SEATTLE PUBLIC UTILITIES

ENVIRONMENTAL CHECKLIST

A. BACKGROUND

A1. Name of proposed project, if applicable:
Pinehurst Green Grid Natural Drainage System Project

A2. Name of applicant:
Seattle Public Utilities

A3. Address and phone number of applicant and contact person:
Keith Ward, Project Manager
Seattle Public Utilities
Engineering Services Branch
700 Fifth Avenue, Suite 4900
Seattle, WA 98124-4018
(206) 615-0734

A4. Date checklist prepared:
February 7, 2005

A5. Agency requesting checklist:
Seattle Public Utilities

A6. Proposed timing or schedule (including phasing, if applicable):
Construction is planned to begin in June 2005 and be completed by May 2006. Project will be completed in four phases (2 streets per phase).

A7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal?
There are no plans for additions, expansions or further activity beyond that proposed. This project is the fourth natural drainage system project completed by Seattle Public Utilities over the last 4 years.

A8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Cultural and Archaeological Resources Review by Seattle Public Utilities, February 2005.
Geotechnical report and addendum report 2002 and 2003, respectively.

A9. 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 other applications are known.

A10. List any government approvals or permits that will be needed for your proposal, if known.
National Pollutant Discharge Elimination System (NPDES) Permit – Washington Department of Ecology (Ecology).
Street Use Permit – Seattle Department of Transportation (SDOT).

A11. Give brief, complete description of your proposal, including the proposed uses and the site of the project. 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.)

Seattle Public Utilities proposes to replace existing street improvements with a natural drainage system consisting of a series of interconnected, vegetated swales or ponds. The project is designed to detain stormwater and provide enhanced biofiltration of runoff from this portion of the Thornton Creek watershed. The project is located almost entirely in the street right-of-way in a 12-block area of the Pinehurst neighborhood (from NE 117th St. to NE 113th St., 16th Ave. NE to 23rd Ave. NE, and NE 113th St. at the intersection of 25th Ave. NE). See attached vicinity map and site plan.

The following sections of streets within the project area will be reconfigured: 19th Ave. NE from NE 117th St. to NE 115th St., 20th Ave. NE and 23rd Ave. NE from NE 117th St. to NE 113h St., and NE 113th St. from 20th Ave. NE to 23rd Ave. NE. For each street section, the gravel shoulder will be removed and the pavement width reduced by about 1 to 2 feet. The driving surface will be "offset" with a drainage swale on one side of the street and a sidewalk on the other side. Much of the remaining right-of-way will be landscaped with native plants. A small amount of work may be conducted on private property in order to match driveway and street grades.

Ditch drainage improvements and a pedestrian walkway will also be added on NE 117th St. from 16th Ave. NE to 23rd Ave. NE and a small ditch section will be reconfigured at the intersection of 25th Ave. NE and NE 113th St.

A12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project area is in Seattle, Washington and is bounded by 16th Ave. NE on the west, NE 117th St. on the north, 25th Ave. NE on the east, and NE 113th St. on the south (see attached vicinity map and site plan). This area is located within the Southwest and Northwest quarters of Section 28, Township 26 North, Range 4 East, W.M.

B. ENVIRONMENTAL ELEMENTS

B1. Earth

a. General description of the site:

☒ **Flat** ☒ **Rolling** ☐ **Hilly** ☐ **Steep Slopes** ☐ **Mountains**
☐ **Other:**

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

Slopes on the site range from less than 2% to not more than 5%, with the exception of a small section of the project along 25th Ave. NE which has slopes

up to 13%.

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 majority of the near-surface site soils are silty sands. Trace gravel is also present in the sand unit. The Soil Conservation Service (SCS) soil map shows the soil classification as "C". The site is not classified as prime farmland.

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

There is no surface indication or history of unstable soils in the vicinity.

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

Soil disturbing activities (i.e., excavation, grading, and filling) will occur in the course of constructing the new stormwater system and reconfiguring the streets. At this point in the design, the total quantity of graded soil is estimated at about 16,400 cubic yards (cy) over the entire project. About 8,700 cy of soil will be removed from the site, about 6,300 cy of material (e.g., road rock, soil, and compost) will be brought to the site, and about 1,400 cy of existing soil will be re-used on-site. Although on-site native soils will be used where practicable, imported material will be needed, especially for the roadway base and for the asphalt roadway and concrete curbs and walkways. The source of this fill will be from a commercial aggregate producer, licensed and permitted by the State of Washington.

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

Yes, erosion could occur. However, the risk of erosion is very low because the project area is nearly flat. In addition, no filling will take place in water and best management practices (BMPs), as described in B(1)h below, will be utilized to protect all storm drain inlets and off-site drainage.

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

This project is designed to reduce the amount of impervious surface. The site rights-of-way will be approximately 55% impervious when the project is complete. The existing street rights-of-way are approximately 74% impervious. This represents a 25% reduction in the amount of impervious area.

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

The project will implement a Temporary Erosion and Sedimentation Control (TESC) Plan with BMPs appropriate to the site, conditions, and activities. Work practices will be monitored, maintained, and, if necessary, adjusted to meet changing conditions.

A Construction Storm Water Pollution Prevention Plan (SWPPP) will be developed as part of the Construction NPDES permit obtained from Ecology.

B2. Air

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

Emissions during construction would include normal amounts of dust from grading activities and exhaust from construction equipment (carbon monoxide, sulfur, particulates). The completed project will not produce any emissions.

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 odors 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 and Seattle construction practices. These could include: spraying areas of exposed soil with water for dust control (a BMP under the TESC Plan), regular street cleaning (in vicinity, if needed), and reducing exhaust emissions by minimizing vehicle and equipment idling.

B3. 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 so, describe type and provide names. If appropriate, state what stream or river or water body it flows into.

There is no surface water body on or in the immediate vicinity of the site. Through a series of ditches and culverts, the site discharges to Thornton Creek, an urban year-round stream, which discharges to Puget Sound, a saltwater body. The creek is about 1/2 mile to the southeast of the site.

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

This project proposes no work within the water, within 200 feet of the water, or over the water.

(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.

Not Applicable. The only water on-site occurs as runoff, immediately following storm events.

(4) Will the proposal require surface water withdrawals or diversions? If so, give general description, purpose, and approximate quantities if known.

The proposal will not require surface water withdrawals or diversion. The completed project will change how surface water flows to Thornton Creek, over the present unregulated, urbanized, and non-permitted condition that has developed over the past 100 years in the watershed. The completed project is designed to function more like a natural system, thereby reducing peak flow rates and the total volume of stormwater reaching Thornton Creek. The project would also improve water quality by reducing pollutant loads, specifically Total Suspended Solids (TSS). The design goals are to detain the 2-year storm to pre-developed conditions and to remove 80% of the TSS.

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

No. The project does not lie within the 100-year floodplain.

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

No. There will be no discharges of waste materials into surface waters.

b. Ground:

(1) Will ground water be withdrawn, or will water be discharged to ground water? If so, give general description, purpose, and approximate quantities if known.

No. The proposal will not require withdrawals from, or discharges to, groundwater.

(2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, agricultural, etc.). Describe the general size 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 <u>quantities</u>, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The source of runoff during construction will be stormwater, which will be collected, and treated (e.g. sedimentation cells or settling tanks), and then discharged to Thornton Creek via the existing stormwater conveyance system.

After the project is completed, the runoff will discharge via the natural drainage system to Thornton Creek, which is approximately ½ mile to the southeast of the eastern most limits of the project site, and which eventually runs into Puget Sound.

The peak flow for the area for the 2-year 24-hour storm (modeled in XP-

SWMM) will be reduced by approximately 63% after project completion, compared to the baseline condition of a conveyance system without the natural drainage system swales. This reduction, from a baseline of 6.1 cubic feet per second (cfs) to a target of 2.3 cfs, meets the outflow goal for the basin to function as a "properly functioning system" (basin with 10% impervious, 75% forested, and 15% pasture).

The completed project is estimated to reduce the total volume of stormwater on an average annual basis from 1,516,000 cubic feet (cf) to the target condition goal of 555,300 cf.

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

During construction it is possible that erosion from the site could enter the surface waters, however as identified above, a TESC plan utilizing appropriate BMPs will be implemented to minimize this risk.

This project will not increase the typical residential area waste materials that get washed into drainage systems or the ground, such as soap from car washing, motor oil leaks, exhaust residue, etc. In fact, the proposed project improvements will reduce the possibility of wastes entering the creek due to accidental discharge, by providing storage areas that can collect, filter, and detain some of the waste volumes for all but the largest accidents.

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

As identified above, during construction there will be a TESC plan in place. After construction, the risk of discharge of waste materials to the creek due to an accident will be reduced by the addition of detention and biofiltration facilities. Unlike the current situation, the proposed natural drainage system would likely detain most or all of an accidental discharge of waste materials until clean up could occur.

B4. Plants

a. Check types of vegetation found on the site:

☒ Deciduous trees (check types): ☒ alder ☒ maple ☐ aspen ☐ other:
☒ Evergreen trees (check types): ☒ fir ☒ cedar ☒ pine ☐ other:
☒ Shrubs
☒ Grass
☐ Pasture
☐ Crop or grain
☐ Wet soil plants (check types): ☐ cattail ☐ buttercup ☐ bullrush ☐ skunk cabbage ☐ Other: *(NOTE: wet soil plants are located in ditches).*
☐ Water plants (check types): ☐ water lily ☐ eelgrass ☐ milfoil ☐ Other:
☐ Other types of vegetation:

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

Most of the informally planted areas within the right-of-way will be removed and/or otherwise altered, although many key trees and shrubs will be left in place to the extent feasible. Vegetation that is removed will be replaced primarily with drought-tolerant, native species.

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

A search of the Natural Heritage Information System in February 2004 on significant natural features showed no records for rare plants or high quality ecosystems in the vicinity of the proposed project.

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

Replacement landscape vegetation will consist largely of native, drought tolerant species.

B5. Animals

a. Checkmark 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:
Mammals:	☐ deer ☐ bear ☐ elk ☐ beaver ☒ other: **rodents**
Fish:	☐ bass ☐ salmon ☐ trout ☐ herring ☐ shellfish ☐ other:

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

The Washington Department of Fish & Wildlife Habitats and Species Map (dated May 2004) covering this area shows no threatened or endangered species. Eagles may occasionally fly over the area traveling to and from foraging areas in Lake Washington or Puget Sound.

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

The Washington Department of Fish & Wildlife Habitats and Species Map (dated May 2004) does not show this site as being part of a migration route. Seattle is within the migratory route of many bird species.

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

The completed project will provide enhanced habitat over the existing condition in the immediate project area for songbirds. The completed project will enhance the aquatic conditions in nearby Thornton Creek by lowering water temperatures, detaining damaging peak flows, and reducing pollutant loads.

B6 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.

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

The project does not involve building structures or planting vegetation that would block access to the sun for adjacent properties.

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

Not applicable (see item a. above)

B7. 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:

Small amounts of materials likely to be present during construction include gasoline and diesel fuels, hydraulic fluids, oils, lubricants, solvents, paints, and other chemical products. A spill of one of these chemicals could potentially occur during construction as a result of either equipment failure or worker error. Though unlikely at this location, contaminated soils, sediments, or groundwater could also be exposed during excavation. If disturbed, contaminated substances could expose construction works and potentially other individuals in the vicinity through blowing dust, stormwater runoff, or vapors.

(1) Describe special emergency services that might be required.

Possible fire or medic services could be required during construction, and possibly during maintenance of the completed project.

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

A Health and Safety plan will be submitted by the contractor before work commences. The construction workers will have had 40-hour OSHA Health and Safety Training for working in potentially contaminated areas.

A spill control plan will be developed to control spills on site. Any contaminated soils will be excavated and disposed of in a manner consistent with the level of contamination, in accordance with federal, state, and local regulatory requirements, by a qualified contractor(s) and/or city staff.

b. Noise

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

Noises that exist in the area 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 the site.

Noise levels in the vicinity of construction would temporarily increase during construction activities. Short-term noise from construction equipment will be limited to the allowable maximum levels of City of Seattle's Noise Control Ordinance (SMC Chapter 25.08).

Noise from construction equipment may occur between the hours of 7 am and 9 pm weekdays, and 9 am to 9 pm weekends during construction; however, it is expected that the majority of construction will take place from 7 am to 6 pm on weekdays.

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

(3) Proposed measures to reduce or control noise impacts, if any:
Construction equipment will muffled in accordance with the applicable laws. SMC Chapter 25.08, which prescribes limits to noise and construction activities, will be fully enforced while the project is under construction.

B8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?
The project will generally take place within the public right-of-way, which is currently developed as asphalt-paved residential streets with adjacent residential housing, which is almost exclusively single family.

b. Has the site been used for agriculture? If so, describe.
Not in recent history.

c. Describe any structures on the site.
Residential housing on adjacent property, and subsurface storm drain inlets and catchbasins within the street rights-of-way.

d. Will any structures be demolished? If so, what?
Some subsurface storm drain facilities will be upgraded.

e. What is the current zoning classification of the site?
The project is generally in the public right-of-way. The zoning for properties that abut the proposal is all Single-Family except for properties adjacent to the work area on 25th Ave. NE where several properties are zoned Multi-Family (L3 and L4) and at least two adjacent properties are zoned Neighborhood/Commercial (C1 and C2) along Lake City Way.

f. What is the current comprehensive plan designation of the site?
The comprehensive plan designation for surrounding properties is generally consistent with the existing development.

g. If applicable, what is the current shoreline master program designation of the site?
Not applicable. The proposal is not within the Shoreline zone.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.
No. No part of the project sites have been classified as “Environmentally Sensitive”.

i. Approximately how many people would reside or work in the completed project?
No people will reside or work in the completed project.

j. Approximately how many people would the completed project displace?
No people will be displaced by the project.

k. Proposed measures to avoid or reduce displacement impacts, if any:
Not applicable (see item j. above).

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:
The project will reconstruct street rights-of-way to provide enhanced biofiltration and detention of stormwater runoff from the finished project area, and a reduction of impervious area. This will be accomplished with the following elements of the project which are essential to achieving the stormwater goals, but which will also contribute to the general appeal of this single family neighborhood:

- Reconfigure the street in an offset fashion, with stormwater swales along one side of the street, to more effectively manage stormwater flows.
- Plant a highly developed landscape of native, drought-tolerant species in the right-of-way to provide a "green-belt" effect.
- Reduce street-width to 20-feet to create more orderly parking and "calm" or slow local traffic.
- Construct new walkways to provide a safe and inviting environment for pedestrians.

B9. 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 of any housing units.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.
Not applicable (see a. above).

c. Describe proposed measures to reduce or control housing impacts, if any:
This project does not have any housing impacts.

B10. Aesthetics

a. What is the tallest <u>height</u> of any proposed structure(s), not including antennas? What is the principal exterior <u>building material</u>(s) proposed?
The tallest proposed structure will not exceed approximately 5 feet above the adjacent ground. This could be a rockery wall or earthen berm or wall.

b. What views in the immediate vicinity would be altered or obstructed?
Construction of the structures identified above in B(10)a will not alter or obstruct views. As identified in Section B(8)l above, the project rights-of-way will be landscaped. It is possible that, at maturity, some of the trees that are planted could impact views of Lake Washington and/or the Cascade Mountains from two or three houses on 23rd Ave. NE. In these cases, smaller trees will be placed out of view lines to minimize potential view impacts.

c. Proposed measures to reduce or control aesthetic impacts, if any:
Other than the project elements identified in Section B(8)l and B(10)b above, there are no proposed measures to reduce or control aesthetic impacts planned for this project.

B11. Light and Glare

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

The completed project will not produce any light or glare. Typically, construction will take place during the day. If an emergency situation calls for after-dark work, the contractor might use portable lights, which could produce glare.

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

Not applicable (see item a. above).

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

There is no off-site source of light or glare that will affect the project.

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

There are no proposed measures to reduce or control light or glare, as the finished project will not produce light and glare impacts. During construction, if an emergency requires after-dark work, the portable lighting may be adjusted as feasible to reduce glare impacts on adjacent residents.

B12. Recreation

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

No formal recreational opportunities are in the immediate vicinity. Informal recreational opportunities currently include walking, jogging, and bike riding along the street.

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

No recreational uses would be permanently displaced by the project. Informal recreational use would be temporarily displaced during construction, requiring users to be inconvenienced by equipment and other obstructions and/or to avoid those street sections during that time.

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

Notification through the project newsletter and neighborhood meetings will provide advance notice to recreation users of temporary inconveniences. Over the long-term, the recreational experience will be improved by the safety and aesthetic amenities identified in Section B(8)l above.

B13. 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.

The project location was checked against the following registers on 2/7/05:

- City of Seattle Landmarks
- Washington Heritage Register
- National Register of Historic Places.

No listed or known eligible historic resources are present on the project sites.

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

Not applicable. Per the search mentioned in (a) above, no resources of this type were located.

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

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

B14. 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.

The proposal lies within the rights-of-way of the public streets. These streets provide access and connect with the major arterials of 15th Ave. NE , Lake City Way NE, and NE Northgate Way.

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

No public transit routes operate in the project sites. The area is served by public transit route #'s 72, 75, 79, and 243 on Lake City Way, route #75 on Northgate Way, and route #'s 73, 77 and 373 on 15th Ave. NE. Within the 12-block project area, the closest transit stop is approximately 450 feet from any point in the project area.

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

Currently, parking is unrestricted on the gravel shoulders of both sides of the streets in the project area. Much of the existing parking capacity in the right-of-way is uncontrolled, and unauthorized uses such as detached trailers, stored vehicles, and angled or stacked parking are present.

Seattle Department of Transportation (SDOT) conducted an assessment of the legal parking in the project area as defined by the Seattle Municipal Code on a block-by-block basis. For each block, SDOT identified the current (pre-project) number of legal parking spaces, the number of legal parking spaces after the project is completed, and the number of vehicles currently parked on the street.

Parking reduction and utilization numbers were relatively consistent throughout the project area. To give an idea of the scale of these numbers for an individual street, on 20th Ave. NE, between NE 115th St. and NE 117th St., the pre-project condition yielded 32 legal parking spaces and the post-project condition will provide 14 legal parking spaces. The current utilization for the street was between 6 and 7 vehicles during the study period.

The results of the study are summarized as follows: The total number of pre-project legal parking spaces is 267 and the total number of post-project parking spaces available will be 159. The project will reduce the amount of legal parking throughout the project area by 108 spaces. Evening residential use was evaluated on a Wednesday at 4:30am. The utilization was 41 vehicles parked on the street within the project area. The highest utilization was on a Saturday at 9:30 am when 44 vehicles were parked in the project area (a utilization of less than 30% of the legal parking spaces available after the project is completed).

When the project is completed, there will no longer be long-term on-street parking (exceeding the 72 hour time limit) and trailers and recreational vehicles will be less easily accommodated. SDOT parking management staff reviewed the project and determined that the parking reductions are consistent with current City policy.

On-street parking will be temporarily displaced during construction, requiring residents and visitors, at times, to park up to one to two blocks from their destination.

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 existing street sections of the north-south streets and NE 113th St. within the project area will be demolished and reconstructed. The existing street sections for the east-west streets will remain intact with the exception of NE 113th St. between 20th Ave. NE and 23rd Ave. NE.

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

The proposed project will not occur within the vicinity of any of these other methods of transportation.

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

The number of vehicular trips and peak volumes are not expected to change as a result of this proposal. During the 11-month construction period, weekday traffic to the area will temporarily increase by the number of construction crew members coming and going from the work site (exact numbers not known yet), and also there will be some hauling of materials by trucks, to and from the project site. Based on the estimated quantity of about 15,000 cy of material imported and exported to and from the site, respectively, it is estimated that there will be about 750 total truck loads (one-way trips) during the project or about 188 truck loads during each of the four project phases.

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

The contractor will be required to submit a traffic control plan for approval by the City, which will be in force during construction.

The parking provided as part of the project design is appropriate for the movement of vehicles and pedestrians in this neighborhood and is consistent with the policies of SDOT and residential parking management. Parking demand will be accommodated and none of the changes within the right-of-way will result in unacceptable impacts that cannot be readily managed. Based on SDOT's parking study and review of the proposed changes to the street right-of-way, no mitigation is deemed necessary.

B15. 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 completed project will have no impact on the need for public services.

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

The completed street improvements will meet all City of Seattle requirements for emergency vehicle access. During construction, the contractor will be required to provide access at all times to emergency traffic, such as police, fire and disaster units.

B16. Utilities

a. Check utilities currently available at the site, if any: ☐ **None**

☒ **electricity** ☒ **natural gas** ☒ **water** ☒ **refuse service**
☒ **telephone** ☒ **sanitary sewer** ☐ **septic system**
☐ **other:**

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. ☒ **None**

Utilities will not change as a result of this project, except for the changes to the storm drainage system. Field locates will be required to find the utilities prior to project construction.

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: __Signed by Keith Ward_____ Date: March 8, 2005

Keith Ward
Project Manager

Signature: __Signed by Michael Bonoff_____ Date: 3/7/05

Michael Bonoff
Environmental Analyst