



# **NE 43rd St Improvements Project Seattle, Washington**

## **SEPA Checklist**

November 5, 2019

## STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

### A. BACKGROUND

**1. Name of proposed project, if applicable:**

NE 43rd St Improvements Project

**2. Name of applicant:**

Seattle Department of Transportation (SDOT)

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

Janet Mayer, Project Manager  
Seattle Department of Transportation  
Capital Projects and Roadway Structures Division  
700 Fifth Avenue, Suite 3900  
P.O. Box 34996  
Seattle, WA 98124  
206-615-0860

**4. Date checklist prepared:**

November 5, 2019

**5. Agency requesting checklist:**

City of Seattle Department of Transportation (SDOT)

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

Construction is anticipated to begin in summer 2020 with a construction duration of 9 months pending approvals and permits.

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

There are no future additions, expansions, or further activity related to the project.

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

- A traffic study was prepared by Concord Engineering for the project (January 2020).
- A parking utilization study was conducted by SDOT on May 15, 2019.
- The Determination of Nonsignificance (DNS) was issued by SDOT in December 2013 for the Bicycle Master Plan.

**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 other applications are known to be pending for government approvals that will directly affect the property covered by this proposal.

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

No other government approvals or permits will be needed for this proposal.

**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.**

This project would implement streetscape and pedestrian improvements on NE 43rd St between 15th Ave NE and Brooklyn Ave NE to improve access from the University of Washington to the University District (U District) Link light rail station, which is scheduled to open in 2021. The project would include the following:

- NE 43rd St would be one-way westbound for all vehicles between 15th Ave NE and University Way NE, transit only between University Way NE and the alley, and for all vehicles between the alley and Brooklyn Ave NE. This would maintain vehicle access to the local post office, the University Bookstore, and the University Temple United Methodist Church.
- The alley between 15th Ave NE and University Way NE would remain northbound, and the alley between University Way NE and Brooklyn Ave NE would be southbound (north of NE 43rd St) and northbound (south of NE 43rd St).
- Northbound left turn movements would be maintained from 15th Ave NE onto NE 43rd St for general purpose traffic. This minor arterial primarily serves localized traffic and rechannelization of NE 43rd St would maintain partial access. NE 43rd St is currently closed to vehicular travel from University Way NE to 12th Ave NE for the U District Link station construction.

The project would expand the size of pedestrian sidewalks on NE 43rd St with a curbless design between 15th Ave NE and Brooklyn Ave NE. An eastbound protected bike lane would extend between 15th Ave NE and 11th Ave NE and a westbound shared vehicle/bike lane from 15th Ave NE to Brooklyn Ave NE would transition to a protected bike lane to 11th Ave NE. The project would also upgrade curb ramps to be compliant with the Americans with Disabilities Act, construct new lighting and landscaping, and improve signals and crosswalks. There would be an all walk pedestrian phase at the NE 43rd St and 15th Ave NE signal. Drainage improvements would also occur including installing a natural drainage system (bioswale) on the south side of NE 43rd St adjacent to the sidewalk. Trolley poles and wire would be required on NE 43rd St to extend transit from 15th Ave NE to the U District Link station. Rechannelization of NE 43rd St would require removing six on-street paid parking and load zones between 15th Ave NE and University Way NE and 17 on-street parking and loading zones between 12th Ave NE to 11th Ave NE.

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

The project is located on NE 43rd St between 15th Ave NE and 11th Ave NE in the University District area (see Site Map). Township 25N, Range 4E, Section 17.

**B. ENVIRONMENTAL ELEMENTS**

**1. Earth**

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

Flat       Rolling       Hilly       Steep Slopes       Mountainous  
 Other: (identify)

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

Slopes along the project area are less than 5 percent and slope to the south.

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.**

Soils in this project area are not identified in the Natural Resources Conservation Service soil survey for King County. The surface geology in the vicinity indicates that soils are generally comprised of till. The site is currently covered by impervious surfaces. Agricultural lands are not located near the project. There would be minor ground disturbance and no removal of soils.

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

There is no history of unstable soils in the immediate vicinity. A bog Environmentally Critical Area is located to the east of 15th Ave NE.

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

The disturbance area would be approximately 24,000 square feet for pavement and drainage work. Excavation would be down to a depth of approximately 10 feet for stormwater improvements.

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

Disturbed portions of the project area could be susceptible to erosion during pavement and drainage work.

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

The project would create minimal new impervious surfaces. The majority of work would occur in the paved right-of-way along NE 43rd St between 15th Ave NE and University Way NE. There would be approximately 23,500 square feet of new or replaced impervious surfaces and approximately 2,100 square feet of new or replaced pervious surfaces, including landscaping.

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

The contractor will be required to follow the 2017 edition of Seattle Standard Plans and Standard Specifications for Road, Bridge and Municipal Construction and the Seattle Stormwater Code to control erosion in the project area.

The following general conservation measures and best management practices (BMP) are applicable at the construction site:

- The contractor will provide a construction stormwater and erosion control plan (CSECP) for City review and approval before beginning construction activities;
- The contractor will provide a construction BMP plan and a Spill Prevention Plan for city review and approval before beginning construction;
- All paving and utility work will be performed in accordance with City requirements and the requirements of the utilities involved; and
- Catch basin filters will be used in catch basins located downgradient of the site if necessary to prevent sediments from entering the storm drainage system during construction.

## **2. Air**

**a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

Sources of emissions during construction would include:

- Negligible fugitive dust generated during limited excavation, grading, and other construction activities;

- Engine exhaust emissions from construction vehicles, work vehicles, and construction equipment; and
- Increased motor vehicle emissions associated with increased traffic congestion during construction.

The project would not result in new air emissions after construction is completed.

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

There are no off-site sources of emissions or odor that would affect the project.

**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 implementing standard federal, state, and local emission control criteria according to the 2017 edition of Seattle Standard Plans and Standard Specifications for Road, Bridge and Municipal Construction. The standard specifications require that contractors maintain air quality to comply with the national emission standards for hazardous air pollutants.

Minimizing air quality impacts during construction may include 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.**

There are no waterbodies on or in the immediate vicinity of the site.

**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.**

None.

- 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.

**b. Ground:**

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

No.

- 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.**

None.

**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.**

Stormwater on NE 43rd St is collected in a partially separated sewer system. A partially separated area means that some pipes are present that have stormwater drainage and sanitary flow. Depending on the location, runoff would outfall to Lake Union/Ship Canal or Puget Sound through the King County West Point Sewer Treatment Facility.

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

BMPs will be implemented during project staging and construction to avoid to the extent possible waste materials from entering ground water or surface water.

**3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

No. Proposed work would replace existing impervious surfaces. Any stormwater control improvements will be made according to the Seattle Stormwater Code.

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

See Section B.1.h for proposed measures.

**4. Plants**

**a. Types of vegetation found on the site: [Check the applicable boxes]**

- |                                                                        |                                     |                                    |                                  |                                            |
|------------------------------------------------------------------------|-------------------------------------|------------------------------------|----------------------------------|--------------------------------------------|
| <input checked="" type="checkbox"/> Deciduous trees:                   | <input type="checkbox"/> Alder      | <input type="checkbox"/> Maple     | <input type="checkbox"/> Aspen   | <input type="checkbox"/> Other: (identify) |
| <input type="checkbox"/> Evergreen trees:                              | <input type="checkbox"/> Fir        | <input type="checkbox"/> Cedar     | <input type="checkbox"/> Pine    | <input type="checkbox"/> Other: (identify) |
| <input checked="" type="checkbox"/> Shrubs                             |                                     |                                    |                                  |                                            |
| <input checked="" type="checkbox"/> Grass                              |                                     |                                    |                                  |                                            |
| <input type="checkbox"/> Pasture                                       |                                     |                                    |                                  |                                            |
| <input type="checkbox"/> Crop or grain                                 |                                     |                                    |                                  |                                            |
| <input type="checkbox"/> Orchards, vineyards, or other permanent crops |                                     |                                    |                                  |                                            |
| <input type="checkbox"/> Wet soil plants:                              | <input type="checkbox"/> Cattail    | <input type="checkbox"/> Buttercup | <input type="checkbox"/> Bulrush | <input type="checkbox"/> Skunk cabbage     |
| <input type="checkbox"/> Other: (identify)                             |                                     |                                    |                                  |                                            |
| <input type="checkbox"/> Water plants:                                 | <input type="checkbox"/> water lily | <input type="checkbox"/> eelgrass  | <input type="checkbox"/> milfoil | <input type="checkbox"/> Other: (identify) |
| <input type="checkbox"/> Other types of vegetation: (identify)         |                                     |                                    |                                  |                                            |

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

Construction would primarily disturb existing impervious surfaces. The project would remove a landscape strip on the north side of NE 43rd St. Some limited clearing, grubbing, and tree trimming may also occur during sidewalk and utility improvement construction.

**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:**

Street trees, shrubs, and other plant material in the right-of-way will be protected as appropriate during construction and left in place. The contractor will prepare a Tree, Vegetation, and Soil Protection Plan.

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

There are no known noxious weeds or invasive species on or near the site.

**5. Animals**

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

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

**Mammals:**     Deer         Bear         Elk         Beaver  
 Other:(identify)

**Fish:**         Bass         Salmon     Trout         Herring  
 Shellfish     Other: (identify)

**b. List any 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.

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

The site is part of the Pacific Flyway. Migratory birds may benefit from street trees, ground vegetation, and surrounding waterbodies.

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

No impacts to wildlife are anticipated so no measures are proposed.

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

No invasive animal species are known to occur on or near the site.

**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.**

Electricity would be required to operate the new pedestrian street lighting, existing traffic signals, and new trolley wire located along NE 43rd St.

**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:**

During construction activities workers will avoid leaving equipment and vehicles idling when not in use. The project may reduce vehicle and associated fuel use by encouraging more use of public transit.

## **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.**

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

There is no known contamination within the right-of-way from present or past uses. There are no adjacent properties documented by the Washington State Department of Ecology Facility/Site Database with a status as either Awaiting Cleanup, Cleanup Started, or No Further Action. There is no evidence of soil or groundwater contamination within the right-of-way or on adjacent properties that would affect the project. Based on depth and location of excavation, and groundwater depth and gradient, SDOT does not expect to encounter contaminated soil or groundwater during construction.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

There are no known existing hazardous chemicals or conditions that might affect project construction. Public and private utilities would be identified and avoided during construction.

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

Potential hazardous materials likely to be present during construction from vehicles and equipment include gasoline and diesel fuels, hydraulic fluids, oils, and lubricants.

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

None.

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

A Health and Safety Plan will be developed by the construction contractor before work commences. This plan will provide information on any hazardous materials that may be associated with project construction and will outline safety procedures for handling any of these substances.

BMPs and a Spill Prevention Plan would minimize the potential for spills during construction. Project specifications will be followed if unanticipated contaminated materials are encountered in the right-of-way during construction. This is not anticipated since there is no known contamination within the right-of-way.

**b. Noise**

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

Existing noise in the vicinity from traffic and potential construction along NE 43rd St and surrounding streets would not affect project construction.

**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. Noise levels within 50 feet of construction equipment may exceed 90 decibels (dB) for short periods of time. 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).

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

The project will comply with the City of Seattle's Noise Control Ordinance. Noise from construction equipment will occur between 7 AM and 10 PM weekdays, and 9 AM to 10 PM on the weekends. If there is a need for work outside these times to minimize traffic impacts, SDOT will request a temporary noise variance permit to allow some construction work at night.

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

- Effective mufflers will be installed and maintained on equipment;
- Equipment and vehicle staging areas will be located as far from residential and hotel properties as possible; and
- Idling of power equipment will be minimized.

## 8. Land and shoreline use

- a. **What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.**

The project right-of-way on NE 43rd St between 15th Ave NE and 11th Ave NE is currently used for roadway, driveway entrances, and sidewalks. Surrounding land uses along NE 43rd St include commercial, eateries, institutional, multi-family residential, parking lots, and retail. The U District Link light rail station is scheduled to open in 2021 at the northeast block of NE 43rd St and Brooklyn Ave NE. This project would not affect current land uses but would impact adjacent on-street parking and load zones.

- b. **Has the site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or non-forest use?**

No.

- 1) **Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?**

No.

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

The right-of-way contains bicycle racks, fire hydrants, parking meters and signage, trash receptacles, sidewalk furniture, and utility poles. Surrounding structures along NE 43rd St adjacent to the right-of-way include mixed-use buildings and parking.

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

There would be an evaluation of existing traffic signal poles, street lights, and drainage facilities along the project corridor and some may be removed or replaced. These improvements would be coordinated with appropriate agencies.

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

The project corridor adjacent to NE 43rd St is zoned Commercial/Mixed Use.

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

The comprehensive plan designation is Urban Center which are the densest neighborhoods that act as both regional centers and local neighborhoods.

**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 a critical area by the city or county? If so, specify.**

A bog Environmentally Critical Area is located to the east of 15th Ave NE.

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

None.

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

None.

**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 project is a Recommended Shared Street in the Bicycle Master Plan (2014). The project would create a safe, bicycle connection from the University of Washington to the U District Link station and continue west connecting to protected bicycle lanes on 11th Ave NE. NE 43rd St is part of the Priority Investment Network (PIN) in the Pedestrian Master Plan (2017). The PIN's foundation are walksheds that serve as important walking routes to frequent transit stops in the city. This project is consistent with the plan's strategies and actions to improve conditions both along and across the roadway.

The project is also consistent with Transit Master Plan strategies including coordinating land uses and the transit network and creating a transit-supportive urban structure and street network. The Transportation Element of the 2019 Seattle Comprehensive Plan also has goals and policies for encouraging use of multiple transportation options and connected bicycle, pedestrian, and transit facilities.

**m. Proposed measures to ensure that the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:**

No applicable.

**9. Housing**

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

None.

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

None.

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

Not applicable.

## **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?**

The project would primarily construct improvements along NE 43rd St at ground level. Posts extending up to a few feet would be used to separate the protected bike lanes from vehicles. Trolley pole and wires would be required on NE 43rd St to extend transit to Link station which can be up to about 12 feet in height. The trolley poles and wire would be similar to existing utility wires and poles and consistent with the urban visual character. There would also be improvements to existing traffic signals and new lighting up to 10 feet in height.

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

None.

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

No impacts are anticipated so no measures are proposed.

## **11. Light and glare**

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

New pedestrian lighting on the north and south side of NE 43rd St is proposed along the corridor between 15th Ave NE and the U District Link station for nighttime safety. Traffic signal improvements would occur at intersections in the project corridor including upgrading and adjusting signal heads. Traffic lights generally operate 24 hours per day. This would not alter existing light or glare in the project area.

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

No. The intention of the pedestrian lighting and traffic signal improvements are to improve safety on NE 43rd St for all users.

**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:**

No impacts are anticipated so no measures are proposed.

**12. Recreation**

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

There are no City parks within the immediate vicinity of the project. Christie Park is located to the west, University Playground to the northwest, and the Burke-Gilman Trail the south and east. The University of Washington located to the east has many informal open space 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:**

The project would improve and make the NE 43rd St connection between the University of Washington, U District Link station, and 11th Ave NE safer for pedestrians and bicyclists. Both sides of NE 43rd St contain sidewalks and would be improved with additional walking space and lighting between 15th Ave NE and the U District Link station. An eastbound protected bike lane would extend between 15th Ave NE and 11th Ave NE and a westbound shared vehicle/bike lane from 15th Ave NE to Brooklyn Ave NE would transition to a protected bike lane to 11th Ave NE.

**13. Historic and cultural preservation**

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

Yes. The following properties are located adjacent to the project area:

- Washington Manor Apartments is located at 1305 NE 43rd St at the southeast intersection with Brooklyn Ave NE. It was constructed in 1926 and determined eligible in 2005 as part of the North Link Light Rail Project.
- U.S. Post Office University Station is located at 4244 University Way NE at the southeast intersection with NE 43rd St. It was constructed in 1927 and determined eligible in 2001.

- Roberta Apartments is located at 1119 NE 43rd St at the southwest intersection with 12th Ave NE. It was constructed in 1929 and determined eligible in 2005.
- University of Washington Parking Garage is located at 4317 12th Ave NE at the northeast intersection with 11th Ave NE. It was constructed in 1969 and determined eligible in 2018.

No temporary construction easements would be obtained on these properties. There would be no ground disturbance outside of the right-of-way and no effects to the above-listed properties.

- b. Are there any landmarks, features, or other evidence of Indian or historic use of occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.**

No.

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

The Washington State Department of Archaeology and Historic Preservation (DAHP) and Washington Information System for Architectural and Archaeological Records Data (WISAARD) were searched for National Register of Historic Places (NRHP)-listed or -eligible properties (including heritage barns and register districts) and historic-aged properties. The City's online list of landmarks and nominations was also searched to determine if any current or nominated City landmarks are within the project area.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance of resources. Please include plans for the above and any permits that may be required.**

Because adjacent historic properties would not be affected during construction or operation, no measures are proposed.

#### **14. Transportation**

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

The project would occur on NE 43rd St between 15th Ave NE and 11th Ave NE. Regional access is available from 11th Ave NE and 15th Ave NE which are principle arterials connecting with Interstate 5 to the north via NE 45th St (see Site Map).

**b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?**

This project would implement transit improvements on NE 43rd St between 15th Ave NE and Brooklyn Ave NE to improve access to the U District Link light rail station, which is scheduled to open in 2021. To the east 15th Ave NE is a major bus corridor with access to the following routes near the NE 43rd St intersection: 43, 44, 48, 49, 70, 167, 197, 271, 540, 541, 542, 556, and 586. University Way NE also contains many routes near the NE 43rd St intersection including: 45, 71, 73, and 373. Near the 11th Ave NE intersection with NE 43rd St there are three existing routes available: 67, 74, and 796. The RapidRide Roosevelt bus rapid transit project is scheduled to open along 11th Ave NE in 2024.

**c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or non-project proposal eliminate?**

Rechannelization of NE 43rd St would require removing six on-street paid parking and load zones between 15th Ave NE and University Way NE. The previous on-street parking between University Way NE and 12th Ave NE has been removed for the U District Link light rail station. The project would also require removing 17 on-street parking and load zones between 12th Ave NE and 11th Ave NE for construction of protected bike lanes.

A parking utilization study by SDOT on May 15, 2019 found the following:

- Two on-street parking spaces on the north side of NE 43rd St between 15th Ave NE and University Way NE were 100 percent utilized except at 1 and 4 PM. The four on-street parking spaces on the south side of NE 43rd St were never fully occupied and only 75 percent occupied at 7 PM.
- There are currently 15 on-street parking spaces and two load zones on NE 43rd St between 12th Ave NE and 11 Ave NE that were not part of study since they are not paid parking, but utilization is provided below for adjacent 11th Ave NE and 12th Ave NE.
- Four on-street paid parking spaces on the north side of NE 43rd St between 11th Ave NE and Roosevelt Way NE were 75 to 100 percent utilized except at 10 AM and after 6 PM. The two on-street parking spaces on the south side of NE 43rd St were 50 percent utilized during certain times of day.
- Parking adjacent on 15th Ave NE and University Way NE between NE 42nd St and NE 45th St had lower utilization farther north and available paid parking.
- Parking adjacent on 12th Ave NE between NE 42nd St and NE 45th St had available paid parking on the east side of road throughout day.
- Parking adjacent on 11th Ave NE between NE 43rd St and NE 45th St were heavily utilized in the morning but with availability after 3 PM.

SDOT conducted business surveys in summer 2019 to receive feedback about load zone needs. Four load zones have been installed on the northeast and southwest corners of University Way NE including two new 3-minute passenger load zones (for Uber, Lyft, and

taxis) and two 30-minute load zones (for businesses and customers). Until construction begins, existing load zones on NE 43rd St would be maintained while new load zones on University Way NE are being evaluated. Two load zones will be installed on the southwest corner of 12th Ave NE and NE 43rd St to replace the existing load zones on NE 43rd St just west of 12th Ave NE. SDOT will conduct additional outreach in 2020 to assess potential effects to adjacent land uses from parking and load zone removal for protected bike lanes from 12th Ave NE to 11th Ave NE.

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

This project would implement streetscape and pedestrian improvements on NE 43rd St between 15th Ave NE and Brooklyn Ave NE to improve access from the University of Washington to the U District Link light rail station. The project would make NE 43rd St one-way westbound for all vehicles between 15th Ave NE and University Way NE, transit only between University Way NE and alley, and all vehicles between alley and Brooklyn Ave NE. The alley between 15th Ave NE and University Way NE would remain northbound, and the alley between University Way NE and Brooklyn Ave NE would be southbound (north of NE 43rd St) and northbound (south of NE 43rd St). The project would maintain northbound left turn movements from 15th Ave NE to NE 43rd St for general purpose traffic.

The project would expand the size of pedestrian sidewalks with curbless design and construct a protected bike lane eastbound and shared vehicle/bike lane westbound. The project would also upgrade curb ramps to be compliant with the Americans with Disabilities Act, construct new lighting and landscaping, and improve signals and crosswalks. There would be an all-walk pedestrian phase at NE 43rd St and 15th Ave NE.

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

This project would improve the transit connection on NE 43rd St to the new U District Link light rail station.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?**

This project is not anticipated to generate any additional general-purpose trips. However, rerouting and minor changes in travel patterns are expected as a result of changing NE 43rd St to one-way and implementing transit only restrictions. The average weekday traffic volume on NE 43rd St is approximately 3,000, with 1,400 eastbound and 1,600 westbound trips. With the project restricting vehicle access, some of those trips would likely find other routes on adjacent streets.

An analysis during the AM and PM peak hour was performed by Concord Engineering in January 2020 to evaluate the operations with and without the project. An annual growth

rate of 1 percent was applied to existing traffic volumes to determine anticipated 2021 volumes. A VISSIM traffic analysis found that the Level of Service (LOS) at the intersections on NE 43rd St between 15th Ave NE and Brooklyn Ave NE would remain similar from existing to future (2021) conditions for AM and PM peak conditions. The traffic analysis assessed two alternatives at the 15th Ave NE intersection. The only difference between the two alternatives is that Alternative 1 restricts the left turn from northbound 15th Ave NE to NE 43rd St for general purpose traffic and only allows transit, and Alternative 2 allows general purpose vehicles to turn left. The study found that both alternatives would result in a LOS A in 2021 for northbound left turn movements.

LOS changes at intersections on adjacent NE 45th St and NE 42nd St would generally be the same or better in 2021 with Alternative 2. Based on the information from the traffic analysis, SDOT determined that Alternative 2 would not delay transit access to NE 43rd St and the left turn lane can be maintained for general purpose vehicles. SDOT will work with King County Metro to develop a monitoring plan to review transit operations at this intersection to confirm the results of the traffic analysis. If changes are needed to traffic operations SDOT will perform outreach with adjacent property owners.

**g. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.**

No.

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

The following measures may be used to reduce or control transportation impacts during construction and operation:

- All traffic control will be in accordance with the City of Seattle Traffic Control Manual for In-Street Work (2012);
- SDOT will work to minimize disruptions and maintain adequate access during the construction phase;
- SDOT will inform adjacent property owners of work progress;
- SDOT will conduct public outreach before and during project construction to notify residents, businesses, local agencies, transit agencies, and other stakeholders of expected disruptions or changes in traffic flow;
- Temporary road closures will be minimized, and detour routes will have proper signage;
- The construction contractor will be required to submit a traffic control plan for approval by SDOT. The contractor will enforce the traffic control plan during construction;
- Alternative routes for pedestrians, bicyclists and those with disabilities will be identified and marked clearly;
- Any proposed effects to transit turn arounds or trolley lines will be coordinated with King County Metro and other appropriate agencies in advance; and

- Load zones will be relocated on University Way NE, 12th Ave NE, and other adjacent streets as feasible.

## 15. Public services

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

This project would improve the transit connection on NE 43rd St to the new U District Link light rail station. It would also create a safe pedestrian and bicycle connection from the University of Washington to the U District Link station and 11th Ave NE. The project was coordinated with the Seattle Fire Department to accommodate the fire truck safety needs on NE 43rd St.

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

No measures are proposed.

## 16. Utilities

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

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

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

Pipes and inlets would be replaced or constructed along NE 43rd St between 15th Ave NE and Brooklyn Ave NE. Drainage improvements would also include installing a natural drainage system (bioswale) on the south side of NE 43rd St adjacent to the sidewalk. The project would improve traffic signals at the 15th Ave NE and University Way NE intersections. New pedestrian lighting would also be constructed along NE 43rd St between 15th Ave NE and Brooklyn Ave NE. Construction of trolley poles and wire would be required on NE 43rd St to extend transit to Link station. Electricity for new trolley poles and wire would be accommodated from the existing electrical grid.

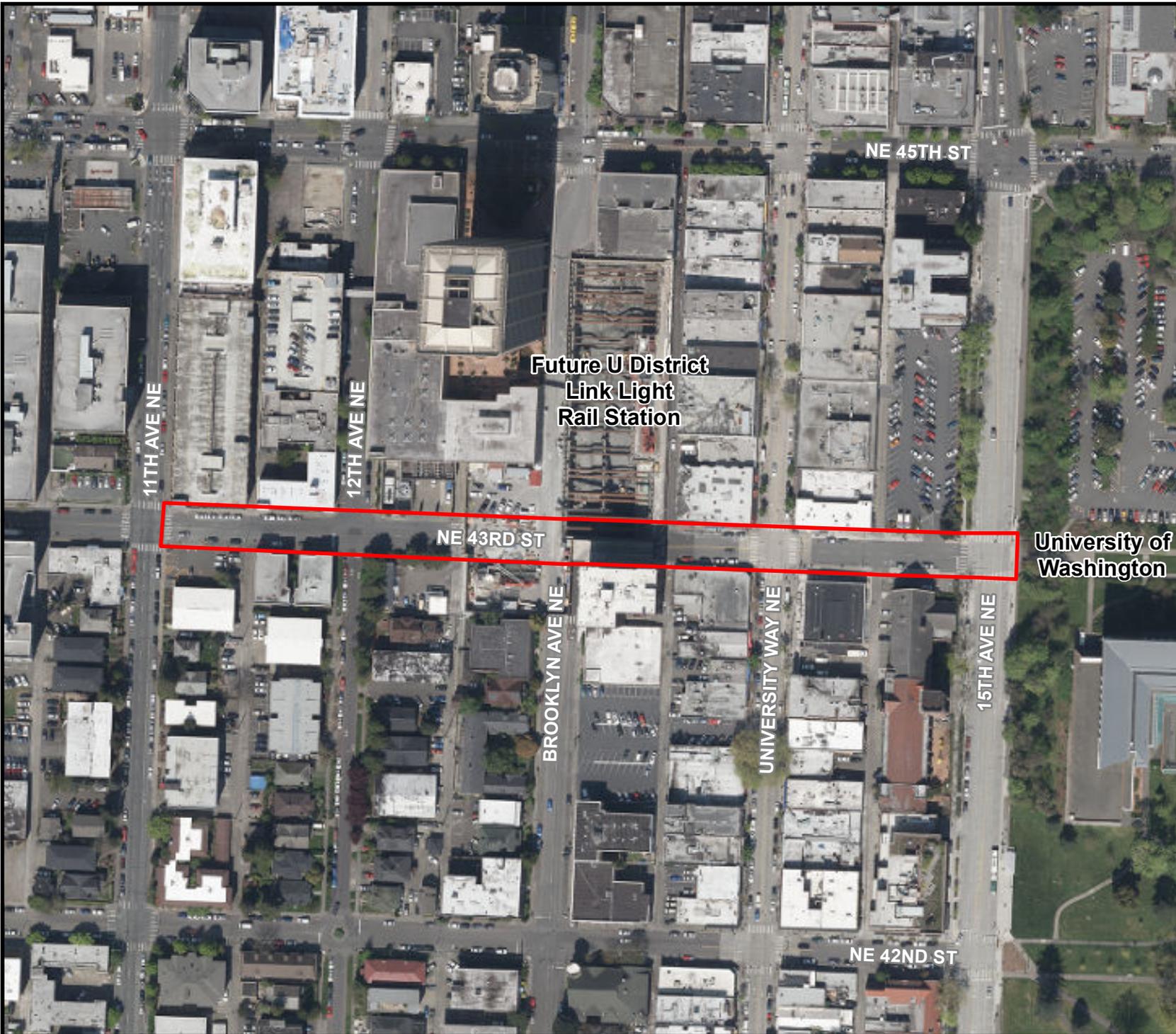
Public and private utilities would be identified and avoided where feasible during construction. Any removal, relocation and restoration of utilities would be coordinated with applicable utility owners. This would include coordination with Seattle Public Utilities and Seattle City Light to remove or relocate stormwater infrastructure and utility poles and construct trolley poles and wire.

**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.

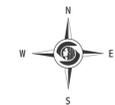
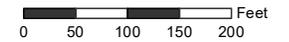
Signature:  Janet Mayer .....  
Digitally signed by Janet Mayer  
DN: c=US, e=janet.mayer@seattle.gov,  
o=SDOT, ou=CP, cn=Janet Mayer  
Reason: I am approving this document  
Date: 2020.03.31 17:45:15-0700

Date Submitted: 3/31/2020 .....



Legend

 Project Area



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



**NE 43rd St Improvements Project Site Map**