



Pilot Parklet Program

Seattle, Washington

SEPA Checklist

July 9, 2013

STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

Pilot Parklet Program

2. Name of applicant:

Seattle Department of Transportation (SDOT)

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

Jennifer Wieland
Program Development Lead
Public Space Management Program
Street Use & Urban Forestry
Seattle Department of Transportation
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206-733-9970 (desk)
206-255-2155 (cell)

4. Date checklist prepared

July 2, 2013

5. Agency requesting checklist:

SDOT

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

The three parklets will be installed in August or September 2013.

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

Depending on the success of the Pilot Parklet Program, a new annual permit may be developed for a formal Parklet Program, requiring additional SEPA analysis.

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.

No

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

The Pilot Parklet Program will require the businesses proposing parklets to submit drawings and an application for an annual Street Use Permit, which will be reviewed by the SDOT Street Use Division. In addition, the International District parklet sponsor will be required to obtain approval from the International District Special Review Board prior to issuance of a Street Use permit and parklet installation.

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.)

City Hostel:

The proposed project would convert three on-street parallel parking spaces in the public right-of-way to a “parklet.” Parklets are structures that provide public spaces with seating and amenities in the boundaries of on-street parking spaces. The proposed parklet would be constructed at-grade with the sidewalk and would feature seating, tables, retractable canopies, board game platforms, planter boxes, and bike share parking.

Montana Bar:

The proposed project would convert one or two on-street parallel parking spaces in the public right-of-way to a “parklet.” Parklets are structures that provide public spaces with seating and amenities in the boundaries of on-street parking spaces. The proposed parklet would be constructed on a slope and the east side of the platform would be at-grade with the sidewalk. The parklet would feature seating, a covered area, and planter boxes.

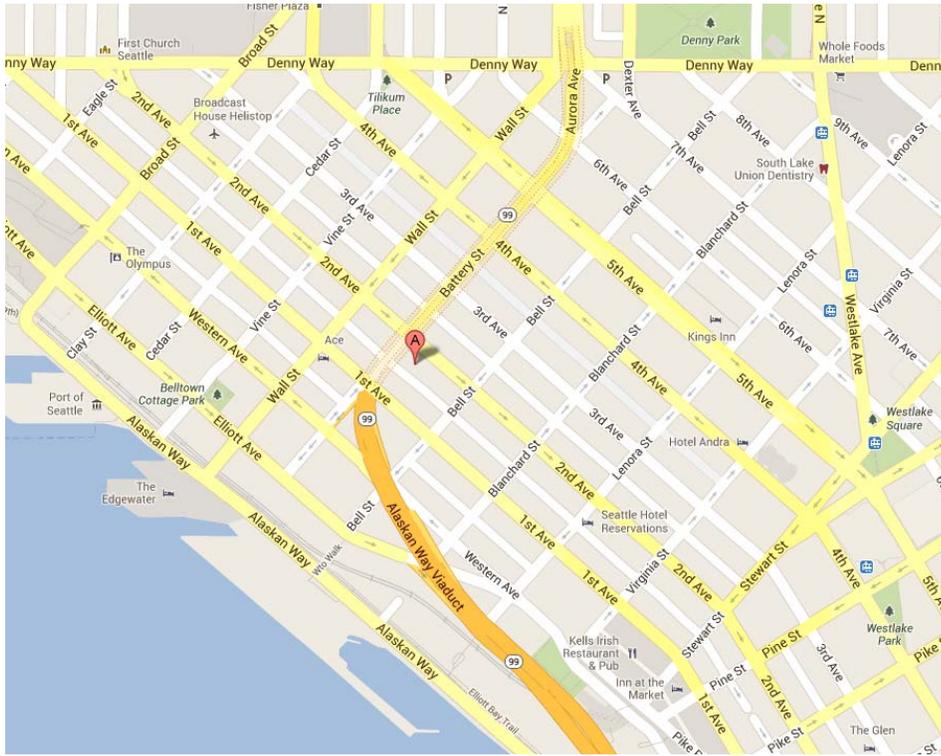
International District:

The proposed project would convert one on-street parallel parking space in the public right-of-way to a “parklet.” Parklets are structures that provide public spaces with seating and amenities in the boundaries of on-street parking spaces. The proposed parklet would be constructed at-grade with the sidewalk. The parklet would feature seating, tables, and planter boxes.

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.

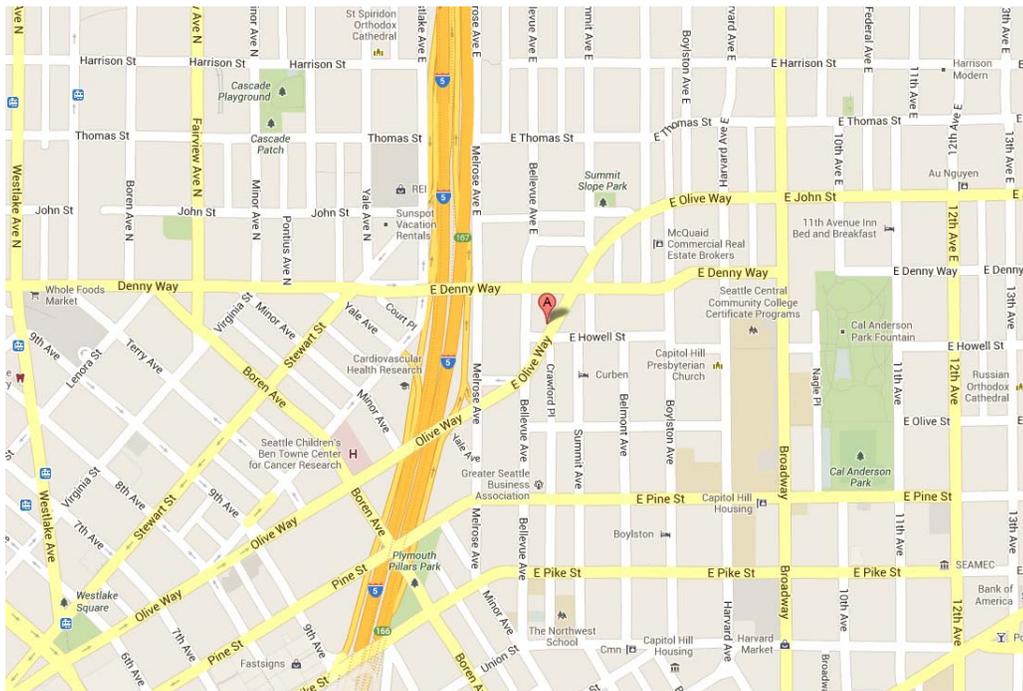
City Hostel:

The proposed parklet would be constructed in three spaces in the on-street parking lane adjacent to the business at 2327 Second Avenue in the Belltown neighborhood of Seattle, Washington.



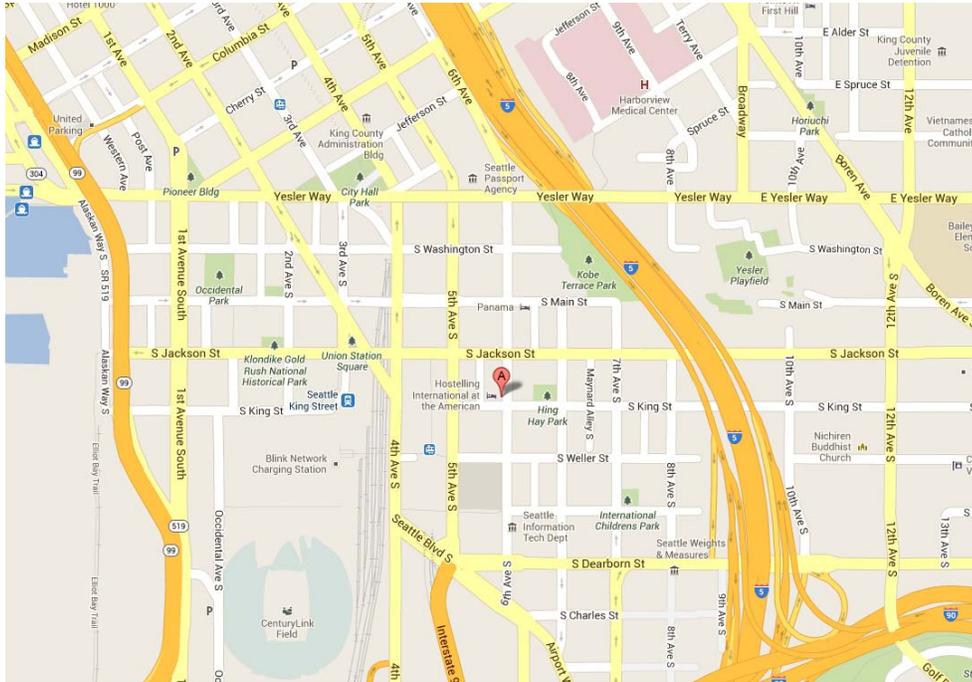
Montana Bar:

The proposed parklet would be constructed in one to two spaces in the on-street parking lane adjacent to the business at 1506 E Olive Way in the Capitol Hill neighborhood of Seattle, Washington.



International District:

The proposed parklet would be constructed in one space in the on-street parking lane adjacent to the business at 421 Sixth Ave S in the International District/Chinatown neighborhood of Seattle, Washington.



B. ENVIRONMENTAL ELEMENTS

1. Earth

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

City Hostel:

The site is level and there is no slope.

Montana Bar:

The site is sloping from an east to west direction.

International District

The site is gradually sloping from an east to west direction.

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

City Hostel:

Slopes on the site are between 0 and 1 percent.

Montana Bar:

Slopes on the site are between 4 and 8 percent.

International District

Slopes on the site are between 0 and 2 percent.

- 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 soil for the project is predominately characterized as younger glacial deposit from the Vashon Recessional outwash deposits. This is characterized as having stratified sand and gravel, moderately sorted to well sorted and less common silty sand and silt. The soil is deposited in outwash channels that carried south-draining glacial meltwater during ice retreat away from the ice margin. The soil also includes deposits that accumulated in or adjacent to recessional lakes. 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) and the City of Seattle Department of Planning and Development GIS map (<http://web1.seattle.gov/dpd/maps/dpdgis.aspx>).

The sites are all covered with pavement and no soil is exposed.

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

No. There are no records of landslides at these locations.

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

No. The proposed action involves no clearing, grading, or earth work.

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

No. The parklets will be built on existing paved right-of-way.

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

No new impervious surface will be created because of the proposed project.

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

Construction of the parklets will be on existing paved roadway and will not cause erosion.

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.**

There may be indirect emissions caused by increased vehicle emissions during the construction of the parklets. There will be no long term adverse impacts.

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

None

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

None

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. There are no surface water bodies near the sites.

- 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.**

No. There will be no construction activity within 200 feet of a water body.

- 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 and dredge material will not 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. Fill and dredge material will not be placed in or removed from surface waters.

- 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.**

Construction will involve no waste materials discharged into surface waters.

b. Ground:

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

No. Ground water will not be withdrawn or discharged.

- 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.**

Waste material will not be discharged as a result of the project.

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.**

Storm water drainage will not be impeded on the paved right-of-way. Runoff from parklets will flow into municipal stormdrains.

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

No "waste materials" other than storm water runoff. Storm water runoff will be diverted into municipal stormdrains.

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

Parklet design requirements state that the "parklet platform structure must not change drainage flow along curb and gutter."

4. Plants

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

 X deciduous tree: alder, maple, aspen, other

 X evergreen tree: fir, cedar, pine, other

 X shrubs

 X grass

 pasture

 crop or grain

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

 water plants: water lily, eelgrass, milfoil, other

 other types of vegetation

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

No vegetation will be removed or altered.

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

There are no endangered species or habitat within the proposed parklet sites. The parklet sites will be located in a developed, urban environment in paved right-of-way. This proposal will not have adverse impacts to threatened or endangered species.

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

The parklets will include shrubs and other small vegetation in their designs. Vegetation will be planted in planter boxes. Parklets will not remove any vegetation.

5. Animals

a. Circle any 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 that are likely to be found in the area include common urban species such as **crows, pigeons, doves, starlings, and house sparrows.**

Mammals that may be found in the project area would include **rats, squirrels, and raccoons.**

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

None. Threatened or endangered species are not known to be on or near the sites.

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

Seattle's public right-of-way is developed and urban in character.

Seattle is within the Pacific Flyway, one of the four principal north-south migration routes for birds (including Canada geese, herons, and other birds) in North America. The Pacific Flyway encompasses the entire Puget Sound Basin.

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

None.

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.**

Upon completion of construction no energy needs will required.

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

No.

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

The parklets will not use energy.

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.**

Parklets may be constructed out of flammable materials.

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

Emergency medical services may respond to requests for service at the parklet sites.

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

None.

- b. **Noise**

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

Ambient noise typical of urban areas exists.

- 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.**

Short-term: Construction noise associated with the installation of the parklets.

Long-term: Human-sourced noises, noises from programmed activities (e.g., film screenings).

Any noise generated would meet the requirements of the noise ordinance.

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

None.

8. Land and shoreline use

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

The project locations are within the public right-of-way and are currently used as on-street parking or are signed as no parking.

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

No.

c. Describe any structures on the site.

No structures exist on the site.

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

No.

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

Rights-of-way have no zoning designation.

City Hostel:

The Belltown neighborhood is designated as an Urban Center Village and the buildings adjacent to the proposed site are zoned (DMR/R 85/65) Downtown Mixed Residential/Residential – non-residential uses 85'; residential uses base height 65'.

Montana Bar

The Capitol Hill neighborhood is designated as an Urban Center Village and the buildings adjacent to the proposed site are zoned (NC3P-65) Neighborhood Commercial 3 Pedestrian with a 65 foot height limit. The "P" stands for pedestrian designated zone, which puts special design requirement on street facing facades, reduces parking requirements, controls surface parking, and parking access/egress.

International District

The Chinatown/International District neighborhood is designated as an Urban Center Village and the buildings adjacent to the proposed site are zoned (IDM-75-85) International District Mixed – non-residential uses 65'; residential uses base height 65'.

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

The Future Land Use Map in the current City of Seattle Comprehensive Plan, Toward a Sustainable Seattle (updated April 2011), shows that the zoning classification for each project site is to remain as its current designation. The specific sites will all remain public right-of-way as well.

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

There are no designated shorelines within the project areas.

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

No.

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

No people will reside or work in the completed project.

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

No people would be displaced by the project.

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

Not applicable.

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

The Pilot Parklet Program is consistent with the Future Land Use Map in the current City of Seattle Comprehensive Plan, Toward a Sustainable Seattle (updated April 2011). The map shows that the zoning classification for each project site is right-of-way.

These improvements are consistent with the transportation element of the Comprehensive Plan goals and policies (T52): Design and operate streets to promote healthy urban environments while keeping safety, accessibility, and aesthetics in balance.

9. Housing

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

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

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

Not applicable - This project does not have any housing impacts.

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

Not applicable - This project does not have any housing impacts.

10. Aesthetics

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

Parklet railings generally will not exceed 42". Materials must be high quality, durable, and beautiful (e.g., steel, finished woods).

b. What views in the immediate vicinity would be altered or obstruction:

Views may be altered because there would be structures rather than street parking in the right-of-way.

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

None

11. Light and glare

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

None.

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

Not applicable.

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

None.

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

Not applicable.

12. Recreation

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

There are parks and other designated and informal recreational opportunities within and near the project areas.

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:

Parklets offer formal and informal recreation and further expand area recreational opportunities in Seattle.

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.

City Hostel:

The proposed project site is adjacent to both the historic William Tell Hotel and MGM Buildings, designated as landmarks by the City of Seattle Landmarks Preservation Board. Additionally, the proposed project site is across the street from the RKO Distributing Company Building, designated as a landmark by the City of Seattle Landmarks Preservation Board.

Montana Bar:

There are no places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the proposed parklet site.

International District:

The proposed project site is within the Seattle International Special Review District and the Chinatown National Register Historic District.

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

City Hostel:

As explained above, the proposed project site is in close proximity to the historic William Tell Hotel Building, MGM Building, and RKO Distributing Company Building, all designated as historic landmarks by the City of Seattle Landmarks Preservation Board.

Montana Bar:

There are no landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the proposed parklet site.

International District:

As explained above, the proposed project site is within the Seattle International Special Review District and the Chinatown National Register Historic District. These district designations preserve the area's unique Asian American cultural significance.

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

City Hostel:

The proposed project site is adjacent to and in close proximity to several historic landmark buildings, but is not located in a designated historic district and would not result in probable significant adverse impacts to these buildings or other historic or cultural landmarks. The parklet design is transparent and minimizes view obstructions of the landmark buildings.

Montana Bar:

This proposal would not result in probable significant adverse historic or cultural impacts.

International District:

The proposed project is designed to conform to the theme and character of the Seattle International Special Review District and the Chinatown National Register Historic District. Additionally, the proposed project will be subject to approval by the International District Special Review Board.

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.**

City Hostel:

The proposed project site is located adjacent to 2327 Second Avenue in the Belltown neighborhood, just north of downtown Seattle. The site is within central Seattle, and the street network is very dense. The main north/south thoroughfares in the area are First Avenue and Third Avenue, and the main east/west thoroughfare is Denny Way. The closest highway is State Route 99, which is approximately 4 blocks west of the proposed site.

Montana Bar:

The proposed project site is located adjacent to 1506 E Olive Way in the Capitol Hill neighborhood, just east of downtown Seattle. The site is within central Seattle, and the street network is very dense. The main north/south thoroughfare is Broadway and the main east/west thoroughfare is Denny Way. The closest highway is Interstate 5, which is approximately 2 blocks west of the proposed site.

International District:

The proposed project site is located adjacent to 421 Sixth Avenue S. in the International District/Chinatown neighborhood, just south of downtown Seattle. The site is within central Seattle, and the street network is very dense. The main north/south thoroughfares are Fourth Avenue S and Fifth Avenue S. and the main east/west thoroughfare is S. Jackson Street. The closest highways are Interstate 5, which is 4 blocks east of the proposed site, and Interstate 90, which is approximately 5 blocks south of the proposed site.

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

City Hostel:

Second Avenue and Bell Street is served by public transit routes 111, 114, 121, 123, 143, 212, 215, 217, and 65. Third Avenue and Bell Street is served by routes 1, 116, 118, 119, 124, 13, 131, 132, 14, 15, 16, 17, 18, 19, 2, 21, 24, 26, 28, 3, 33, 358, 4, 40, 5, 55, 56, 57, 7, 82, and RapidRide C, D.

Montana Bar:

East Olive Way and E Howell Street is served by public transit routes 43 and 47. East Denny Way and East Olive Way is served by route 8. In addition, there many stops nearby that serve different routes.

International District:

Fifth Avenue S. and Jackson St. is served by routes 111, 114, 210, 211, 212, 214, 215, 217, 250, 260, Sound Transit 545 and 554.

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

The proposed parklets would not add any parking spaces.

City Hostel:

The proposed project would covert three on-street parking spaces to a parklet.

Montana Bar:

The proposed project would covert one to two on-street parking spaces to a parklet.

International District:

The proposed project would convert zero to one on-street parking spaces to a parklet. (Note: The majority of the project area is currently signed as “no parking.”)

- 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).**

No new streets or roads would be constructed as a result of this project. The parklets may be considered improvements to the streetscape.

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

City Hostel:

The proposed project would not use or occur in the vicinity of water, rail, or air transportation.

Montana Bar:

The proposed project would not use or impact transportation. The project, however, is approximately four blocks from the First Hill Streetcar line, which runs down Broadway. The proposed project would not impact the streetcar.

International District:

The proposed project would not use or impact transportation. The project, however, is approximately two blocks from the International District light rail station, three blocks from Union Station and King Street Station (which provide Sounder and Amtrak services), and one block from the First Hill Streetcar line, which runs down Jackson.

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

The project would not generate any additional vehicle trips.

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

City Hostel:

The proposed project is located in the Belltown North paid parking area. There are approximately 1,200 on-street parking spaces in the Belltown North area. The three-hour peak occupancy in that neighborhood is 44%, as measured in 2012. In addition, there are approximately 3,800 off-street parking spaces available to the general public in the Belltown North area, as quantified in a 2010 survey conducted by Puget Sound Regional Council.

The proposed project would convert three on-street parking spaces to a public space parklet. Based on the availability of parking in the Belltown North area, the direct and indirect effects of the proposed project would not result in probable significant adverse impacts to existing parking availability.

The proposed parklet would comply with design and safety standards approved by the City Traffic Engineer.

Montana Bar:

The proposed project is not located in an area with paid on-street parking spaces. However, there are approximately 575 on-street parking spaces in the area bounded by Thomas Street to the north, Harvard Avenue to the east, Olive Street (east of Bellevue Avenue) and Pine Street (west of Bellevue Avenue) to the south, and I-5 to the west. The proposed parklet would be located in one to two on-street parking spaces adjacent to 1506 E Olive Way, between Denny Way and Howell Street. The three-hour peak occupancy in Capitol Hill South, the nearest paid parking area to the east, was 42%, as measured in 2012. Occupancy is likely higher in the unpaid area. In addition, there are approximately 350 off-street parking spaces available to the general public in this area, as quantified in the Seattle Parking Map.

The proposed project would convert one to two on-street parking spaces to a public space parklet. Based on the availability of parking in the immediate area and the adjacent Capitol Hill South area, the direct and indirect effects of the proposed project would not result in probable significant adverse impacts to existing parking availability. No measures to reduce or control transportation impacts are proposed.

The proposed parklet would comply with design and safety standards approved by the City Traffic Engineer.

International District:

The proposed project is located in the Chinatown/International District paid parking area. There are approximately 474 on-street spaces in the Chinatown/International District paid parking area. The three-hour occupancy in that neighborhood was 71%, as measured in 2012. In addition, there are approximately 490 off-street parking spaces available to the general public in the Chinatown/International District area, as quantified in a March 2012 SDOT study.

The proposed project would convert zero to one on-street parking spaces to a public space parklet. The majority of the proposed project site is currently designated as a "no parking" zone. Based on the availability of parking in the Chinatown/International District area, the direct and indirect effects of the proposed project would not result in probable significant adverse impacts to existing parking availability. No measures to reduce or control transportation impacts are proposed.

The proposed parklet would comply with design and safety standards approved by the City Traffic Engineer.

15. Public services

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

The proposed project is not anticipated to result in increased need for public services.

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

Not applicable (see B15a above).

16. Utilities

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

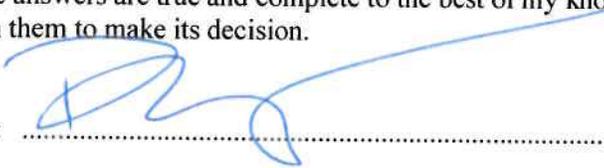
The project sites are in the urban core and are served by all the utilities listed above except for septic systems. Other utilities available include other communication services, cable television, and internet access.

- 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.**

Electricity may be required for parklet construction. After construction, the parklets are not anticipated to use any utilities.

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: July 9, 2013