

STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of the proposed project:

Chief Sealth Trail Northern Extension

2. Name of Applicant:

City of Seattle, Department of Transportation

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

Fari Eliassi
Seattle Department of Transportation
PO Box 34996
Seattle, WA 98124-4996
(206) 233-7157

4. Date checklist prepared:

May 6, 2010

5. Agency requesting checklist:

City of Seattle, Department of Transportation (SDOT)

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

Construction for Phase I of the Northern Extension is scheduled to begin in August 2010 and last approximately four months. There is no schedule for future phases at this time.

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

The North Extension will be built in phases. The first phase will extend the trail from Beacon Ave S to S Angeline St through the Seattle City Light transmission corridor. Future phases, which at this time are not funded, will continue the trail to 10th Ave S, near I-5.

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

- *Cultural Resources Assessment: Chief Sealth Trail Extension Project*, Northwest Archaeological Associates, Inc., March 30, 2010.
- *Wetland Delineation Report: Chief Sealth Trail Extension*, Parametrix, May, 2010.

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

There are no pending governmental approvals or other proposals directly affecting the property covered by this project.

10. List of governmental approvals or permits that will be needed for the proposal:

There are no governmental approvals or permits needed for the proposal.

11. Brief, complete description of the proposal, including the proposed uses and the size of the project and site:

The project will extend the existing Chief Sealth Trail northwesterly along the Seattle City Light transmission corridor. The project will construct a 12-foot wide asphalt trail, with 2-foot gravel shoulders. Curb bulbs and curb ramps will be installed where the trail crosses public roadways and private driveways will be reconstructed on either side of the trail where they cross. Stormwater runoff will be controlled through new conveyance swales, bioretention swales, and infiltration areas throughout the trail.

12. Location of the proposal, including street address, if any, and section, township, and range; legal description; site plan; vicinity map; and topographical map, if reasonably available:

The Chief Sealth Trail Northern Extension Project will extend northwest from Beacon Ave S through the Seattle City Light transmission corridor to its terminus near I-5. The first phase of the project will extend the trail between Beacon Ave S and S Angeline St. The trail will be extended to 10th Ave S when funding becomes available. The project site is located in Township 24N, Range 4E, Sections 17, 20, and 21. Please see Figure 1 for a vicinity map that shows the proposed alignment for Phase I and the area of potential future expansion.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (underline): Flat, rolling, hilly, steep slopes, mountainous, other...

The site is characterized by hilly and varied terrain with occasional crossings by public roadways and private driveways.

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

The steepest slope on the site is approximately 25 percent.

c. What general types of soils are found on the site (for example clay, sand, gravel, peat, muck)? Specify the classification of agricultural soils and note any prime farmland.

According to the *Cultural Resources Assessment* (NWAA 2010) soils on the site reflect natural Holocene soil development within late Pleistocene glacial till, ranging from fine sandy silt to gravelly coarse sandy silt, with rounded to subrounded gravel and small to medium cobbles.

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

There is no surface indication or history of unstable soils within the project boundary.

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

Grading and filling will be required along the trail alignment to raise the trail slightly above grade for drainage purposes and to provide an even trail surface. For Phase I of the Northern Extension, there will be approximately 1,150 cubic yards of grading and 550 cubic yards of filling.

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

It is possible that erosion could occur as a result of vegetation (grass) removal and earthwork needed for the installation of the trail and drainage facilities.

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

Phase I of the Northern Extension will add approximately 0.82 acre of impervious trail surface throughout the 12.5 acre project area. Approximately 11 percent of the project site will be covered with impervious surface after project construction, which includes approximately 0.5 acre of existing impervious surface.

The total project corridor from S Beacon St to 10th Ave S is approximately 22.5 acres. It is anticipated that the percentage of the total corridor that will be covered with impervious surface after subsequent phases of the North Extension will be similar to that of Phase I.

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

The project will follow City of Seattle *Standard Specifications for Road, Bridge, and Municipal Construction*, as well as best management practices (BMPs), to prevent or reduce erosion and pollution of water caused by construction activities. The construction contractor will be required to comply with an NPDES Construction Stormwater General Permit, which includes the development of a Temporary Erosion and Sediment Control (TESC) plan and a Stormwater Pollution Prevention Plan (SWPPP) to prevent sediment transport from the project site.

2. Air

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

During project construction, air emissions may be generated from soil disturbing activities, operation of heavy-duty equipment, traffic delays, and the laying of asphalt. The total emissions and the timing of the emissions from these sources will vary depending on the phasing of the project and construction methods. Typical sources of emissions during construction of transportation projects such as this include:

- Fugitive dust generated during excavation, grading, and other construction activities;
- Engine exhaust emissions from construction vehicles, worker 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.

The project is estimated to result in an increase of approximately 1,782 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 the conservative emission factor of 50 MTCO_{2e} per 1,000 square feet of new pavement, developed by King County from an analysis of several different life cycle assessments of the environmental impacts of roadway projects. It is important to note that these studies estimated the embodied emissions for streets. Paving that does not need to stand up to the rigors of heavy use—such as that for driveways, sidewalks, or mixed-use trails—would likely use less materials and hence have lower embodied emissions.

As the project is designed for non-motorized vehicles and pedestrians, and will not increase motor vehicle capacity or change traffic patterns, it is not expected to result in an increase of emissions to air, including greenhouse gas.

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

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

c. Describe proposed measures to reduce or control emissions or other impacts to air, if any.

The goal of the project is to increase options for non-motorized transportation to reduce the number of motor vehicle trips, potentially resulting in an overall reduction of air emissions. 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 specifications require that the contractor maintain air quality to comply with the National Emission Standards for Hazardous Air Pollutants. The following is a list of actions that may be used to reduce and control fugitive dust and vehicle emissions:

- Regular street cleaning as necessary.
- Reduce exhaust emissions by minimizing vehicle and equipment idling.
- Use phased development to keep disturbed areas to a minimum.
- Promptly clean up spills of transported material on public roads.
- Schedule work tasks to minimize disruption of the existing vehicle traffic on streets.
- Cover dirt, gravel, and debris piles as needed to reduce dust and wind-blown debris.

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, and wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

There is a 3,000-square foot Class IV wetland that spans the width of the City Light ROW immediately southeast of Columbia Dr S. According to the *Wetland Delineation Report*, the wetland is a slope wetland (a wetland formed on land with a slight to steep grade) supported by surface runoff and groundwater between Columbia Dr S and an upslope area within the ROW to the southeast.

The wetland and surrounding buffer consists of maintained grasses and wild plants. Vegetation in the wetland includes red fescue (*Festuca rubra*), tall fescue (*Schedonorus phoenix*), and common rush (*Juncus effusus*). Vegetation in the buffer includes spreading bentgrass (*Agrostis stolonifera*), white clover (*Trifolium repens*), red fescue, and tall fescue. As the wetland is located adjacent to the sidewalk of Columbia Drive S there is no buffer to the northwest. Residential development exists to the northeast and southwest of the wetland.

The wetland provides little to no functionality for water quality enhancement, organic matter production, or flood flow alteration. There is no fish, wetland-dependant mammal, or bird habitat and low levels of general wildlife, aquatic invertebrate, and amphibian habitat. It lacks a diversity of native plant populations, does not have educational or scientific value, and does not provide uniqueness or heritage value. Please see the *Wetland Delineation Report* (Parametrix 2010) for more detail.

- 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 construct the trail through the southern tip of the wetland described above. Work activities will include removing vegetation, grading, and installation of rock aggregate and the 12-foot-wide asphalt trail. The project will permanently impact 125 square feet of wetland and 610 square feet of wetland buffer through construction of the trail. Excavation and grading for the trail at this location will temporarily impact an additional 110 square feet of wetland and 730 square feet of wetland buffer; however, these areas will be restored once trail construction is complete. Please see Figure 2 for a diagram of wetland and wetland buffer impacts.

- 3. Estimate the amount of fill and dredge material that could 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 materials.**

Approximately 18 cubic yards of rock aggregate and 9 cubic yards of asphalt will be added to the wetland as part of the trail construction. All construction material will be from commercial upland sources.

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

The project will not require surface water withdrawals or diversions.

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

The project does not lie within the 100-year flood plain.

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

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

b. Ground

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

The project will not withdraw ground water or discharge water to ground water.

- 2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any. 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) is expected to serve.**

Not applicable.

c. Water Runoff (including storm water)

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

The only source of runoff at the project site is stormwater runoff. Currently, stormwater runoff sheet flows over the site and infiltrates into the ground or is directed into the city's storm drain system. Once the project is built, stormwater will sheet flow from the trail and continue to infiltrate into the ground or, where the slopes are too steep for infiltration, stormwater runoff will be directed to bioretention swales or other dedicated infiltration areas.

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

Waste materials from construction of the asphalt trail could enter wetland areas adjacent to Columbia Dr S. However, implementation of a TESC plan, SWPPP, and other BMPs will minimize that potential.

d. Describe proposed measures to reduce or control surface, ground, and runoff water impacts, if any.

BMPs will be implemented to contain loose material during construction in accordance with the City's *Standard Specifications for Road, Bridge and Municipal Construction* and the Seattle Stormwater Code. The contractor will be required to submit and follow a SWPPP and a TESC plan, as well as comply with an NPDES Construction Stormwater General Permit. All refueling of construction vehicles will be conducted according to a Spill Prevention and Counter Measures and Control Plan (SPCC) to be developed by the contractor.

The U.S. Army Corps of Engineers has determined that the wetland does not fall under its jurisdiction. However, the wetland is regulated under the City of Seattle Regulations for Environmentally Critical Areas (ECAs) and by the Washington State Department of Ecology. SDOT is working with City Light to finalize plans for replanting disturbed areas and new landscaped areas with native vegetation that will satisfy State and City requirements for wetlands mitigation.

4. Plants

a. Types of vegetation found on-site:

Deciduous trees: yes
Evergreen trees: yes
Shrubs: yes
Grass: yes
Pasture: no
Wet Soil Plants: yes
Water Plants: no

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

Approximately 2.8 acres of vegetation will be removed during the first phase of the Northern Extension. The vegetation consists primarily of grasses and wild plants, although the project will remove some shrubs and small trees where necessary.

As mentioned above, the first phase will permanently and temporarily impact 1,575 square feet of wetland and wetland buffer area. Vegetation in the wetland and buffer include spreading bentgrass, white clover, red fescue, tall fescue, and common rush.

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

There are no threatened or endangered plant species known to be on or near the site.

d. Describe proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on-site.

The project will construct approximately 436 square feet of bioretention swales, which will include native plant species. In addition, the project will revegetate approximately 1.7 acres of disturbed areas with an enhanced seed mix of native plant species. SDOT will work with Seattle City Light to develop mitigation for impacts to the wetland as described above.

5. Animals

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

Fish:

Amphibians:

Reptiles:

Birds: song birds

Mammals: squirrels, other small urban animals

- b. **List any threatened or endangered species or critical habitat near the site.**

There are no threatened or endangered species or critical habitat on or near the site.

- c. **Is the site part of a migratory route? If so, explain.**

The Puget Sound area is located within the Pacific Flyway, which is a flight corridor for migrating waterfowl and other avian fauna. The Pacific Flyway extends south from Alaska to Mexico and South America. The project site is devoid of major vegetation such as shrubs or trees that would provide habitat for migratory birds; the project will not impact any migratory species.

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

No impacts to wildlife are expected; therefore no measures are necessary.

6. Energy and Natural Resources

- a. **What kinds of energy (electric, natural gas, oil, wood, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

The construction of the project will require the use of electricity and oil-based energy to fuel the equipment needed to manufacture the asphalt and build the trail. Once completed, the project will not require the use of energy outside of normal maintenance and repairs.

- b. **Would the project affect the potential use of solar energy by adjacent properties? If so, explain.**

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

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

The project is designed to increase the opportunities for non-motorized transportation and recreation in Seattle, which may contribute to the use of less energy from fossil fuels.

7. Environmental Health

- a. **Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spills, or hazardous waste that could occur as a result of this proposal? If so, describe.**

Construction workers and the public could be exposed to hazardous materials that could be uncovered, released, or spilled during construction. Workers would be more at risk than the public because of their proximity to contaminated soils, vapors from hot asphalt, and spills during construction operations. The most likely spill materials that a worker could be exposed to are petroleum-based products such as fuels and hydraulic fluids. The common routes of exposure are inhalation, ingestion, and skin contact. Petroleum products could cause damage to the eyes, exposed skin, or lungs.

Public health impacts from construction would be related to exposure to a release of hazardous materials. A spill of materials brought onsite or encountered during construction, including dust, may expose the public to hazardous substances that pose a health risk. The most likely type of material that may be released is petroleum-based product, such as fuels and lubricants. The product could be released to the soil, surface water, groundwater, or air. The most likely route of exposure to the public would be through inhalation and direct contact. The greatest danger would be a release of unidentified contaminants.

The overall impact of a release on the public could include illness and discomfort from exposure to the hazardous substance and may also include lost wages for those exposed and health care costs for treating the symptoms of the exposure.

1. Describe special emergency services that might be required.

Typical emergency response services (fire and emergency medical) would be required in the event of a construction accident related to a hazardous material spill from construction activity. No other special services would be required.

2. Describe proposed measures to reduce or control environmental health hazards.

To address possible accidents related to hazardous materials used during construction, SDOT requires contractors to have a spill prevention control and countermeasures (SPCC) plan prior to starting site work. Construction plans will contain provisions for contractors to follow if unanticipated contamination is discovered. If field personnel observe on-site contamination resulting from off-site sources and/or past activities, specific mitigation measures would then be developed, in coordination with the City, based on the magnitude of contamination identified and the nature of site development plans.

b. Noise

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

There is no source of noise in the area 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 long-term basis (for example: traffic, construction, operation, other)?

Construction of the trail will create a new, short-term source of noise in the project area. Construction hours and noise levels will comply with the City of Seattle noise standards. Once completed, the trail will not create any new, long-term sources of noise.

3. Describe proposed measures to reduce or control noise impacts, if any.

No noise impacts are expected; therefore, no measures are necessary. A noise variance will be obtained for any nighttime work or other work outside permitted construction hours.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The project site is a Seattle City Light transmission line corridor. Surrounding land uses are primarily residential.

b. Has the site been used for agriculture? If so, describe.

The site has not been used for agricultural purposes.

c. Describe any structures on the site.

Two parallel rows of Seattle City Light transmission towers run the length of the site to support 115- and 220-kilovolt power lines overhead. The towers are approximately 150 feet tall and are located roughly in pairs spaced between 600 and 1,200 feet apart.

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

No structures will be demolished during construction of the trail.

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

The site is zoned as residential Single Family 5000 and 7200.

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

The project is designated as a planned portion of the Urban Trail System in the Transportation Element of the Seattle Comprehensive Plan.

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

Not applicable.

- h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.**

There is a wetland ECA located immediately adjacent to the southeast side of Columbia Dr S, as described above. No other parts of the site have been classified as ECAs.

- 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 project will not displace any people. However, the trail will cross some private residential driveways that cross through the City Light corridor.

- k. Describe proposed measures to avoid or reduce displacement impacts, if any.**

No impacts are expected; therefore, no measures are necessary.

- l. Describe proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.**

The project is an extension of the existing Chief Sealth Trail and is compatible with the surrounding residential land uses, the City Light transmission corridor, and city and regional transportation and comprehensive plans.

The Seattle Comprehensive Plan promotes the use of alternative forms of transportation in several of its plan elements, particularly in the Transportation Element. Transportation goals seek to promote safe and convenient bicycle and pedestrian access; provide programs and services to reduce car trips; and create safe, accessible, attractive, and convenient street and trail networks. Specifically, policy T11 supports the designation of a bicycle classification network, including a network of urban trails for transportation and recreation.

In addition to the Seattle Comprehensive Plan, the trail is identified as a planned facility in the Seattle Bicycle Master Plan and is listed as a project in the city's Transportation Strategic Plan and the Puget Sound Regional Council Transportation 2030 Plan.

Impacts to the wetland are considered exempt under the Seattle ECA regulations, which allow projects that benefit the public, such as trails, to be developed within ECAs. However, mitigation is still required for the impacts to the wetland. SDOT is working with City Light to finalize plans for replanting disturbed areas and new landscaped areas with native vegetation that will satisfy Seattle ECA (and State) requirements for wetlands mitigation.

9. Housing

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

The Chief Sealth Trail Northern Extension Project will not include any housing.

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

No housing units will be eliminated with the proposed project.

- c. Describe proposed measures to reduce or control housing impacts, if any.**

No impacts are expected; therefore, no measures are necessary.

10. Aesthetics

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

The trail will be constructed at ground level to match the existing grade of the terrain. There will be no above ground structures.

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

The project will not alter or obstruct any views.

- c. Describe proposed measures to reduce aesthetic impacts, if any.**

No significant impacts to aesthetic resources are anticipated; therefore, no measures are necessary.

11. Light and Glare

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

The project will not produce any light or glare.

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

There will be no new lights installed as part of the project and the asphalt trail will not cause glare.

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

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

- d. Describe the proposed measures to reduce or control light and glare impacts, if any.**

No light or glare impacts are expected; therefore, no measures are necessary.

12. Recreation

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

The existing section of the Chief Sealth Trail is immediately adjacent to the south of the project and there is an asphalt pedestrian pathway within the landscaped median of Beacon Ave S. The Jefferson Park Golf Course is located on the east side of Beacon Ave S, approximately ¼ mile north of the project and the Maple Wood Playfield is located just south of the project, west of Corson Ave S.

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

The proposed project will extend the existing Chief Sealth Trail system to the northwest. It will not displace any existing recreational uses.

c. Describe proposed measures to reduce or control impacts on recreation, including recreational opportunities to be provided by the project or applicant.

The project will enhance recreational opportunities by extending the Chief Sealth Trail system. As there will be no adverse impacts on recreation no measures are necessary.

13. Historic and Cultural Preservation

a. Are there any places or objects listed on or eligible for national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

A cultural resources assessment found no places or objects currently listed on, or eligible for, national, state, or local preservation registers. Please see the *Cultural Resources Assessment* for more detail.

b. Generally describe any landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site.

A cultural resources assessment found no landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site. Please see the *Cultural Resources Assessment* for more detail.

c. Describe proposed measures to reduce or control impacts, if any.

No impacts on cultural and historic resources are expected; therefore no measures are necessary. Construction will follow the City of Seattle standard specifications for archeological and historic preservation, which includes suspension of activity if any unanticipated artifacts, skeletal remains, or other cultural or archaeological resources are discovered until the proper authorities can be consulted.

14. Transportation

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

The project corridor is bounded by Beacon Ave S to the southeast and 10th Ave S to the northwest. The corridor crosses Columbia Dr S, S Ferdinand St, S Angeline St, 15th Ave S, 14th Ave S, S Snoqualmie St, 13th Ave S, 12th Ave S, 11th Ave S, and S Oregon St. Improvements will be made at each intersection crossing to connect the trail with the existing street and sidewalk network.

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

The site is served by King County Metro. Route 60 travels through the project site along 15th Ave S on its route between Capitol Hill and White Center and Route 36 travels between Downtown and Rainier Beach along Beacon Ave S.

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

The project will not create or eliminate any parking spaces.

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

The project will not require any new roads or streets. As mentioned above, the project will make improvements to trail street crossings, which may include curb bulbs, curb ramps, and landscaping. Signage will be added near roadway intersections for informational purposes and to warn trail users and motor vehicles about roadway and trail crossings.

- e. **Will the project 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 any water, rail, or air transportation.

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

The project will not change any roadway lane configurations or access and is not anticipated to generate additional motor vehicle trips. The project is designed to increase opportunities for non-motorized transportation, which may result in an overall decrease of motor vehicle use.

- g. **Describe proposed measures to reduce or control transportation impacts, if any.**

As no transportation impacts are anticipated no measures to reduce or control impacts are proposed.

15. Public Services

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

Based on historic and current accident rates along multi-use paths in Seattle, the completed project would not result in an overall change in or an increased need for public services. Access to all properties and roadways in the project area will remain open during construction of the project. Emergency vehicles will be given priority for passing through any construction areas.

- b. **Describe proposed measures to reduce or control direct impacts on public services.**

No impacts to public services are anticipated; therefore, no measures are necessary.

16. Utilities

- a. **Underline utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.**

There are several utility structures that are located within the project site, including the City Light transmission towers, water and sewer lines, utility poles, and gas lines. However, the project will not remove, relocate, or otherwise disrupt any utility structures.

- 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 include some minor storm drain improvements, including the installation of bioretention areas periodically throughout the project. No other utilities are planned for the project.

C. SIGNATURE

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

Signature:



Name (print):

FARI ELIASSI

Title:

Project Manager

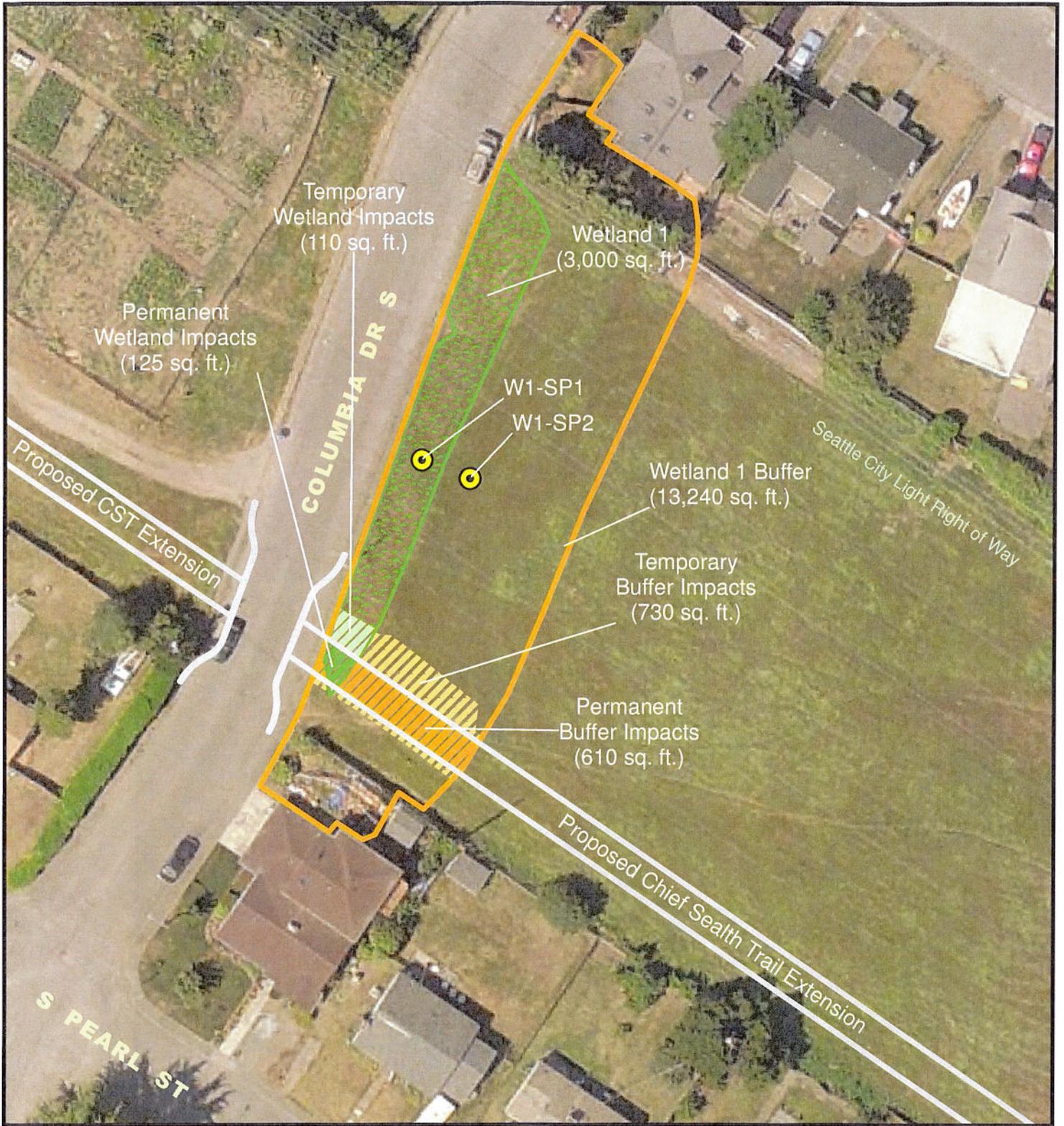
Date Submitted:

5/7/10



Figure 1
Chief Sealth Trail Extension
Vicinity Map





Legend

-  Wetland Data Points
-  Proposed Trail Alignment
-  Wetland
-  Wetland Buffer
-  Wetland Impacts
-  Temp. Wetland Impacts
-  Buffer Impacts
-  Temp. Buffer Impacts



Figure 2
Chief Sealth Trail Extension
Wetland and Buffer Impacts