

SEATTLE DEPARTMENT OF TRANSPORTATION
SEPA ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

2011 AAC – Dexter Ave. N.

2. Name of applicant:

Seattle Department of Transportation (SDOT)

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

Jessica Murphy
Seattle Department of Transportation
PO Box 34996
Seattle, Washington 98124-4996
206-684-0178

4. Date checklist prepared:

September 9, 2010

5. Agency requesting checklist:

Seattle Department of Transportation

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

The project is expected to break ground in February 2011 and continue for approximately seven months.

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

This project is to maintain an existing roadway; no additions, expansions, or further activities related to this proposal are planned at this time.

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

None.

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:

There are no known pending applications for other proposals affecting the project area.

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

NPDES Construction Stormwater General Permit
SDOT Street Use Permit
Noise Variance Permit (if needed)

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 is a maintenance and improvement project on an existing roadway. Dexter Ave. N is located in Seattle, WA; project limits encompass Dexter Ave. N from Fourth Ave. N (Fremont Bridge) to Roy Street, for a total project length of approximately 17,068 linear feet. Dexter Ave. N is currently used for vehicle, bicycle, and pedestrian traffic, and on-street parking. Several King County Metro bus lines run along the project area with several stops.

This project will provide spot base repair and mill and overlay of pavement. The stormwater drainage will be repaired and improved to meet the new requirements in the drainage code. Curb ramps will be brought up to the current City standards and adjustment of castings (utility access covers) will occur throughout the project as necessary. In addition, the project will

- Install a buffered bike lane on each side of the street
- Remove the two-way left turn lane
- Provide dedicated left-turn lanes at busy intersections
- Provide dedicated load zones for businesses that need them
- Provide in-lane bus stops to improve transit speed and reliability
- Install dedicated bus islands are proposed in 11 areas (described in Section 14 of this checklist)

The total project area is roughly 466,000 square feet. Base repair or concrete panel replacement will occur in approximately 77, 000 square feet of the project area (1.77 acres).

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 area is within the current roadway footprint of Dexter Avenue N between 4th Avenue and Roy St. The project is located in Seattle, Washington in King County. The project area is within Township 25, Range 4 and Sections 30 and 19. A vicinity map (Figure 1) is attached.

B. ENVIRONMENTAL ELEMENTS

1. EARTH

a. General description of the site (circle one):

- Flat
- Rolling
- Steep Slopes
- Mountainous
- Other: Sloping

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

Although Dexter does not have a steep slope (3-4% grade), there are steep slopes in the vicinity. (See B.1.d below)

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 prime farmland:

The project area is almost entirely covered by impervious surfaces and would remain covered after the project. There are no farm soils.

The soils underneath the roadway are part of the pre-Fraser glaciations age. These are characterized as dense, hard soils with localized iron-oxide cemented layers, inter-bedded and intermixed with fine and coarse grained layers.

This information comes from The Geologic Map of Seattle – A Progress Report 2005 (Troost, K.G., Booth, D.B., Wisher, A.P., and Shimel, S.A., 2005).

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

There are unstable soils in the immediate vicinity of the project area. The known slide areas in the vicinity of the project include:

- East of Dexter at Garfield St.
- West of Dexter (adjacent to Aurora Ave. N) at Howe St. and north of Howe St. at Crockett St.
- E of Dexter just north of Wheeler St.; between Dexter and Westlake Ave. N.
- Between the Aurora Bridge and Halladay St.

The project boundaries are within the street right-of-way. The project does not involve construction of structures that would compromise nearby slopes or change the surface type, and will not disturb any vegetation or hillside soils.

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

The majority of the grading and excavating will come from removing portions of the existing roadway (approximately 9 inches of concrete and potentially 6 inches of aggregate underneath) in the areas of base repair. The old paving materials will be replaced with asphalt pavement. New materials include concrete for sidewalks and driveways, and aggregate and asphalt in the roadway. Materials will be selected by the project contractor; the source is unknown at this point.

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

Disturbed areas of the project site could be susceptible to erosion during pavement and concrete removal operations. Construction will be phased, limiting the area of exposed soil. Appropriate best management practices (BMPs) will be implemented to ensure that erosion is minimized.

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

All repaving will occur within the existing paved footprint of Dexter Ave. N. This project will remove some impervious surface and install a planting space at Crockett St. It will add an estimated 1,200 square feet of new planting area; however, nearly the entire site is covered, and will remain covered, with impervious surface.

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

BMPs would be implemented to contain loose material during construction, in accordance with the City's Standard Specifications for Road, Bridge, and Municipal Construction, along with the Seattle Stormwater Code.

The contractor would be required to submit and follow a Stormwater Pollution Prevention Plan (SWPPP), a Temporary Erosion and Sediment Control (TESC) plan, as well as comply with the Washington Department of Ecology National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit.

All refueling of construction vehicles would be conducted according to a Spill Prevention and Counter Measures and Control Plan (SPCC), to be developed by the contractor.

2. AIR

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

Emissions during construction would include typical amounts of dust from grading activities; exhaust (carbon monoxide, sulfur, and particulate matter) from construction equipment, and VOC and odorous compounds emitted during asphalt paving.

The typical sources of emissions during construction of transportation projects include:

- Fugitive dust generated during the 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 congestions during construction; and
- Emissions of volatile organic and odorous compounds are emitted during the application of asphalt; although this project has limited areas of asphalt.

The total emissions and timing of the emissions from these sources would vary depending on the phasing of the project and construction methods. The completed project will not produce any emissions.

The project is estimated to result in an increase of approximately 3,850 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 conservative emissions factor of 50 MTCO₂ 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 roads. It is important to note that these studies estimated the embodied emissions for streets.

No analysis is available to describe the impacts on greenhouse gas emissions for the completed project. However, since it is unlikely that the project will affect vehicle capacity or change the travel speed, no significant change in emissions is expected.

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

There are no known off-site sources of emissions or odor that would affect this proposal.

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

During construction, impacts to air quality would be reduced and controlled through implementation of standard federal, state, and local emission control criteria, in accordance with the City's Standard Specifications for Road, Bridge, and Municipal Construction. The City's Standard Specifications require that contractors maintain air quality to comply with the National Emission Standards for Hazardous Air Pollutants and National Ambient Air Quality Standards.

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 emissions.

3. WATER

a. Surface

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

The nearest water body is Lake Union.

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

This project would not require work over, in, or adjacent to any such waters.

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

No fill or dredge material would be placed in or removed from surface water or wetlands as part of the proposed project.

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

The proposed project would not require surface water withdrawals or diversions.

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

The proposed project is not located within a 100-year floodplain.

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

The project will not produce or discharge waste materials to surface waters.

b. Ground:

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

No groundwater will be withdrawn as part of the proposed project. No water will be discharged to groundwater as part of the proposed project.

- ii. **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.**

No waste material will be discharged into the ground from the proposed project.

c. Water runoff (including storm water):

- i. **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 entire project area consists of paved impervious surfaces. The entire Dexter Project storm drainage flows to either the King County mainline or a combined system, which connects into the same mainline leading to the West Point Treatment Plant. There are two apparent CSO pipes, one to Lake Union (at Galer

St) and one to Puget Sound (at the railroad bridge west of the Ballard Locks). There are no separated storm drains in this project area.

Because most of the project area is currently impervious and will remain impervious following construction, no change in runoff quantity or quality will result from the proposed project.

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

During construction, waste materials (e.g. oil and grease) from construction equipment could enter runoff from the site, and could enter groundwater if soils are exposed where existing paving has been removed. However, only minimal patches of soils are likely to be exposed during this project and best management practices (BMPs) will be implemented to ensure that waste materials do not enter ground or surface waters. Concrete cutting could result in a slurry mixture that is vacuumed up as part of normal BMPs. A spill of this could occur and would adversely affect the pH of the stormwater or groundwater. Waste materials would not enter ground or surface waters after the project is complete.

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

During project construction, best management practices will be implemented to contain potential stormwater runoff on-site. There will be improvements over the existing structure and in compliance with current stormwater regulations.

4. PLANTS

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

- ✓ Deciduous Tree
- ✓ Evergreen Tree
- ✓ Shrubs
- ✓ Grass
- Pasture
- Crop or Grain
- Wet Soil Plants
- Water Plants
- Other

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

No large vegetation removal is planned for this project. The project will have a new area of planting at Crockett St., but this activity will take place in an area that is currently paved and will not disturb existing landscaping.

If any of the landscaped areas are disturbed by construction activities, the landscaped areas will be restored to their current condition by the project's completion.

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

There are no threatened or endangered plants known to be on or near the project site. The project site is urban and contains very little suitable habitat.

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

The project will have a new area of planting at Crockett St. in a section of the right-of-way that is currently paved. The pavement will be removed and approximately 1,200 sq. ft. of landscaping will be installed. This includes planting "Excelsior" (Thuja plicata 4.5' ht) and "Starlight" (Cornus nutalii 1.5 – 1.75" Caliper).

5. ANIMALS

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

- ✓ Birds
- ✓ Mammals
- Fish

Birds include: crows, pigeons, doves, starlings, house sparrows and other common urban species. Mammals include rats, squirrels and raccoons and other common urban species.

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

None. The project area (consisting of a paved road in a highly-developed urban setting) provides very little habitat. As a result, listed threatened and endangered wildlife species are unlikely to occur in the project area. There are no surface water bodies on site and thus no threatened or endangered aquatic species in the project area.

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

The project is within a principal route of the North American Pacific Flyway. However, this project does not alter or remove any habitat that would that would affect migrating birds.

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

The project would not materially affect wildlife and therefore, the project will not include special measures to preserve or enhance wildlife.

6. ENERGY AND NATURAL RESOURCES

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

The completed project will not require any supplementary energy to operate. Electricity would be required to continue operation of the street lighting and traffic signals located along the roadway.

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

The project does not involve building structures or planting vegetation that would block access to the sun for 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:**

Not applicable (see item B6a).

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

Although they are not expected, contaminated soils could also be exposed during removal of existing paving. If disturbed, contaminated substances could expose construction workers and potentially other individuals in the vicinity through blowing dust, stormwater runoff, or vapors.

i. Describe special emergency services that might be required.

Emergency fire or medical services could be required during construction and possibly during maintenance of the completed project.

ii. Proposed measures to reduce or control environmental health hazards, if any:

A spill control plan will be developed to control spills on site. Any contaminated materials that are encountered during construction will be contained and disposed of in accordance with federal, state and local regulatory requirements by qualified contractors and/or City staff.

b. Noise

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

Noise that exists in the area is predominantly from vehicular traffic, and there are no sources of noise that will affect the project.

ii. 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 would temporarily increase during construction activities. Noise levels within 50 feet of construction equipment may exceed 90 dB 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 would occur between the hours of 7 am and 10 pm weekdays, and 9 am to 10 pm weekends during construction. If approved, some construction work may occur at night to minimize traffic impacts. Approval would require a sound variance permit; if this is approved, it would authorize construction through the night.

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

iii. Proposed measures to reduce or control noise impacts, if any:

SMC 25.08.425, which prescribes limits to noise and construction activities, will be fully enforced while the project is under construction.

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

- Whenever possible, operation of heavy equipment and other noisy activities would be limited to non-sleeping hours.
- Effective mufflers would be installed and maintained on equipment.
- Equipment and vehicle staging areas would be located as far from residential areas as possible.
- Idling of power equipment would be minimized.

8. LAND AND SHORELINE USE

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

The site itself is the paved extent of Dexter Ave. N from 4th Ave. N to Roy St. The roadway is primarily used for vehicle, bus and bicycle traffic. Pedestrians use the sidewalks bordering the roadway. Adjacent properties support various retail, restaurants and office uses. King County Metro buses have stops along the route.

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

No.

c. Describe any structures on the site.

The existing roadway on Dexter Ave. N. consists of northbound and southbound travel lanes. Sidewalks exist throughout the project area. Aside from buildings adjacent to the project site, structures along the corridor include utility poles with street lights and signal systems; underground structures for drainage, electrical, and water; and other utilities. The proposed project will not disturb these structures.

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

No existing structures will be demolished as part of the proposed project.

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

The project is zoned for Residential Multi-family low-rise (L-3) from the northern boundary at 4th Ave. N to Hayes St. At Hayes St. the zoning is Neighborhood commercial (NC3-65). At Garfield St. the zoning is Commercial C2-65); from Gaylor St. to the southern extent of the project it is zoned as Seattle Mixed (SM-65).

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

The majority of the project is designated as a multi-family residential area. This designation is from the Future Land Use Map in the current City of Seattle Comprehensive Plan, *Toward a Sustainable Seattle* (2005).

This project is a repair of a damaged roadway and will fit in the goals that the comprehensive plan put forth for transportation. These include preserving and improving mobility and access, making the roadway safer for non-motorized vehicle travel and improving the environment. The design aspects of this project, such as bike lanes and removing impervious surface to install new landscaping, are in line with these goals. The project will not change the zoning classification and is consistent with Seattle Comprehensive Plan for transportation improvements.

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

The project area is not within 200 feet of any designated shoreline, and is therefore not under the jurisdiction of Seattle's shoreline master program.

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

The project does not contain any environmentally sensitive areas.

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?

No people will be displaced by the project.

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

Not applicable (see item B8j)

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

No measures are proposed because there is no change to existing and projected land uses.

9. HOUSING

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

This project does not involve the construction or elimination of any housing units.

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

Not applicable; this project does not have any housing impacts.

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

Not applicable; this project does not have any 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?**

No structures will be built as part of this roadway repaving project.

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

No views in the immediate vicinity would be altered or obstructed by this project.

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

As no aesthetic impacts are expected from this project, no mitigation measures for aesthetic impacts are planned.

11. LIGHT AND GLARE

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

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

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

Not applicable (see item B11a.)

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

Not applicable (see item B11a.)

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

Not applicable (see item B11a.)

12. RECREATION

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

No designated and informal recreational opportunities are in the immediate vicinity.

- b. Would the proposed project displace any existing recreational uses?**

Not applicable (see item B12a.)

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

Not applicable (see item B12a.)

13. HISTORIC AND CULTURAL PRESERVATION

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

None identified. The Department of Archeological and Historic Preservation (DAHP) has indicated that the location and nature of the ground disturbing actions made it unlikely that cultural resources would be impacted..

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

The results of the 2007 Seattle Historic Resources Survey (available on the seattle.gov website) were queried to determine whether historic properties occur in the project area. The following properties were identified (Listed below by their address, Historic Name and Common Name):

- 118 Dexter AVE Parks Department Headquarters Seattle Parks Department Headquarters
- 231 Dexter AVE 231 Dexter Avenue North Speedy Auto Glass
- 522 Dexter AVE Washington State Liquor Store Gilbert and Sullivan Society
- 133 Dexter AVE Store Building for A. J. Eberharter Willamette Dental
- 113 Dexter AVE 113 Dexter Avenue North KEXP Radio

All of the project work will be in the existing roadway and none of these structures will be impacted by the planned project.

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

The project activities consist of repairs of the existing road and will occur entirely within the right-of-way. Therefore, the historic buildings and their parcels are not going to be negatively impacted by the project.

Should evidence of cultural remains, either historic or prehistoric, be encountered during excavation, work in the immediate area will be suspended, and the find will be examined and documented by a professional archaeologist in accordance with State law. Decisions regarding appropriate mitigation and further action would be made at that time.

14. TRANSPORTATION

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

Dexter Ave. N. is an arterial street with the southern extent of the project in the Belltown and Downtown area of Seattle; connections to the Queen Anne neighborhood to the West; the Lake Union Neighborhood to the South and East of the project and the Fremont neighborhood just past the northern extent of this project (and across a bridge). The State Highway 99 runs parallel to this project with limited connection to Dexter Ave. N.

During project construction, some lanes will remain open to traffic at all times and parallel streets will remain open. A traffic control plan will be created to maintain access to the neighborhoods described above.

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

King County Metro Transit has two bus lines on Dexter: The MT 26 and MT 28. Transit stops will be improved as part of this project by add bus bulbs at some bus stops. These are extensions to the sidewalk that let passengers safely enter the bus and keep the bus moving quickly since it doesn't have to merge back into traffic after stopping.

The bus bulbs will be located on both sides of the street at Aloha St., Galer St, Crockett St. (between Halladay and 4th Ave N.) and on the west side only at 4th Ave N. This is 11 total bus bulb improvements.

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

During construction, on-street parking would be temporarily unavailable. There are also 40 parking spaces that will be eliminated by the project construction. Some of the spots are metered; others are unrestricted. The parking analysis is in the table below.

Parking Analysis on Dexter Avenue		
From Roy St. to Westlake Ave. N.	Parking Changes	Reason for loss or gain
Valley St. to Aloha St.	14 Removed	To accommodate a left turn pocket and buffered bike lane.
Aloha St. to Highland St.	4 Removed	To accommodate bus island and bike lane transition
Lee St. to Galer St.	2 Removed	To accommodate bus island and bike lane transition
Galer st to Hayes St.	10 Removed	To accommodate bus island, left turn pocket, and buffered bike lane
Hayes St to Newton St.	2 Removed	To accommodate bus island and bike lane transition
Crocket St. to McGraw St.	1 Gained	Gain one spot due to relocated transit stop
Halladay to Westlake Ave N.	2 Removed	To accommodate bus island
Total Removed Parking:		40

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

The proposed project will not require new roads or streets. This project consists of maintenance to Dexter Ave. N.; only limited improvements are planned.

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

The proposed project does not 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? If known, indicate when peak volumes would occur.**

The number of vehicular trips and peak volumes are not expected to change as a result of the proposed project's completion. Construction-related traffic (i.e., large trucks and materials hauling) will occur temporarily during the construction period.

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

- SDOT will work to minimize disruptions and maintain adequate access during the construction phase.
- SDOT will inform adjacent property owners of work progress.
- 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.
- Temporary road closures will be minimized, and detour routes will have proper signage.
- The construction contractor will be required to submit a traffic control plan for approval by the City. The contractor will enforce the traffic control plan during construction.
- Alternative routes for pedestrians, bicyclists, and those with disabilities will be identified and marked clearly.
- Any modifications to transit stops will be marked clearly.
- SDOT will coordinate with businesses that depend on existing short-term parking on Dexter Ave N. to provide temporary alternate locations and clear signage during construction.

15. PUBLIC SERVICES

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

The project would not increase the need for public services.

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

Not applicable (see B15a. above)

16. UTILITIES

- a. **Circle utilities currently available at the site:**

Electricity, natural gas, water, refuse service, telephone, sanitary sewer, fiber optics, storm water drains

- 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.**

Stormwater drainage facilities will have three existing drainage inlets removed and replaced. The stormwater drains will get new covers that are safer for bicyclists to go over. No other utility changes are planned.

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: Justin N. Murphy
Date Submitted: 9/13/10

SDOT Dexter Avenue N 2011 AAC

Figure 1 - Vicinity Map



Lake Union

