

STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

The City of Seattle Transit Master Plan

2. Name of applicant:

Seattle Department of Transportation (SDOT)

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

Tony Mazzella
SDOT
PO Box 34996
Seattle, WA 98124-4996

(206) 684-0811

4. Date checklist prepared

January 30, 2012

5. Agency requesting checklist:

SDOT

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

SDOT anticipates submitting the Transit Master Plan (TMP) to the Seattle City Council for approval during the first quarter of 2012. The TMP includes policies, programs, and projects the City intends to implement over the next 20 years.

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

Yes. The TMP proposes numerous transit related projects throughout the City of Seattle, which are to be implemented over the next 20 years. In addition, the TMP will be updated on a periodic basis with input from transit advisory groups, transit agencies, regional councils, and the general public. Transit-related policies, programs, and projects will be added or expanded based on updates to the plan.

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

No other environmental information is known that has been prepared directly for this proposal. However, the following documents may contain related information:

1. *Seattle Transit Master Plan Briefing Book: The State of Seattle's Transit System* (Nelson/Nygaard, February 2011)
2. *City of Seattle Department of Transportation Transit Master Plan, Draft Summary Report* (SDOT, September 2011)

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.

This is a nonproject action and as such, the question is inapplicable. Additional environmental review will be conducted for specific projects related to the TMP as they are proposed. See Section D, Supplemental Sheet for Nonproject Actions.

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

The TMP is to be adopted by the Seattle City Council as a City of Seattle Resolution. Individual projects related to the TMP may require additional environmental review, government approvals, and/or permits prior to construction.

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 TMP is a 20-year plan that identifies the types of transit facilities, services, programs, and system features that will be required to meet Seattle's transit needs through 2030. The TMP defines the critical role that transit plays in meeting the City's goals for sustainability, equity, economic productivity, and livable neighborhoods. It identifies the key city investments needed to meet those goals.

Specifically, the TMP identifies capital investment priorities needed to establish a network of top quality, frequent transit services that meets the travel needs of most Seattle residents and workers. The TMP also evaluates and recommends preferred transit modes for high priority corridors, known as the Frequent Transit Network (FTN), and sets a framework for implementing corridor-based transit improvements in close coordination with other modal needs. Priority investments in the FTN fall into three general categories:

- **High Capacity Transit Corridors:** These represent the top tier of citywide corridors that were evaluated for suitability for rapid street-car and BRT modes.
- **Bus Priority Corridors:** The remaining citywide corridors were considered for transit priority and infrastructure improvements, assuming rubber-tired transit would continue to be the dominant mode.
- **Center City Corridors:** These corridors include a focus on Center City circulation and serve as critical connections between many of Seattle's densest neighborhoods.

Consistent with broader transportation system goals, the TMP guides the City of Seattle in developing a complete transit system that:

- Makes riding transit easier and more desirable, bringing more people to transit for more types of trips
- Uses transit to create a transportation system responsive to the needs of people for whom transit is a necessity—youth, seniors, people with disabilities, low income populations, and people without autos, for example
- Uses transit as a tool to meet Seattle’s sustainability, growth management, and economic development goals
- Creates great places at locations in neighborhoods where modes connect to facilitate seamless integration of the pedestrian, bicycle, and transit networks
- Balances system implementation with fiscal, operational, and policy constraints.

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.

While the TMP generally applies to the entire city of Seattle, the plan targets investments along specific corridors throughout the FTN:

High Capacity Transit Corridors

- Capitol Hill – Downtown, via Madison
- Roosevelt – University District – South Lake Union – Downtown, via Eastlake
- Loyal Heights – Ballard – Fremont – South Lake Union – Downtown, via Westlake

Priority Bus Corridors

- West Seattle – Downtown via Fauntleroy/California
- Burien TC – Downtown via Delridge
- Othello – U-District via Beacon Ave and Broadway
- Mount Baker – Downtown via Rainier Ave
- Rainier Valley – U-District via Rainier Ave and 23rd Ave
- Queen Anne/Magnolia – South Lake Union – Capitol Hill via Denny
- Aurora Village – Downtown via SR 99
- Northgate – Ballard – Downtown
- Lake City – Northgate – U District
- Ballard – U District – Laurelhurst via Market St and 45th St
- Crown Hill – Greenlake – U District
- Phinney Ridge – Greenwood – Broadview

Center City Priority Corridors

- Third Avenue Transit Mall
- Denny, Madison, and Yesler Trolley Bus Routes

- Center City Connectors: Queen Anne to King Street Station via 1st Avenue (CC1) or Westlake Center to King Street Station, an extension of the existing South Lake Union Streetcar, along 4th and 5th Avenues or using Pike/Pine to 1st Avenue (CC2)

Please see Figure 1 for a map of the FTN corridors.

B. ENVIRONMENTAL ELEMENTS

1. Earth

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

- 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.**

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

2. Air

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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.**

This is a nonproject action and as such, the question is inapplicable.

- 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.**

This is a nonproject action and as such, the question is inapplicable.

- 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.**

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

- 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.**

This is a nonproject action and as such, the question is inapplicable.

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.**

This is a nonproject action and as such, the question is inapplicable.

- 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.**

This is a nonproject action and as such, the question is inapplicable.

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.**

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

4. Plants

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

- deciduous trees
 evergreen trees
 shrubs
 grass
 pasture
 crop or grain
 wet soil plants
 water plants
 other types of vegetation

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

5. Animals

a. Indicate birds and animals which have been observed on or near the site or are known to be on or near the site (indicated by bold, underlined font):

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other:

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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.

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

- 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:**

This is a nonproject action and as such, the question is inapplicable.

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.**

This is a nonproject action and as such, the question is inapplicable.

- 1) Describe special emergency services that might be required.**

This is a nonproject action and as such, the question is inapplicable.

- 2) Proposed measures to reduce or control environmental health hazards, if any:**

This is a nonproject action and as such, the question is inapplicable.

b. Noise

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

This is a nonproject action and as such, the question is inapplicable.

- 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.**

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

8. Land and shoreline use

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

c. Describe any structures on the site.

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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

Properties related to the proposal are located in all zones throughout the City of Seattle.

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

Properties subject to the proposal are within all types of comprehensive plan designations within the City of Seattle. The City of Seattle Comprehensive Plan designates neighborhoods throughout the FTN as Urban Centers, Hub Urban Villages, Residential Urban Villages, and Manufacturing/Industrial Centers.

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

The area subject to the proposed amendment could include sites located within the shoreline overlay districts and within various shoreline designations. However, potential impacts to shorelines will be discussed during the environmental review for individual TMP projects, as appropriate.

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

The City of Seattle has designated Environmentally Critical Areas located throughout the city. These areas are considered environmentally sensitive and include landslide-prone, liquefaction-prone and flood-prone areas, wetlands, riparian corridors, steep slopes, fish and wildlife habitat conservation areas, and abandoned landfills.

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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

The TMP builds upon the policies and programs developed under the 2005 Seattle Transit Plan, which established the Urban Village Transit Network. The TMP provides a more detailed approach

to corridor development and capital improvements, replacing the Urban Village Transit Network with the FTN as an organizing framework. In addition, SDOT developed the TMP in consultation with several existing plans and considered the existing and projected land uses, described below:

- The Seattle Comprehensive Plan – the TMP is designed to be consistent with the Urban Village Strategy and the Transportation Element of the city’s Comprehensive Plan. It seeks to promote connections and access between urban village centers through a variety of transportation modes, transitioning away from reliance on single-occupancy vehicles.
- The Pedestrian Master Plan and Bicycle Master Plan – the TMP recommends an approach to transit projects that is complemented by coordinated pedestrian and bicycle access and mobility investments, consistent with the policies and goals of the Pedestrian and Bicycle Master Plans.
- The Transportation Strategic Plan (TSP) – the TSP outlines specific strategies, projects, and programs that implement broader citywide goals and policies, including those for the development of Seattle’s multimodal transportation system. The TSP is currently being updated with additional focus on walking, biking, and the use of transit to be consistent with the Pedestrian, Bicycle, and Transit Master Plans.
- Current and Projected Land Use – SDOT consulted with the Seattle Department of Planning and Development on current and projected zoning and land uses to help develop future ridership estimates and identify the priority transit corridors.

9. Housing

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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?**

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

11. Light and glare

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

12. Recreation

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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.

This is a nonproject action, applicable to sites throughout the City of Seattle. City, State, and National Landmarks are found throughout the city.

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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.**

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

- 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).**

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

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.**

This is a nonproject action and as such, the question is inapplicable.

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

This is a nonproject action and as such, the question is inapplicable.

16. Utilities

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

This is a nonproject action and as such, the question is inapplicable.

- 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.**

This is a nonproject action and as such, the question is inapplicable.

C. SIGNATURE

Signature provided following section D below.

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

The TMP itself is unlikely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise. However, the TMP is intended to guide a range of transit-related construction projects over the next 20 years. While the construction or operation of projects proposed by the TMP have the potential to result in increased pollution, it is not possible at this stage to meaningfully assess their potential impacts.

As with any development project, TMP improvements that increase the amount of impervious surface have the potential to result in increased stormwater runoff that, depending upon the location, could enter into Lake Washington, Elliott Bay, or other waterbodies within and around Seattle.

TMP policies that focus on increased transit have the potential to result in greater motor vehicle emissions to air, greater release of vehicle fluids, and an increase in noise levels. However, the TMP does promote expansion of the electric trolley bus network which operates on “clean” energy.

Pollutants deposited or emitted from motor vehicles may in turn be carried into nearby waterbodies through stormwater runoff. However, since the intent of the TMP is to increase the use of public transit throughout Seattle, it may result in an overall decrease of motor vehicle pollutants by reducing the need for private motor vehicle trips.

Proposed measures to avoid or reduce such increases are:

Since the TMP itself is unlikely to increase discharge, emissions, or production of hazardous materials or noise, no mitigation measures are proposed. However, projects resulting from the TMP will have to comply with all applicable laws and regulations concerning the protection of air and water as well as the generation of hazardous materials and noise, such as the City of Seattle's Stormwater Code and Noise Ordinance. Prior to construction, SDOT or the lead agency will evaluate the need and types of mitigation appropriate for any anticipated adverse impacts as well as best management practices (BMPs) to reduce and control any potential discharges to water, emissions to air, release of hazardous substances, and production of noise.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The TMP itself is unlikely to affect plants, animals, fish or marine life. The TMP focuses on how existing, developed transportation corridors are utilized within the city of Seattle, as opposed to natural or undeveloped sites. As a result, projects induced by the TMP are unlikely to affect plants, animals, fish or marine life. However, at this stage it is not possible to meaningfully assess the potential impacts of specific TMP projects.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

Since the TMP itself is unlikely to affect plants, animals, fish, or marine life, no mitigation measures are proposed. However, SDOT or the lead agency will evaluate the presence of and impacts to plants, animals, fish, and marine life during the environmental review of individual TMP projects and, if necessary, develop mitigation measures to avoid or minimize any potential adverse effects.

3. How would the proposal be likely to deplete energy or natural resources?

The TMP itself is unlikely to deplete energy or natural resources. In fact, the intent of the TMP is to increase the availability and use of public transit throughout Seattle, which will reduce dependence upon private motor-vehicle trips. However, at this stage it is not possible to meaningfully assess the potential impacts of specific TMP projects.

Proposed measures to protect or conserve energy and natural resources are:

Because the proposal is unlikely to deplete energy or natural resources, no mitigation measures are proposed. However, SDOT or the lead agency will evaluate the potential impacts to energy and natural resources during the environmental review of individual TMP projects and, if necessary, develop mitigation measures to avoid or minimize any potential adverse effects.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

The TMP itself is unlikely to affect environmentally sensitive areas or areas designated for governmental protection. The TMP focuses on how existing, developed transportation corridors are utilized within the city of Seattle. As with any development however, projects constructed under the TMP may encounter environmentally sensitive areas or areas designated for governmental protection. While any adverse impacts are anticipated to be minimal, at this stage it is not possible to meaningfully assess the potential impacts of specific TMP projects.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Since the TMP is unlikely to affect environmentally sensitive areas or areas designated for governmental protection, no mitigation measures are proposed. SDOT or the lead agency will evaluate any impacts to sensitive or protected areas during the environmental review of individual projects and, if necessary, develop mitigation measures to avoid or minimize any potential effects.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

The TMP focuses on how existing, developed transportation corridors are utilized within the city of Seattle. Its policies and programs are consistent with those of the Seattle Comprehensive Plan and the city's Shoreline Master Program. While the TMP is not anticipated to induce land or shoreline uses incompatible with existing plans, at this stage it is not possible to meaningfully assess the potential impacts of specific TMP projects.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Because the proposal is consistent with existing land uses and plans, including the city's Shoreline Master Program, no mitigation measures are proposed. SDOT or the lead agency will evaluate the consistency of individual TMP projects with existing land uses and plans and, if necessary, develop mitigation measures to avoid or minimize any potential effects.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The TMP seeks to increase the use of public transportation through the implementation of its policies and programs. However, the increased demand will be balanced by individual TMP projects that build the capacity and efficiency of the city's public transit network. The TMP is not anticipated to result in an increased demand on the city's overall transportation network—the city's streets and highways—and may actually result in reduced demand as private vehicle trips are replaced by those on public transit and the City comes closer to meeting its mode-share goals. The TMP is not anticipated to induce greater demand on other public services or utilities; however at this stage it is not possible to meaningfully assess the potential impacts of specific TMP projects.

Proposed measures to reduce or respond to such demand(s) are:

Because the proposal is unlikely to increase demands on transportation or public services and utilities, no mitigation measures are proposed. SDOT or the lead agency will evaluate the demand on transportation, public services, and utilities during the development and environmental review of individual TMP projects and, if necessary, develop mitigation measures to avoid or minimize any potential effects. As specific transit improvements are designed and implemented the impacts of those improvements on other travel modes will be considered.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The TMP is consistent with local, state, and federal laws and requirements for the protection of the environment. As described in question B.8.1., it builds upon the 2005 Seattle Transit Plan, and is consistent with the policies and goals relating to public transportation and multimodal transportation systems in the Seattle Comprehensive Plan, the Transportation Strategic Plan, and the Pedestrian and Bicycle Master Plans. Individual TMP projects will be subject to the same laws and requirements for the protection of the environment that govern all development projects.

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: Tony Marrella

Date Submitted: 2-6-2012



©2011
 THE CITY OF SEATTLE
 All rights reserved.
 Produced by the Seattle
 Department of Transportation
 No warranties, fitness or
 merchantability, accompany
 this product.
 Not to Scale
 PLOT DATE: ~06/2011~
 AUTHOR: ~NelsonNygaard
 Consulting Associates~

