

SEPA Environmental Checklist

Mercer Two-Way Conversion Project

A. BACKGROUND

1. Name of proposed project, if applicable:

Mercer West Two-Way Conversion Project

2. Name of applicant:

Seattle Department of Transportation (SDOT)

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

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Seattle, Washington 98124-4996
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206-684-8834

4. Date checklist prepared:

June 11, 2012

5. Agency requesting checklist:

SDOT

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

The project is scheduled to begin 2013 and have completion in 2015.

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

No, there will be no future additions, expansion, or further activity related to this proposal.

This project is part of a larger program to improve the Mercer Corridor (some of which is currently under construction). Eventually the north portal of the SR-99 tunnel will connect to this project area. The tunnel project is reviewed by the Washington State Department of Transportation and is not part of this project.

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

- Alaskan Way Viaduct (AWV) Environmental Impact Statement (EIS) July 2011

- Mercer West Two-way Conversion Project- Cultural Resources Discipline Report – April 2012 (ESA Associates)
- Mercer West Two-way Conversion Project- Transportation Discipline Report – May 2012 (ESA Associates)
- Mercer West Two-way Conversion Project- Hazardous Materials Discipline Report – December 2011 (ESA Associates)
- Air Quality Report – January 2012 (ESA Associates)
- Noise memo – January 2011 (ESA Associates)

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 applications pending for governmental approvals of other proposal that would directly affect the property covered by this proposal.

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

- NEPA Federal Highways Administration Environmental Determination
- Street Use Permit, SDOT
- Seattle Department of Planning and Development (DPD) temporary noise variances

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project.

SDOT proposes to make improvements to the Mercer Corridor, which includes Mercer and Roy Streets and adjoining cross streets, in the Uptown neighborhood of Seattle. The Mercer West Two-way Conversion Project will complete the City's vision for a direct, two-way connection between I-5 and Elliott Avenue West.

The project area covered in this analysis includes Mercer Street and West Mercer Street from Fifth Avenue North to Fifth Avenue West and Roy Street and West Roy Street from Aurora Avenue North to Fifth Avenue West (Figure Attached). The purpose of the project is to improve local safety, access, and circulation within the Uptown neighborhood for motorized vehicles, bicycles and pedestrians, and to provide for more direct movement of traffic and freight through the corridor.

The Mercer West Two-way Conversion Project will modify signals and channelization to convert Mercer and Roy streets to two-way operation and make pedestrian and bicycle improvements between Fifth Ave N and Fifth Ave W. The Two-way Conversion is part of the larger Mercer Corridor Project West Phase (Mercer West) that will convert Mercer St to two-way between Dexter Ave N and Elliott Ave W, including a widened Mercer St from Dexter Ave N to Fifth Ave N for six travel lanes, sidewalks, and a bicycle path. The Mercer West Two-way Conversion Project includes re-channelization, traffic signs, and signal modifications on Mercer and Roy streets, pavement reconstruction on Mercer at Warren Ave N, and street widening on Mercer between Fourth Ave N and Fifth Ave N. Bicycle lanes or other bicycle pavement markings will be added to Roy St between Fifth Ave N and Fifth Ave W and on Fifth Ave N between Mercer and Roy streets. Other potential project improvements include ITS enhancements, a bicycle path on

Fifth Ave N between Mercer St and Harrison St, pedestrian crossing enhancements on W Mercer St, curb ramps, and sidewalk repair.

12. Location of the proposal.

The project area covered in this analysis includes Mercer Street and West Mercer Street from Fifth Avenue North to Fifth Avenue West and Roy Street and West Roy Street from Aurora Avenue North to Fifth Avenue West. A later phase of the project may include a bike path on Fifth Avenue North between Mercer Street and Harrison Street.

See Attached Figure

B. ENVIRONMENTAL ELEMENTS

1. Earth

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

- Flat
- ✓ rolling
- hilly
- steep slopes
- mountainous

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

Less than 10%.

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 soils in the area are classified as predominantly glacial till and outwash soils. These are 'ice-contact deposits' and are characterized by being younger glacial deposits that are intercalated till and outwash. The outwash consists of sand and gravel; clean to silty. The soils may be horizontally bedded or steeply dipping. The project area was likely re-graded early in Seattle's history. There are no agricultural soils or farmland.

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.

No indications or unstable soils are in the immediate vicinity of the project. There are some areas of the project along Roy Street between 2nd Ave N and 5th Ave N where steep slopes (40% grade) have been recorded.

Slide areas have been identified 3 blocks away from the project work on Aurora Ave N.

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

There will be minor grading required for construction of ADA-compliant ramps. The amount of new materials will include 54.3 cubic yards of concrete. No engineered soils will be included.

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 site consists primarily of right-of-way that is over 90% covered with impervious surfaces and no change is expected, except where road widening is proposed on Fifth Avenue North. Where road widening is proposed, existing lawn and landscaping will be replaced by impervious surfaces; less than 1/10th of an acre will be disturbed (0.092 acres)

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 Spill Plan (SP), and a Temporary Erosion and Sediment Control (TESC) plan, and comply with the City of Seattle's standard specifications.

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

2. Air

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

During construction, there would be dust generated from removal of existing paving in areas where road widening would occur, and emissions from construction equipment and vehicles. Given the limited extent of construction, the quantities of these emissions are not expected to be significant.

After construction, emissions from increased vehicular traffic in the project area would result from the proposal. Although the project is not expected to result in any new trips in the region, the two-way conversion is expected to shift some trips to the project corridor that would otherwise take different routes. Since the Seattle-Tacoma Urban Area is designated as a Maintenance Area for carbon monoxide, micro-scale modeling of the intersections with the highest level of congestion was conducted. Based on the modeled locations carbon monoxide levels would be well below the NAAQS standards. More detail can be found in the Air Quality Tech Memo (ESA, August 2011).

Carbon-dioxide emissions from the project will be associated with the additional concrete used for the project and the equipment needed during construction.

- 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:

- 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.**
No. Elliott Bay, the closest water body, is located approximately 1,000 feet west of the project area. Lake Union is approximately 1,500 feet northeast of the project area.
- 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.**
Not applicable.
- 3) **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**
No fill or dredge material will be placed in or removed from surface water or wetlands.
- 4) **Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**
No.
- 5) **Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**
No.
- 6) **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**
No. There will be no direct discharge of waste materials to surface waters. Stormwater runoff containing waste materials, such as heavy metals and petroleum products from vehicle travel on roadways, will flow to the combined sewer system where it is treated before discharge to Puget Sound.

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.**
No.
- 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.**
No waste material will be discharged into the ground.

c. Water Runoff (including storm water):

- 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 project will not alter the Stormwater drainage from existing conditions. All stormwater runoff from the proposed project will be combined with sanitary sewer flows in the King County and City of Seattle conveyance systems for treatment at the West Point Wastewater Treatment Plant prior to discharge into Puget Sound. During heavy storm events, some stormwater runoff may flow into the Denny Way Combined Sewer Overflow facility and subsequently into Elliott Bay and/or into the Dexter Avenue Combined Sewer Overflow facility and subsequently into Lake Union. However, these overflow events are infrequent, occurring on average 2.25 times a year (King County Wastewater Treatment Division Annual Combined Sewer Overflow Report.)

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

During construction erosion and sedimentation is unlikely to affect water quality. Best management practices will be in place to contain any waste materials. The nearest body of water is over 1,000 feet away.

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

The City would use standard construction best management practices (BMPs) and temporary erosion and sedimentation control (TESC) measures to minimize impacts to water quality and protect surface waters. TESC measures would likely include silt fences installed along the lower elevations of the disturbed areas, and inlet protection for existing drainage inlets and catch basins. Exposed soils would be stabilized in accordance with the requirements of City of Seattle and King County codes.

4. Plants

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

deciduous tree: alder, maple, aspen, other: madrone; sycamore, London Plane

evergreen tree: fir, cedar, pine, other

shrubs: native & ornamental

grass: lawn

pasture

crop or grain

wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

water plants: water lily, eelgrass, milfoil, other

other types of vegetation: English ivy & Himalayan blackberry (both invasive); ornamental bedding plants & ground covers.

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

The project will remove English-ivy infested street trees (Big leaf maple and madrona) and smaller, mature ornamental street trees; as well as a mowed grass strip with London Plane trees. A total of ten trees will be removed. The project will have space for three trees after the two-way conversion is in place. These will be planted as part of the project.

The Executive Order 03-05 for tree replacement requires that two trees are planted for every one removed. The project will comply with this by planting trees in the project vicinity.

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

There are no known threatened or endangered 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:

One small existing London Plane tree (four-inch caliper) is being relocated. Three new London Plane trees (*Platanus, acerfolia*) will be planted. Seven existing London Plane trees are being preserved.

The planting strips around these trees will be planted with a groundcover - Coastal Strawberry (*Fragaria Chiloensis*) as well as three trees.

5. Animals

a. Circle any birds and animals that have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other: peregrine falcon; American crow, Steller's jay; hermit thrush, black-capped chickadee; northern flicker; non-native - European starling, rock pigeon

mammals: deer, bear, elk, beaver, other: Norway rat; eastern gray squirrel

fish: bass, salmon, trout, herring, shellfish

other: _____

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

Nearshore areas of Elliott Bay and Lake Union are used by juvenile and adult listed salmonids, such as Puget Sound Chinook, for migration and rearing. Listed marine mammals such as the California sea lion, have been observed in Elliott Bay. This project will be outside of any of these species' habitat areas.

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 affect migrating birds.

- d. **Proposed measures to preserve or enhance wildlife, if any:**
None proposed. All stormwater runoff from the project area is treated at the West Point Treatment Plant before discharge to surface waters, except in extreme storm events.

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.**
No adverse impact is expected. Three trees will be planted at the site, but will shade in the street right-of-way.
- 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:**
None proposed. The project would enhance bicycle and pedestrian facilities which would encourage use of these alternatives for travel through the project area instead of motor vehicles, which may contribute to a reduction in the use of fossil fuels.

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.**
Within a ¼ mile radius of the project ROW, a total of 116 confirmed or suspected contaminated properties were found to be present as identified in a database search. Of these, 96 had no reported releases. The remaining 20 sites were analyzed in more detail in the Hazardous Materials Discipline Report, (Mercer Corridor Project West Phase: Shannon and Wilson, December, 2011).

Contamination is known to be present in the project ROW near the intersection of Roy Street and Queen Anne Avenue. The contamination is associated with releases from two service stations and a dry cleaning facility and consists of petroleum hydrocarbons in the soil and groundwater and dry cleaning solvents (PCE and its daughter products) in groundwater. The only proposed excavations in the project area that will exceed more than approximately two feet in depth are boreholes for light pole and signal pole installation. These boreholes will likely generate a limited amount soil for disposal.

Soil contamination along the project ROW associated with these sites, if found, would consist mostly of petroleum-based contaminants and possibly some metals. The potential effects of

these sites on the construction activities are unknown, but are likely minor based on the low amount of planned excavation.

1) Describe special emergency services that might be required.

The project will not require any special emergency services outside of those required for typical roadway construction projects.

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

No sensitive receptors, such as wetlands or salmonid bearing streams, are present within the project area. The excavations associated with the project construction are expected to be limited to shallow utility trench and auger borings for light-pole installation. These types of excavations would not be expected to affect migration of contaminants if encountered.

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

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

Noise is prevalent in the area associated with traffic; construction, commercial, recreational and entertainment activities. However, these types of noise will not 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 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 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 from the Seattle DPD to allow some construction work at night.

After construction is complete, noise associated with expanded roadway construction is likely to increase by up to 0.3 decibels over expected noise levels without the project.

3) 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 could 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 proposed project site is currently used for street traffic and road right-of-way. Adjacent land uses include retail/service businesses, office, restaurants, entertainment, parks, and the Seattle Center facility that is home to performing arts theaters, a cinema, sporting facilities, museums, exhibition spaces, and public open space. In addition to on-street metered parking, the project area has adjacent surface lots and parking structures that provide parking for the Seattle Center.

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

No.

c. Describe any structures on the site.

The site currently contains street infrastructure, including signs, signals, curbs, gutters and drainage facilities.

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

No. Some signals would be relocated and curbs and sidewalks would be realigned.

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

Along the corridor, Neighborhood Commercial (NC3-40 and NC3P40) and Midrise (MR).

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

According to the Future Land Use Map in the current City of Seattle Comprehensive Plan (2005; amended in 2008) this area is designated as the Uptown Neighborhood, an urban center, as part of the urban village strategy.

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

Not applicable.

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

No environmentally critical areas are in the project area.

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

Not applicable.

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

The project will not displace any people.

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

No displacement impacts are expected. In order to minimize disruptions to businesses, access would be maintained to land uses beyond the project limits during project construction. Some traffic may temporarily be diverted from streets within the project limits to other streets in the neighborhood.

The City will work with business and neighborhood associations, and property owners to minimize short-term construction-related land use impacts to businesses. They would be notified of any planned closures or service disruptions. This will be accomplished with informational signs, radio announcements, e-mails, and website postings. Impacts would be kept to a minimum by scheduling lane closures outside of the peak travel demand periods such as during the commute hours and Seattle Center special events. Construction activities will be coordinated with other projects and services within the study area.

During construction, travel lanes in the east- and westbound directions will remain open. Driveway and cross-street access will be maintained throughout lane closure activities to minimize impacts to properties within the study area. Temporary loss of on-street parking resulting from construction of bike lanes on Roy Street could be offset by increased utilization of off-street parking in surface lots and parking garages, both within the project and adjacent to it.

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

The proposed project would improve mobility for vehicles, pedestrians, and bicyclists, and provide better connectivity between neighborhoods, businesses, and public places. These improvements would support land use plans for the Uptown neighborhood that promote higher residential densities, increased access to parks and open spaces, and increased transportation options. Improved visual quality resulting from proposed landscaping streetscape improvements will further attract mixed use, commercial, and industrial development planned for the neighborhood.

The Mercer West Two-Way Conversion project together with the Mercer Corridor project, and the Alaskan Way Viaduct and Seawall Replacement Project (AWV), would provide the infrastructure necessary for concentrating and intensifying urban development, accommodating higher densities, promoting economic development in the Uptown neighborhood.

These efforts are consistent with the goals intended by the City's Comprehensive Plan.

9. Housing

- a. **Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.**
The project would not provide housing.
- b. **Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.**
The project would not eliminate housing.
- c. **Proposed measures to reduce or control housing impacts, if any:**
Not applicable. No residential structures or residential units in mixed use structures would be displaced as a result of the project, so there would be no direct changes in residential land uses.

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?**
Signal poles that would be relocated are approximately 25 feet in height and are constructed of steel or aluminum.
- b. **What views in the immediate vicinity would be altered or obstructed?**
There will be temporary and minor changes to views during construction from construction equipment operating in the street right of way. Replacement of street trees, where removal is necessary, will change the streetscape in those isolated areas. The project will not adversely affect any view corridors or views of the Puget Sound or landmarks.
- d. **Proposed measures to reduce or control aesthetic impacts, if any:**
SDOT will replace any street trees removed during project construction with appropriate species using a two-for-one ratio in the project vicinity.

11. Light and Glare

- a. **What type of light or glare will the proposal produce? What time of day would it mainly occur?**
Lighting for construction may be necessary and may cause temporary impacts in morning or evening hours. New or relocated traffic signals would not cause any greater glare impacts than existing signals.
- b. **Could light or glare from the finished project be a safety hazard or interfere with views?**
The project will not be constructing street lights or other sources of light or glare.
- c. **What existing off-site sources of light or glare may affect your proposal?**
There are no off-site sources of light or glare that would affect the proposal.

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

12. Recreation

- a. **What designated and informal recreational opportunities are in the immediate vicinity?**
Counterbalance Park is the only park within the study area. A portion of the Seattle Center, while not classified as a city park, is a public open space with recreational facilities and programs.
- b. **Would the proposed project displace any existing recreational uses? If so, describe.**
No.
- c. **Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**
No permanent impacts are anticipated. Construction will be scheduled to avoid peak event traffic periods.

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.**
Only one of these properties has been determined by the State Historic Preservation Office as an eligible historic property. This is the Marqueen Hotel at 600 Queen Anne Ave N. This property is adjacent to the project area and will not be adversely impacted by the work.
- b. **Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.**
There are 57 buildings dating from 1963 or earlier in the area of potential effects. In addition to the property described above, in the *Mercer West Two Way Conversion Project Historic, Cultural, and Archeological Resources Discipline Report* (ESA April 2012) three additional properties were recommended by the authors as eligible for listing in the National Register of Historic Properties: the Franconia Apartments (400 W Mercer), the Puget Sound News Company Building (621 2nd Ave N) and the Seattle City Light Power Control Center (157 Roy St).
- c. **Proposed measures to reduce or control impacts, if any:**
No measures are proposed; the proposed improvements are not expected to result in either the direct or constructive use of any parks, recreational facilities, or historic resources.

14. Transportation

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

The Mercer West Project will complete the City's vision for a direct, two-way connection between I-5 and Elliott Avenue West, continuing the segment of work constructed by the Mercer East Project. Along with new crossings of Aurora Avenue provided by the Alaskan Way Viaduct and Seawall Replacement (AWV) Program, it will greatly enhance the connection between the South Lake Union urban center and the Uptown urban center, including Seattle Center. (Transportation Discipline Report, (DKS consultants, May 2012).)

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

Yes. As a corridor within the City of Seattle, the study area is served by transit operated by the King County Department of Transportation Metro Transit division or King County Metro. The transit routes operated by King County Metro are:

- Mercer Street From 5th Ave W and 1st Ave W is served by Metro Transit Routes 15, 18, 81
- Mercer Street at Queen Anne Ave N has Metro Transit Routes 1, 8, 15, 18, 81 and 994
- Mercer St at 1st Ave N has Metro Transit Routes 2 and 13
- Mercer St at Warren Ave N has Metro Transit Routes 30 and 45 (and MT 30 at 4th Ave N.)
- 5th Ave N served by 3,4,16, 82

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

The project will eliminate 123 regular parking spots and three commercial loading zones. Two pedestrian loading zones will be added. There is a possibility of adding up to 25 parking spaces for off-peak hours.

- 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 project will not require any new roads or street, however improvements to Mercer St, Roy St, and 5th Ave N will be made as described in this checklist.

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

No.

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

The project itself will not generate new vehicular trips. However, by creating a more straight forward route, the project is expected to shift traffic volumes among existing routes in the area (see Transportation Discipline Report for further detail.).

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

The Mercer West project is consistent with regional transportation strategies by supporting development of a high density urban center and by redeveloping an urban transportation corridor to provide multi-modal access. Other modes of transportation would be encouraged within the corridor through incorporation of new bike lanes and wider sidewalks. The proposed two-way Mercer and Roy Streets would not adversely affect traffic circulation or travel times and will support transit reliability.

One median will be added at Mercer Street to make the pedestrian crossing safer and easier to use. Foremost of beneficial project effects would be reduction in traffic congestion, and a corresponding rise in mobility.

Many intersections are projected to remain at the same level of service or improve their level of service as a result of implementing the project. A few intersections are projected to operate at a degraded level of service as a result of the introduction of two-way operations.

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.
No. The proposed project should facilitate access by emergency services.

b. Proposed measures to reduce or control direct impacts on public services, if any.
None proposed.

16. Utilities

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

All utilities listed above except septic systems, are available in the corridor.

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 immediate vicinity which might be needed.

No new utilities are proposed for the project.

Five of the eleven traffic signals on this project have King County Metro trolley bus routes leading through their respective intersections. The trolley wiring may remain in place during construction and while serving the new lane assignments. However, the lines may need to be de-energized for short periods of time while signal workers work near the lines to make traffic signal modifications. Other construction activities, such as installation of poles, are limited to

small work areas that limit impacts to traffic and transit operations. Some utility installations to replace conflicting utilities may be completed in advance of traffic signal construction, and these utility projects will be coordinated with Metro according to standard procedures for utility work.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge.

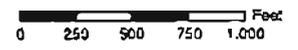
I understand the lead agency is relying on them to make its decision.

Signature: Eric A. Shred

Date submitted: June 12, 2012



**SDOT
Mercer Two-Way
Conversion
Project**



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Coordinate System:
State Plane, NAD83-91,
Washington, North Zone
Orthophoto Source:
Pictometry 2007

PLOT DATE : <Date Printed>
AUTHOR : <Your Name>
<Map Location>



Figure 1 - Project Area