



Seattle Department of Transportation

**Roosevelt Way NE Paving and Safety
Improvements Project
Seattle, Washington**

SEPA Checklist

January 20, 2015

STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

Roosevelt Way NE Paving and Safety Improvements Project

2. Name of applicant:

Seattle Department of Transportation

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

Paul Elliott
Seattle Department of Transportation
PO Box 34996
Seattle, Washington 98124-4996
206-684-5321

4. Date checklist prepared:

January 20, 2015

5. Agency requesting checklist:

Seattle Department of Transportation

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

Project construction will be between September, 2015 and December, 2016.

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

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.

Project location is within public right of way. 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.

- National Pollution Discharge Elimination System (NPDES) Construction Stormwater General Permit
- Hydraulic project Approval –Washington Department of Fish and Wildlife
- Seattle Department of Planning and Development (DPD) Shoreline Exemption
- Federal Highway Administration approval under the National Environmental Policy Act (NEPA), administered by the Washington Department of Transportation (WSDOT)

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 Seattle Department of Transportation proposes to a major Arterial Asphalt and Concrete (AAC) paving maintenance and safety project on Roosevelt Way NE/Eastlake Avenue NE from NE 65th Street to Fuhrman Ave E. Roosevelt Way NE is two lanes southbound, with bike lane, sidewalks and street parking on both the east and west sides of the street. Eastlake Ave. NE is two-way street that crosses the University Bridge over the Lake Washington Ship Canal.

The proposed improvement includes asphalt mill and overlay, localized base repairs, bus stop improvements, removal and replacement of sidewalk to install ADA curb ramps, and restriping all pavement markings. A permanent protected bike lane (PBL) will be installed on the west side of Roosevelt Way NE from the University Bridge approach to NE 45th and may extend north to NE 65th Street. This will replace the temporary PBL that is expected to be installed in January, 2015 from the University Bridge approach to NE 45th Street. A PBL will also be installed on both sides of the University Bridge. If funds are available bus bulbs, new streetlights and sidewalk repairs will be installed on Roosevelt Way NE.

Water quality treatment will be provided for all new plus replaced pollution generating surface within the project limits as required by the City of Seattle Stormwater Code. In addition, a flow control pipe will be installed on Roosevelt Way NE between NE 65th Street and NE 52nd Street to provide detention storage of surface water runoff.

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 footprint includes Roosevelt Way NE/Eastlake Way NE from 65th Ave NE to Fuhrman Ave E, Seattle, Washington. It is located in Township 25N, Range 04E Section 17 & 8. A map of the project area is attached. See Appendix 1, Figure 1

B. ENVIRONMENTAL ELEMENTS

1. Earth

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

- Flat Rolling Hilly Steep Slopes Mountainous
 Other: (identify)

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

The steepest slope is 5% located in a short section of road between NE 43rd Street and NE 45th Street.

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 covered almost completely with impervious surface. Underlying the pavement the soils consist of glacial till and outwash deposits consisting of sand, gravel and silt.

There are no agricultural soils located on the site.

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

There are no indications of unstable soils on 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.

For the installation of the pedestrian curb ramps, intersection bulbs, bus bulbs and road base repair the depth of soil disturbance will be 6 to 12 inches. Connections of new catch basins associated with curb bulbs structures to existing pipes will require excavation of small areas up to 6 feet deep. The installation of the stormwater detention pipe will require a block-long excavation at a depth of up to 11 feet with connections to the existing sewer at a depth of 16 feet. All new pipes installed will be placed on specified, compacted bedding or backfill material.

Installation of poles for new streetlights would require excavations approximately three feet in diameter about five feet deep on the west sidewalk of Roosevelt Way NE at two to three sites per block.

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)?

The project site is a paved road and is almost entirely composed of impervious surface. Planned landscaping improvements will result in a slight decrease in the amount of impervious surface in the project area once the project is constructed.

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

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

The contractor will be required to submit a Stormwater Pollution Prevention Plan (SWPPP), and comply with the Washington Department of Ecology National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit.

All refueling of construction vehicles will be conducted according to a Spill Prevention Plan to be developed by the contractor.

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.**

Construction:

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
- Volatile organic and odorous compounds emitted during asphalt paving.

The total emissions and timing of the emissions from these sources will vary depending on the phasing of the project and construction methods.

The project is estimated to result in approximately 17,460 metric tons of carbon dioxide equivalent (MTCO_{2e}), which accounts for the manufacture of paving materials, construction related emissions, and maintenance of the pavement over its expected life cycle.

This estimate was calculated using a conservative emissions factor of 50 MTCO₂ per 1,000 square feet of new pavement (349,200 sq ft), developed by King County from an analysis of several different life cycle assessments of the environmental impacts of roads. It is important to note that these studies estimated the embodied emissions for streets. Paving that includes sidewalks will likely use less cement and hence have lower embodied emissions.

After Construction

No analysis is available to describe the impacts on greenhouse gas emissions for the completed project. However, since the project will not affect vehicle capacity or change travel speeds, no significant change in greenhouse gas or 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 off-site sources of emissions or odor that may affect the proposed project.

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 and NAAQS.

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:

- 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.**

Portage Bay / Lake Union is underneath the portion of the project site located on the deck of the University Bridge.

- 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.**

All project work on the University Bridge will be work over water but bridge deck drains and joints will be plugged during construction to prevent discharges to the surface water. See Appendix 1 Figure 2 for plan sheet.

- 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.**

The project will not require fill or dredge material to be placed in or removed from surface waters or wetlands.

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

No surface water withdrawals or diversions will be required for this project.

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

No the project area is not within the FEMA 100 year floodplain.

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

No waste materials will be discharged to surface waters.

b. Ground:

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

No groundwater will be withdrawn for this project.

- 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 proposed project will not discharge waste materials 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 project area consists mainly of paved impervious surface. The source of the runoff on site is precipitation. The project's drainage basins were delineated by reviewing available City GIS data. North of 52nd St stormwater drains to the combined sewer that flows to the King County West Point Treatment Plant. South of 52nd Street the stormwater drains to the Lake Washington Ship Canal.

- 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. 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 BMPs will be implemented to ensure that waste materials do not enter ground or surface waters. Concrete cutting will result in a slurry mixture that is vacuumed up as part of normal BMPs. A spill of this slurry could adversely affect the pH of the stormwater or groundwater. 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.

A stormwater detention pipe will be installed along Roosevelt Way NE between NE 65th Street and NE52nd streets in the combined sewage area. The detention pipe should reduce the potential for combined sewer overflows.

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

During project construction, BMPs will be implemented to control stormwater running off onto and from the site 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, a Construction Stormwater and Erosion Control Plan, and comply with the NPDES Construction Stormwater General Permit.

Per City Code in the areas south of NE 52nd Street that drain to the Lake Washington Ship Canal, water quality treatment filters will be installed in the catch basins. This should improve the quality of the stormwater discharged to the Ship Canal. Also per City Code in the area north of NE 52nd Street that drains to the combined sewer system a detention pipe will be installed. The detention pipe should reduce the potential for combined sewer overflows that degrade surface water quality.

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 checked="" 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?

Twenty five trees that are diseased or are species that are not acceptable for street planting will be removed. For each tree that is removed two trees will be planted in openings in the sidewalks along Roosevelt Way NE. Some trees may be trimmed.

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

There are no threatened or endangered plant species 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:

A Tree, Vegetation, and Soil Protection Plan will be prepared prior to project construction. The planned landscaping will slightly increase the vegetated area within the project footprint.

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

The project site is the Roosevelt Way NE and Eastlake Ave NE Corridor right-of-way, and all vegetation in the project area is landscaped. No noxious weeds are known to occur in the project area.

5. Animals

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

Birds: Hawk Heron Eagle Songbirds
 Other: Crows, pigeons, doves, starlings, robins, gulls, and house sparrows are common urban species that could occur in the project area.

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.

Chinook Salmon (*Oncorhynchus tshawytscha*), Steelhead Salmon (*Oncorhynchus mykiss*), and Bull Trout (*Salvelinus confluentus*) are known to migrate through the Lake Washington Ship Canal, which is located beneath the University Bridge that is within the project area. The project area north of the University bridge consists of a paved road in a highly-developed urban setting and provides very little habitat. Listed threatened and endangered wildlife species are not known to occur in the upland part of 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 would not adversely alter or remove any habitat 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 does not include special measures to preserve or enhance wildlife.

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

While several of the urban-dwelling animal species that may be found in the project area are introduced, non-native species, the proposed project is not expected to have any impacts to any animal 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.

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

The project does not involve building structures or planting vegetation that will 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:

If funds are available new streetlights will be installed on Roosevelt Way NE. These lights will have light-emitting diode (LED) bulbs which will provide brighter light and energy savings.

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.

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

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

The greatest potential for encountering contaminated soil and groundwater will occur during the installation the 48-inch stormwater detention pipe, which will require a block long excavation to a depth of 11 feet below ground surface. Connections of this structure to the existing sewer will be 16 feet deep. A review of the City of Seattle's GIS and Ecology's Facility/Site Database revealed nine listed sites in the vicinity of the excavation. These sites are listed in Table 1 in Appendix 2. There are only two sites not listed as "No Further Action," "inactive" or "tank removed". The USWCOM Seattle Lakeview Co, FSID # 46969632 status is "Clean-up Started". It is located more than one block away from the proposed pipe installation. The Budget Rent a Car site #43331481 is listed as "Reported Cleaned Up" and is located two blocks downhill from the pipe installation. No groundwater contamination is reported for either site. Because of the distance from the excavation it is unlikely that contaminated soils from either of these sites will impact the project. The location of listed sites in the vicinity of the excavation is shown in Figure 1 in Appendix 2. The two active sites are shaded on the table and outlined in red in the Figure 2.

The mill and overlay restoration, curb bulb and bus bulb construction is unlikely to encounter contaminated soil or groundwater due to the limited depth and volume of excavation needed to complete this work. Mill and overlay along Roosevelt Way NE between NE 65th and NE 40th and installation of curb bulbs and ramps will require soil disturbance of only 6 to 21 inches. Installation of new catch basins associated with the curb bulbs and ramps will require very limited trenching up to 6 feet deep to connect to existing drainage pipes located at each corner. Table 2 in the Appendix 2 shows a list of sites located along Roosevelt Way NE adjacent to the project work.

Installation of replacement street lights would only require excavations 3 feet in diameter and approximately 5 feet deep. The majority of these excavations would be adjacent to existing light poles on three to four sites per block on the west side of Roosevelt Way NE. Similar to the mill and overlay, due to the limited nature of the excavation for the light standards it is unlikely that that this project element would produce contaminated soil.

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.

There are no known existing hazardous chemicals or conditions that might affect project development and design. There are no known underground hazardous liquid or gas transmission pipelines located within the project area.

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

Potentially hazardous materials likely to be present during construction include gasoline and diesel fuels, hydraulic fluids, oils, lubricants, solvents, paints, cement, asphalt and other chemical products.

4) Describe special emergency services that might be required.

Special emergency fire or medic services will not 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 submitted by the construction contractor before work commences. This plan will provide information on any toxic substances that may be associated with the project and outline safe procedures for handling any of these substances.

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

The contractor will follow the City's Standard Specifications for Road, Bridge, and Municipal Construction, which give protocols for response to a discovery of contaminated material. If contaminated soils are unexpectedly discovered, the contractor will follow these specifications to make sure all safety and environmental regulations are met. Contaminated materials will be disposed of according to all applicable laws and regulations.

8. Noise

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

There are no sources of noise that will affect the project.

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

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

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

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

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

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

The project consists of modifications to an existing road, and is not expected to affect land uses on nearby or adjacent properties.

9. 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 site itself is the paved extent of the existing roadway and the adjacent sidewalks and planting strips. This corridor is primarily used by public transit, vehicles, bicycles, and freight. Pedestrians use the sidewalks adjacent to the roadway. Adjacent properties support various retail, restaurant, institutional, park, and business uses, as well as residential areas. The project consists of modifications to an existing road, and is not expected to affect land uses on nearby or adjacent 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 site has not been used as working farmlands or working forest lands. The project area is road right-of-way in a developed urban area.

- 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, the project consists of modifications to an existing road in an urban environment.

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

The project area consists of roadway used primarily for vehicular traffic. Sidewalks exist throughout the project area. Numerous residential and commercial structures are located adjacent to the project site, and structures along the corridor include utility poles with street lights and signal systems, and underground structures for drainage, electric, water, and other utilities. The southern portion of the project is the deck of the University Bridge.

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

The project does not require the demolition of any structures.

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

Along Roosevelt Way NE between NE 65th Street and NE Campus Parkway the zoning is predominately commercial mixed use and multifamily residential.

Eastlake Ave NE from NE Campus Parkway to the University Bridge is zoned major institution to NE Pacific Street and general industrial from NE Pacific Street to the Ship Canal.

Eastlake Ave E near Fuhrman Ave E at the south end of the University Bridge is zoned commercial mixed use.

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

Along Roosevelt Way NE/Eastlake Ave. NE between NE 65th Street and Fuhrman Avenue E the Comprehensive Plan designation is commercial mixed use except for a section on the east side of Roosevelt Way NE between NE Ravenna Blvd and NE 55th Street is designated as Multifamily Residential and the area south of NE Campus Parkway is designated as Major Institutional. The area on Roosevelt Way NE south of NE 50th Street is designated as Urban Center. The areas on the south side of the University Bridge and the area near NE 65th Street on Roosevelt Way NE are designated as Residential Urban Villages.

Source-City of Seattle Comprehensive Plan Future Land Use Map- May, 2013

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

The only area of the project within the City's Shoreline Zone is a part of the elevated bridge approach ramp and the bridge deck itself. The shoreline areas beneath and adjacent to the project are designated as Urban Stable.

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 is designated as an Environmentally Critical Area.

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

The project is entirely within road right-of-way and no people will reside or work within the completed project.

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

The project will involve construction within road right-of-way and will not displace any people.

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

Not applicable. The project will not displace any people.

14. Historic and cultural preservation

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

There are two registered landmarks in the vicinity of the proposed project. They are the University Branch of the Seattle Public Library and the University Bridge. The project will not impact the library as all work will take place in the public right-of-way and no major changes for lighting or traffic signal poles are planned. While there will be work on the deck of the University Bridge it should not impact the railings or structure of the bridge which give it its landmark characteristics.

- 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.**

There are no landmarks, features, or other evidence of Indian or historic use or occupation of the project site. There is no material evidence, artifacts, or areas of cultural importance on or near the site.

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

Based on reviews of project design plans, existing utility information, and City GIS data, SDOT determined that the project would not excavate within any previously undisturbed areas, and would therefore have no adverse impacts to cultural or historic resources. This finding was confirmed during consultation with WSDOT's archaeologist as part of the project's NEPA process.

- 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.**

Not Applicable. No impact to historical or cultural resources is expected.

15. 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.

This project includes Roosevelt Way NE from its intersection with NE 65th Street to its intersection with Eastlake Avenue N at the NE 40th Street alley which is a distance of 1.5 miles. Along the project alignment, Roosevelt Way NE crosses numerous streets. The project also includes work on the University Bridge approach from the NE 40th Street alley and on the University Bridge itself. Access to the University Bridge and its approaches is via Eastlake Avenue E on the south and Roosevelt Way NE and Eastlake Ave NE on the north.

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?

King County Metro and Sound Transit buses serving the Roosevelt corridor:

The following routes have multiple stops on Roosevelt Way NE

- Metro Transit Route 66/67 - Northgate Transit Center, UW, Downtown Seattle. Stops at Roosevelt Way NE on NE 65th, NE 63rd, NE 53rd, NE 50th, NE 45nd and NE 42nd. Route 66 also stops at Eastlake and 40th.
- Metro Route 984 - Lakeside Middle School to Downtown Seattle. Stops at Roosevelt on 64th and 45th

The following route stops at Roosevelt Way NE and NE 65th Street

- Metro Transit Route 48 – Loyal heights to University District to Central District to Mt Baker Transit Center

The following route stops at Roosevelt Way NE and NE 45th Street

- Metro Route 44 - Ballard to Mountlake
- Metro Route-167 - University District to Kent Station.
- Metro Route 197 - University District to Twin Lakes Park and Ride
- Sound Transit Route 586- University District to Tacoma

The following routes stop at University Bridge and NE 40th Street

- Metro Route 49-Broadway, University District Downtown Seattle
- Metro Route 70-Downtown Seattle to University District
- Metro Transit Route 71-Downtown Seattle to Wedgewood
- Metro Transit Route 72- Downtown Seattle to Lake City
- Metro Transit Route 73 - Jackson Park NE to University District to Downtown
- Metro Transit 83-Night Owl

This project will eliminate bus stops along Roosevelt Way NE at NE 63rd Street, NE 58th Street and NE 53rd Street and move the bus stop currently located at NE 56th Street and Roosevelt Way NE to NE 55th Street. Provided funding is obtained, the project will construct bus bulbs on Roosevelt Way NE at NE 65th Street, Ravenna Avenue NE, NE 55th Street NE 50th Street, NE 45th Street, and NE 42nd Street.

Other bus zones may be relocated during construction. Temporary and permanent relocations of bus zones 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 installation of the protected bike lane(PBL) on Roosevelt Way NE south of NE 45th Street is expected to remove on-street paid parking spots located mostly on the west side of the road. Currently, there are 27 paid on-street parking spaces and five loading zones on the west side of Roosevelt Way NE, south of NE 45th Street. These are mostly the same spots impacted by the temporary protected bike lane installation.

If the PBL is extended north to NE 65th Street it would remove on-street parking spots located mostly on the west side of the road. Currently there are 95 on-street parking spots and eight loading zones on the west side of Roosevelt Way NE between NE 45th and NE 65th Streets.

Installation of pedestrian improvements is expected to remove approximately one dozen parking spots on the east side of Roosevelt Way NE.

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

This project consists of improvements to an existing public street. The proposed project will not require new roads or streets. Existing driveways adjacent to the Roosevelt Way NE Corridor 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.

No. The project will not use 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?

No vehicular trips will be generated by this project.

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.

No, the project will not interfere with, affect, or be affected by the movement of agricultural or forest products.

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

The project is not anticipated to result in any transportation impacts. While the permanent protected bike lane (PBL) south of NE 45th Street will remove up to 27 on-street parking spaces and 5 loading zones, there are alternate spaces available along nearby streets and at public parking lots and garages. To reduce the impact of lost loading zones, SDOT is considering widening the parking lane on the eastside of Roosevelt Way NE from seven to eight feet to accommodate larger trucks and allowing some of loading zones to remain on the west side of Roosevelt Way NE. This may result in some parking spots being removed from the east rather than the west side of Roosevelt Way NE. In addition prior to the start of the Roosevelt Way NE Paving and Safety Improvements Project as part of the installation of the temporary PBL in January, 2015 a loading zones may be installed on 42nd and the mid-block loading zone on 43rd may to be moved to the west end of the block.

Since the protected bike lane installation between NE 45th Street and NE 65th Street will remove up to 95 on-street parking spots and eight loading zones, SDOT staff will engage stakeholders along Roosevelt Way NE north of NE 45th Street in January, 2015 to understand their access needs and determine how to meet those needs with addition of a new facility. Where the protected bike lane is being installed, the design team will determine how curb bulbs might function with the protected bike lane.

During construction one lane of Roosevelt Way will be closed as the project progresses down the road but a complete closure of Roosevelt Way is not anticipated. Work on the University Bridge and its approaches may require a bridge closure and detour during the weekends. Work on NE 45th Street intersection may also require road closure and detour during the weekends. Any detour will be coordinated with Metro Transit and a Traffic Control plan will be prepared and approved by SDOT Traffic division.

16. 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 measures to reduce or control impacts are proposed.

17. Utilities

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

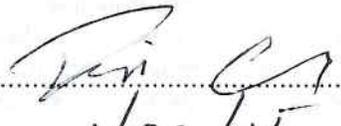
- | | | | | |
|---|--|---|---|--|
| <input type="checkbox"/> None | <input checked="" type="checkbox"/> Electricity | <input checked="" type="checkbox"/> Natural gas | <input checked="" type="checkbox"/> Water | <input checked="" type="checkbox"/> Refuse service |
| <input checked="" type="checkbox"/> Telephone | <input checked="" type="checkbox"/> Sanitary sewer | <input type="checkbox"/> Septic system | | |
| <input type="checkbox"/> Other (identify) | | | | |

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

As part of this project the contractor will install a 48-inch stormwater detention pipe in the combined sewer drainage area north of NE 52nd Street. This pipe will be connected to the existing combined sewer and will become part of the Seattle Public Utilities system. The installation is required per City Stormwater code to will slow the rate of discharge of stormwater to the combined sewer.

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.

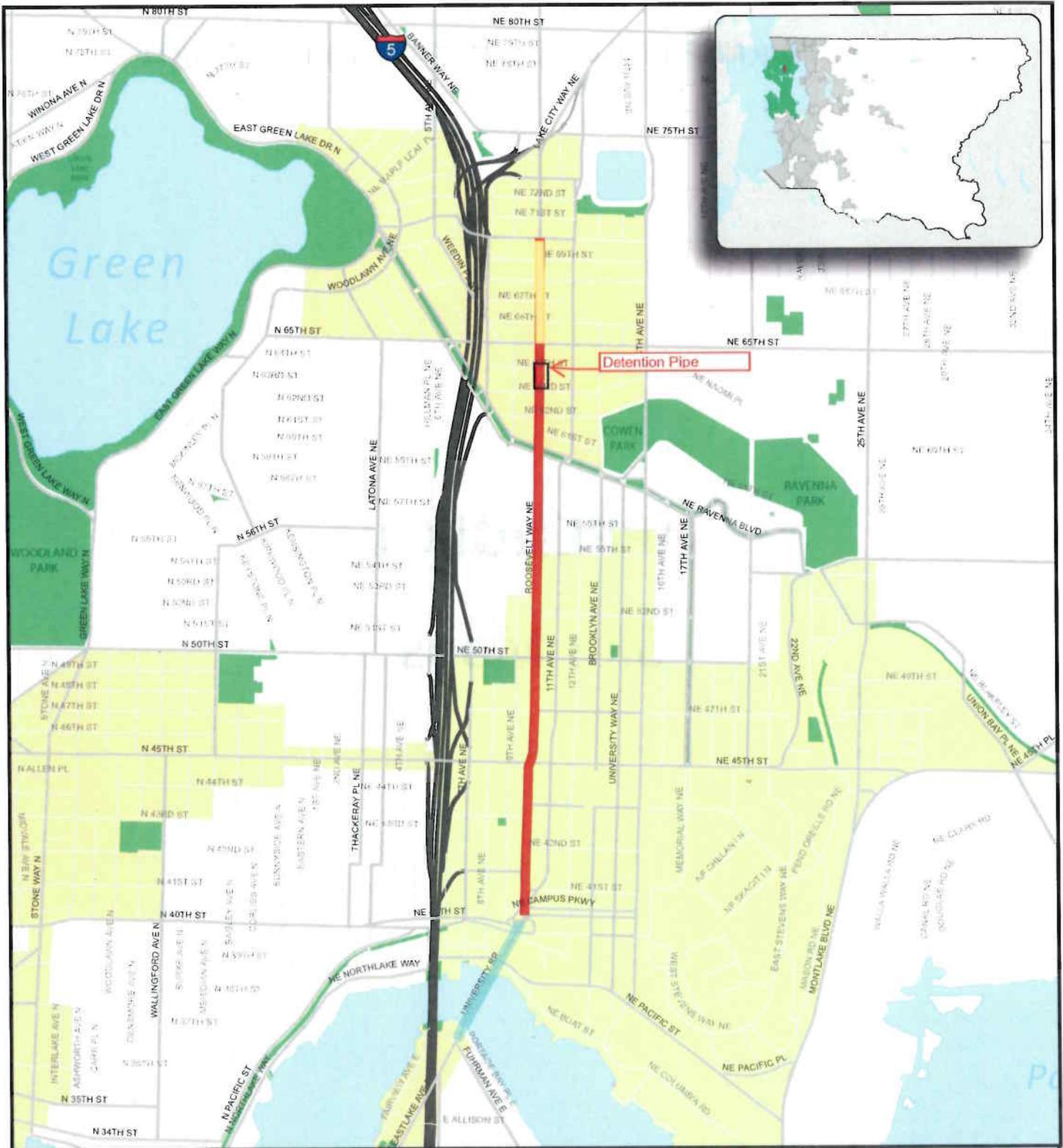
Signature: 

Date Submitted: 1/22/15

Roosevelt Way NE Paving and Safety Improvements Project

APPENDIX 1

Site Maps



Legend

- Project Location
- Interstate Freeway
- Parks
- Roosevelt Restoration
- State Highway
- Urban Center
- Project location
- Principal Arterial
- Urban Village
- University Br/Eastlake
- Minor Arterial
- Manufacturing Industrial Center
- Collector Arterial
- Non-Arterial

Figure 1

Miles
0 0.1 0.2 0.3 0.4



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Seattle Department of Transportation.
No warranties of any sort including accuracy fitness
or merchantability accompany this product.
Coordinate System: State Plane
NAD83-91, Washington, North Zone

PLOT DATE: 4/28/2014
AUTHOR: P&P GIS
J:/GIS/Projects/Grants

Roosevelt Way Preservation

DATE	BY	REVISION
11/15/2014	XXX	ISSUED FOR BIDDING

MATCHLINE - STA. 513+00

PAVING LEGEND

- PAVEMENT: 2" HMA OVER 4" CONCRETE BASE
- PAVEMENT: 2" HMA OVER 11" HMA
- PAVEMENT: 1" HMA OVER 2" CONCRETE
- PAVEMENT: 2" HMA OVER 6" CONCRETE
- PAVEMENT: 2" HMA OVER 4" CONCRETE, 6" COMPACTED DEPTH
- 11" ROADWAY CONCRETE, 6" COMPACTED DEPTH
- ASPHALT DRIVEWAY/ENTRY/LANDING
- 3" HMA OVER 2" CONCRETE, 6" COMPACTED DEPTH
- 5" CONCRETE DRIVEWAY W/ 2% POZZOLANS
- 5" CONCRETE OVER 2" POZZOLANS, 6" COMPACTED DEPTH, PER STD PLAN NO. 430
- 5" CONCRETE SIDEWALK W/ 2% POZZOLANS, PER STD PLAN NO. 420 OR 421
- CURB RAMP W/ 25% POZZOLANS AND DETECTABLE WARNING, PER STD PLAN NO. 422A OR 422B
- 25% CONCRETE CURB AND GUTTER W/ 25% POZZOLANS, PER STD PLAN NO. 410B
- 25% CONCRETE CURB W/ 2" POZZOLANS, PER STD PLAN NO. 410C

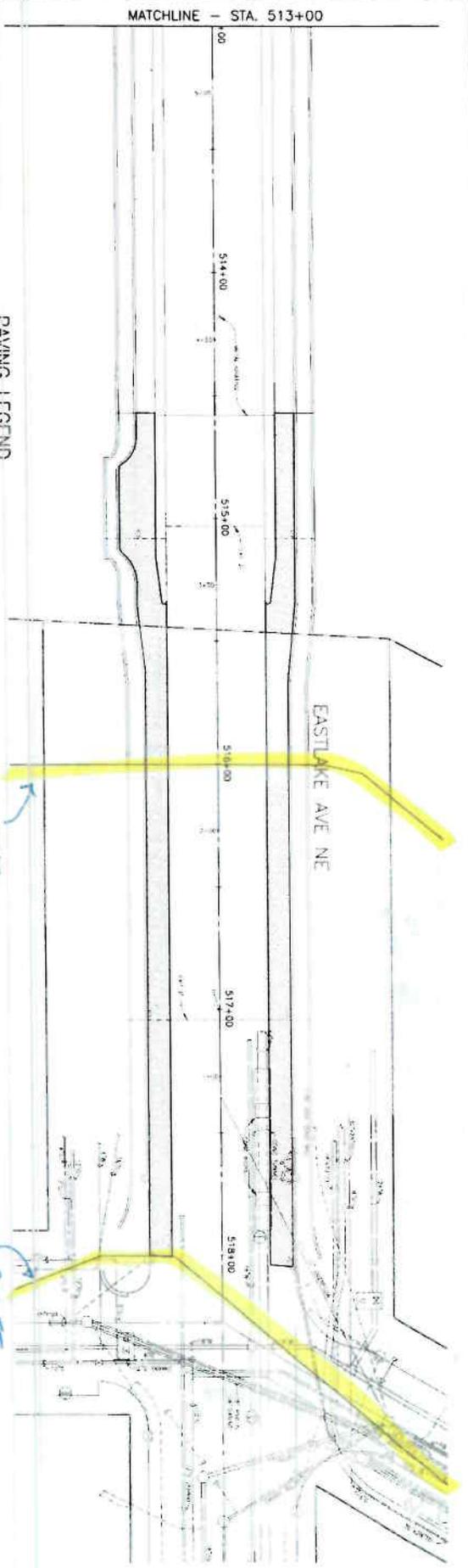
CONSTRUCTION NOTES

- 1 MATCH EX SIDEWALK/LANDING
- 2 MATCH EX CURB (SEE DETAILS SHEET XX)
- 3 MATCH EX DRIVEWAY
- 4 MATCH EX EDGE OF PAVEMENT
- 5 INSTALL/RELOCATE EX DRIVEWAY MING
- 6 REVISE EX TREE PIT (SMAW/CUT AND REMOVE EX SIDEWALK TO PROVIDE A 6' X 8' (MIN) OPEN SPACE)
- 7 REMOVE/REPLACE EX SIDEWALK (SMAW/CUT AND REMOVE EX FAILED/HEAVING SIDEWALK TO NEAREST JOINT)

SHOULDER

200 FT SHOULDER SETBACK

SHOULDER SETBACK



CALL 2 WORKING DAYS BEFORE YOU DIG
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90% REVIEW NOT FOR CONSTRUCTION JANUARY 2015

APPROVED FOR ADVERTISING
MANAGER
SEATTLE, WASHINGTON
20

DATE OF REVISION AND DATE	REVISIONS AND DATE



City of Seattle
Seattle Department of Transportation
OFFICE: 3200 4TH AVENUE, SUITE 1000
SEATTLE, WA 98108

2015 ARTERIAL ASPHALT AND CONCRETE ROOSEVELT WY NE

PROJECT NO.	7A6087A
DATE	7/20/14
SCALE	AS SHOWN
SHEET NO.	XX

EASTLAKE AVE NE - PAVING PLAN
ADDITIVE 1
PV3



Figure 2 continued

2015 Arterial Paving Project Roosevelt Way NE

APPENDIX 2
Environmental Health

Table 1

Facility Site I.D #	Facility/Site Name	Address	TYPE	Status	Notes
12396	Square One Apartments	1018 1020 NE 63rd	CSCSL, VCP,	NFA	Independent Cleanup, Soil only NFA, 2014, Soil & tank removed
61821873	HERMANN'S INTERNATIONAL AUTO SERVICE	6800 ROOSEVELT WY NE	CSCSL,UST, LUST	NFA	Soil only no GW LUST 554464, nfa,2011
43331481	BUDGET RENT A CAR OF WA & OR	6000 ROOSEVELT WAY NE	CSCSL UST,LUST	Reported cleaned up	LUST ID 4354 UST id 9892 soil benzene. Pet diesel ,gas, other, Soil contaminated only near former gas pumps, no GW contamination
1195519	Arco 4291	801 NE 65TH ST	VCP UST	NFA	NFA 2011, Tanks removed 2003
29211653	SPE PROPRTIES, LLC/ Texaco 121585	812 NE 65TH	VCP UST	NFA	NFA 2012, UST OPERATIONAL
46969632	USWCOM Seattle Lakeview Co	1208 NE 64TH ST	VCP LUST	Cleanup started	Independent Action LUST #10003 Diesel closed in Place & removed 1996 cleanup started soil contaminated no GW contamination. 1 tank operational
31749127	RAY & DON OLSEN	6818 Roosevelt Ave	UST	Inactive, exempt	CIP, LEADED GAS,MAX 1100 G
87393892	MAGNOLIA HIFI INSTALLATION	1023 NE 64TH ST	UST	Tank removed	Tank Removed 1999 , Waste Oil, UST #485886
13268619	ROOSEVELT GULL 241	6417 ROOSEVELT WAY NE	UST	Tank removed	UST 7689 Removed 1996 Unleaded Gasoline

Table 2

Facility Site I.D #	Facility/Site Name	Address	TYPE	Status
Confirmed and Suspected Contaminated Site List				
8656	Sires 86 Retail Center	4336 ROOSEVELT WAY NE	CSCSL,UST	Awaiting Cleanup
43331481	BUDGET RENT A CAR OF WA & OR	6000 ROOSEVELT WAY NE	CSCSL UST,LUST	Reported cleaned up
Confirmed and Suspected contaminated Site List-NFA				
28124	ROOSEVELT CREST APTS	4343/4349 ROOSEVELT WAY NE	CSCSL	NFA
Voluntary Cleanup Program				
9065064	Trinity 43rd Ave LLC	4301 ROOSEVELT WAY NE	VCP	Cleanup Started
61165749	Freeway Motors Inc.	4724 ROOSEVELT WAY NE	VCP	Cleanup Started
2245	D & L VENTURES PROPERTY	5339 ROOSEVELT WAY NE	VCP,LUST,	Awaiting Cleanup
Voluntary Cleanup Program - NFA				
48726939	WESTERN PROPERTIES	5200 ROOSEVELT WAY NE	VCP	NFA
93998195	UNIVERSITY FORD NISSAN	4242 ROOSEVELT WAY NE	VCP, UST, LUST	NFA
1964157	Kellys U Haul & Automotive	4115 ROOSEVELT WAY NE	VCP,UST,LUST	NFA
UST				
26136876	STADIUM MARKET TOSCO CORP SITE 2540030320	4359 ROOSEVELT WAY NE	UST	Active
NA	MERLE BURNS	4140 ROOSEVELT WY NE	UST	Abandoned
74391328	ROGER TOWING/OSBORNE RADIO	4349 ROOSEVELT WAY NE	UST	Tank removed
46763576	University Chevrolet	4501 ROOSEVELT WAY NE	UST	Removed
34121256	BOGDAN & ANNA M SAWICKI	5821 ROOSEVELT WAY NE	UST	Inactive, exempt
45648652	UNIVERSITY INN	4114-4140 ROOSEVELT WAY NE	UST,LUST	Inactive , Exempt
13268619	ROOSEVELT GULL 241	6417 ROOSEVELT WAY NE	UST	Tank removed
LUST				
71594851	UNIVERSITY PLACE BLUME CO PROPERTY	4547 ROOSEVELT WAY ne	LUST	NFA