/R 240/65) and Downtown Mixed Commercial (DMC-85 and DMC 240/290-400). A small portion of the site is zoned Neighborhood Commercial 3 (NC3-85) and Downtown Office Core 2 (DOC2 500/300-500).

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

The current comprehensive plan designation of the project site is “downtown areas” with a “city-owned open space” area. The plan designation of the area north of the project site is “commercial/mixed use areas.”

**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.**

No portion of the site has been classified as an environmentally critical area (ECA) by the city of Seattle. Some steep slope ECAs are mapped just northwest and south 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 lighting for pedestrians.

**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. Because the project will install some lighting for pedestrians, the project would produce light within the project site at night for pedestrians using the sidewalk.

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

The pedestrian lighting installed by the project will illuminate sidewalk within the project site and will therefore 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 will affect the project.

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

No measures to reduce or control light or glare impacts are proposed because no impacts are anticipated. The pedestrian lighting installed by the project will be lighting appropriate for, and focused on illuminating, sidewalk within the project site.

## 12. Recreation

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

Regrade Park, a city-owned dog off-leash area, and Bell Street Park Boulevard are immediately adjacent to the project site. A paved area with planters and public seats is bounded by 3rd Avenue, Broad Street, and Denny Way and partly within the northwestern end 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.**

A city of Seattle landmark, the Metropolitan Press Printing Co/Brasa Building, is located adjacent to the southeastern portion of the project site at 2107 3rd Avenue. Three properties on the National Register of Historic Places, the Washington Heritage Register, and Seattle Landmarks List are located within a block of the southeastern portion of the project site: Calhoun Hotel, also known as Palladian Apartments, is located at 2000 2nd Avenue; Moore Theatre and Hotel is located at 1932 2nd Avenue; and New Washington

Hotel, also known as Josephinum, is located at 1902 2nd Avenue. Three additional properties on only the Seattle Landmarks list are located within a block of the project site: RKO Distributing Co. Building located at 2312 Second Avenue; Wayne Apartments located at 2224 2nd Avenue; and Castle Apartments located at 2132 2nd Avenue. No other 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.

About 10 historic inventory properties are located adjacent to the project site that either have been determined to be eligible for listing on the National Register of Historic Places or have not yet received an eligibility determination. About 14 additional properties adjacent to the project site have been determined to be not eligible for listing.

- 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.**

Remnants of the Seattle Municipal Street Railway Track, a street car track used in the early 1900s, might exist beneath the pavement that will be replaced between Virginia and Cedar Streets. These remnants will be removed if encountered, with the anticipated components expected to consist of untreated cedar ties and a concrete base. No actual metal rails are expected to exist. The Washington State Department of Archaeology and Historic Preservation (DAHP) determined that it is unlikely that encountering and removing these remnants will adversely impact important cultural resources.

- 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

- 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 recommendation that archaeological monitoring be performed during the installation of the approximately three, new, 60-inch diameter, 100-foot long, stormwater detention pipes.

- 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.**

Granite curb existing within the project area will be protected in place unless its removal is required for curb ramp installation. Archaeological monitoring will be performed during installation of the approximately three, 60-inch diameter, 100-foot long, stormwater detention pipes. These pipes will likely be installed at the intersections of 3rd Avenue with Lenora, Blanchard, and Battery Streets. SDOT will also prepare a project-specific Inadvertent Discovery Plan which will set forth procedures to be followed in the event that any archaeological materials are found during construction work.

#### **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 3rd Avenue between Virginia and Broad Streets, a length of 3rd Avenue that is about two-thirds of a mile. This stretch of 3rd Avenue is accessed by cross streets at one-block intervals. Four of the cross streets - Virginia, Lenora, Battery, and Wall - are arterials and intersect with other arterials that lead to Interstate 5. 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 a large number of King County Metro bus routes, including routes 1, 2, 3, 4, 5, 13, 14, 15, 17, 18, 19, 21, 24, 26, 27, 28, 29, 33, 40, 55, 56, 57, 62, 82, 116, 118, 119, 120, 124, 131, 132, 673, 674, 675, 795, and 994 and Rapid Ride lines C, D, and E. Additional routes serve the street grid within a block of the project site. Any temporary relocations of bus routes or bus 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. A total of about 9 parking spaces will be replaced by bus zones on north and southbound 3rd Avenue between Virginia and Lenora Streets.

- 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 makes improvements to an existing public street. The proposed project will not require new roads, streets, or pedestrian, bicycle or state transportation facilities.

Existing driveways that are adjacent to 3rd Avenue 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:**

On 3rd Avenue between Virginia and Lenora Streets, the project will convert a total of about 9 parking spaces to bus zones. Because it is SDOT's policy not to prioritize parking as a use of the city right of way, no mitigation measures are proposed for the conversion of curb use from parking to transit.

During construction, 3rd Avenue will always be open, though with restricted traffic. Each leg of Blanchard, Bell, Vine and Clay Streets will be closed at 3rd Avenue for up to 4 to 5 weeks, with some closures possibly occurring as the same time. Lenora, Wall, Cedar and Broad Streets will be closed at 3rd Avenue on nights and weekends only. The following measures will be in place to reduce or control these construction-related transportation impacts:

- 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.
- SDOT will work to minimize disruptions and maintain adequate access during project construction.
- 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 coordinated with King County Metro Transit and clearly marked.

## 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.**

The project will install approximately three new, 60-inch diameter, 100-foot long, stormwater detention pipes, likely at the intersections of 3rd Avenue with Lenora, Blanchard, and Battery Streets. Several new stormwater inlets will also be installed and connected to existing stormwater catch basins. The new detention pipes and inlets will become part of the Seattle Public Utilities' combined sewer system. The project will also repair, install liners in, and replace several stormwater catch basin outfalls and repair and install liners in existing combined sewer mains and laterals.

New electrical conduit and junction boxes will be installed along the length, and onto cross-streets, of the project for future use. Electrical junction boxes may be moved as part of curb ramp installation. Associated conduit and cable may need to be extended to connect to the moved boxes. Several electrical handholes will be installed.

Existing 12- and 24- inch diameter water pipes will be replaced where 3rd Avenue intersects Blanchard, Bell, and Cedar Streets. Joint clamps will be installed on existing water pipe at the remaining intersections within the project limits.

**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:  .....  
Brian Glas, Project Manager

Date Submitted: 6/15/16 .....

Prepared by:  .....  
Katherine Chesick, Senior Environmental Analyst

# Appendix A



**Figure 1 - 3rd Avenue AAC Project Vicinity Map**