



Seattle Department of Transportation

**Greenwood Avenue N (N 137th to N 145th
Street) Pedestrian Improvements Project
Seattle, Washington**

SEPA Checklist

December 14, 2016

STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

Greenwood Avenue N (N 137th to N 145th Street) Pedestrian Improvements Project

2. Name of applicant:

Seattle Department of Transportation (SDOT)

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

Jack Bartman, Project Manager
Seattle Department of Transportation
Capital Projects and Roadway Structures Division
700 Fifth Avenue, Suite 3900
P.O. Box 34996
Seattle, WA 98124
206-684-8324

4. Date checklist prepared:

December 14, 2016

5. Agency requesting checklist:

City of Seattle Department of Transportation

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

Construction is anticipated to begin in May 2017 with substantial completion by October 2017 pending approvals and permits. Construction duration would take approximately six months to complete.

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.

No environmental information has been prepared or will be prepared for this project.

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.

The following permit is anticipated for the project:

- Washington State Department of Ecology (Ecology), National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit.

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.)

SDOT proposes to construct a new sidewalk, planting strip, curb and gutter along the east side of Greenwood Avenue N, between N 145th and N 137th Streets, as well as a new pedestrian activated signal at N 137th Street. There would also be construction at N 137th Street on the west side of the right-of-way where the pedestrian activated signal would be installed. Other improvements include Americans with Disabilities Act (ADA)-compliant curb ramps at each intersection in the project area and pedestrian signal improvements at N 143rd and N 145th Streets.

The total disturbance area is approximately 53,787 square feet which would trigger the Ecology NPDES permit. Construction would occur on temporary construction easements outside of the right-of-way on private properties including approximately 386 cubic yards of excavation and 9,512 square feet of new and replaced impervious surfaces. Pipes, inlets and a detention vault would be installed between N 143rd and N 137th Streets as part of drainage improvements.

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 the east side of Greenwood Avenue N between N 145th and N 137th Streets in the Bitter Lake/Broadview neighborhoods. See attached Site Plan. Township 26N Range 4E Sections 19 and 24.

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 generally less than 5 percent and slope to the southwest.

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 area are not identified in the Natural Resources Conservation Service soil survey for King County. The surface geology in the vicinity indicate that soils are generally comprised of till which is unsorted glacial sediment. The site is currently almost completely covered by impervious surfaces. Agricultural lands are not near the project. There would be minor ground disturbance and removal of soils.

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

Most of the project area is relatively flat with slopes of less than five percent to the southwest. There are steep slopes at N 137th Street on the west side outside the right-of-way where the pedestrian activated signal would be installed.

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.**

Areas of road and sidewalk repair would generally require excavations up to 2 feet deep below ground surface. Stormwater drainage improvements between N 143rd and N 137th Streets would require excavation of up to approximately 11 feet deep below ground surface. The pipe footprint would be approximately 385 feet in length and 6 feet deep. The total disturbance area is approximately 53,787 square feet. There would be approximately 1,553 cubic yards of excavation. All excavation activities are expected to be within previously disturbed areas.

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 concrete removal operations. Construction would be sequential along the project corridor, limiting the area of exposed soil at any given time.

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

The project area of approximately 4.7 acres is almost entirely comprised of impervious surfaces. New and replaced impervious surfaces would total approximately 32,410 square feet and pervious surfaces would be approximately 10,460 square feet, including landscaping.

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

The contractor would be required to follow the 2014 edition of Seattle Standard Plans and Standard Specifications for Road, Bridge, and Municipal Construction to control erosion in the project area. The following general conservation measures and best management practices (BMPs) are applicable at the construction site:

- The contractor would provide a Construction Sediment and Erosion Control Plan (CSECP) for city review and approval before beginning construction activities.
- The contractor would provide a Stormwater Pollution Prevention Plan (SWPPP) for city review and approval before beginning construction activities and comply with the NPDES Construction Stormwater General Permit during construction.
- The contractor would provide a construction BMP plan, a spill prevention plan, and an emergency spill cleanup plan for city review and approval before beginning construction.
- All water and soil particles would be retained on the work site. BMPs would be implemented to reduce dust and prevent contaminated soil from reaching water bodies. The BMPs would be monitored and maintained by a SDOT-approved inspector, if necessary.
- All paving and utility work would be performed in accordance with city requirements and the requirements of the utilities involved.
- Staging of construction equipment would not occur in any sensitive or critical area.
- Catch basin filters would be used in catch basins located downgradient of the site 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.

Construction:

Emissions during construction of the project would include:

- Fugitive dust generated during the excavation, grading and other construction activities.
- Engine exhaust emissions from construction vehicles, work vehicles and construction equipment.
- Increased motor vehicle emissions associated with increased traffic congestion during construction.

After Construction:

Once the project is complete, operation of Greenwood Avenue N would continue unchanged, and operation and maintenance of the road are not expected to result in increased emissions to air.

- 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 minimized through implementation of standard federal, state and local emission control criteria, in accordance with the 2014 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.**

Bitter Lake is located southeast of the project area just south of the intersection of Greenwood Avenue N and N 137th Street.

- 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.**

Bitter Lake is about 100 feet southeast of the project area. The project is separated from Bitter Lake by single and multifamily residences. Stormwater drains north from N 137th streets to catch basins that direct drainage to Bitter Lake.

- 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 Greenwood Ave N between N 137th and N 145th Streets is collected in catch basins and generally drains southeast to Bitter Lake and Lake Union/Ship Canal.

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

During construction, there is potential that waste materials (e.g. oil and grease) from construction equipment could enter runoff from the site. This runoff could enter groundwater if soils are exposed where existing paving has been removed, or could reach Bitter Lake if the water drains to the storm drain. Only minimal patches of soils are likely to be exposed during the project and BMPs would be implemented to minimize the potential for waste materials to affect ground or surface waters. Concrete cutting would result in a slurry mixture that is vacuumed up as part of normal BMPs. A spill of this slurry could adversely affect the pH of the stormwater or groundwater.

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

No. Proposed work would primarily replace existing impervious surfaces. Stormwater control improvements would be made per the Seattle Stormwater Code.

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

During project construction, BMPs will be implemented to control stormwater running onto and off the site in accordance with the City's Standard Specifications for Road, Bridge and Municipal Construction, and the Seattle Stormwater Code. The contractor will be required to submit and follow a SWPPP, a CSECP, and comply with the NPDES Construction Stormwater General Permit.

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 checked="" 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. Minor clearing and grubbing would remove or alter shrubs and plant material to construct the new sidewalk.

Approximately 9,000 square feet of vegetation would be disturbed during construction. Minor tree trimming would occur within the project area during 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 project area.

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

Restoration would include planting magnolia (*Magnolia kobus*) and northern red oak (*Quercus rubrum*) tree species along with installing seeded lawns and bark mulch. The following restoration activities are proposed:

- Planting two magnolias and two northern red oaks between N 145th and N 143rd Streets. Seeded lawns would be installed surrounding trees planted and in several other areas abutting properties. Bark mulch would also be installed at two locations abutting properties.
- No tree plantings are proposed between N 143rd and N 137th Streets. Seeded lawns and bark mulch would be installed along several abutting properties.

Tree trimming activities and removal of any trees and other vegetation would be coordinated with SDOT's Street Use and Urban Forestry division to ensure compliance with all appropriate rules and regulations. A Tree, Vegetation, and Soil Protection Plan would be prepared prior to project construction to ensure that existing street trees and vegetation are not damaged during construction.

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 project area.

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: 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: Rodents, including mice, rats, squirrels, and raccoons are common urban species that could occur in the project area.

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 project area.

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

The project area is part of the Pacific Flyway. Migratory birds use the nearby Bitter Lake and other surrounding waterbodies and open spaces.

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 project area.

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.

After the project is completed, electricity would be required to continue operation of the street lighting and traffic signals located along the project area. Use of such energy would not represent a change from current conditions.

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 project is not anticipated to have any significant adverse energy or natural resource impacts. Therefore, no energy conservation features are included in the plans of this project. However, during construction activities workers would avoid leaving equipment and vehicles idling when not in use which would reduce fuel use.

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.

Yes.

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

A Phillips 76 gas station located at the intersection with N 143rd Street previously had a 500-gallon waste oil leaking underground storage tank (UST) on-site with a Cleanup Started status. A Phase II was conducted in 2008 and sampling results indicated that a small amount of total petroleum hydrocarbons (TPH) release occurred at the site. Tetrachloroethene was also present at the site which is a chlorinated solvent commonly used as a degreaser in service stations. However, the contamination is localized and is presumed to have been remediated. Clean up of contamination began in 2013 but documentation of completion has not been sent to Ecology. Samples previously taken nearer to the right-of-way were below Model Toxics Control Act (MCTA) clean up levels. No groundwater was detected at the maximum depth of 24 feet deep below ground surface conducted during sampling.

There is no other contamination currently documented at the Phillips 76 or ARCO, farther to the north at N 145th Street. Ecology regularly inspects active gasoline stations and there is no indication of releases from the current UST systems at the Phillips 76 or ARCO.

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 is a low potential that pre-1964 USTs may be located in the right-of-way at the Phillips 76. It is unknown whether these were removed. Ground penetrating radar was conducted in August 2016 to determine the presence and depth of USTs within the right-of-way. The results indicated that USTs are unlikely to be located within the right-of-way. Sampling conducted in 1991 and 2008 near and within the right-of-way also found no evidence of TPH impacts from boring logs.

No other USTs at Phillips 76, ARCO or other locations have been identified in the project area.

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.

Potentially hazardous materials likely to be present during construction from vehicles and equipment may include gasoline, diesel, hydraulic fluid, lubricants, solvents, paints, sealants, cement and asphalt. As with any construction project, there is a risk that such materials would be spilled or leaked during construction. This risk would be well within the range for typical construction projects. Materials such as these would also be used to operate and maintain the completed project. Because these materials are used to operate and maintain the existing roadway, the project would not create any additional post-construction environmental health hazards.

4) Describe special emergency services that might be required.

None.

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

The construction Project Manual would identify potential USTs in the right-of-way adjacent to the Phillips 76 station and identify avoidance, minimization and response measures.

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

BMPs and a Spill Prevention Plan would minimize the potential for spills during construction. The contractor would follow the City's Standard Specifications for Road, Bridge, and Municipal Construction, which give protocols for responding to an unexpected discovery of contaminated material during project construction. However, this is not anticipated since no known contamination is located 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 area, primarily road traffic on Greenwood Avenue N, would 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. Noise levels within 50 feet of construction equipment may exceed 90 decibels (dB) for short periods of time. However, short-term noise from construction equipment would 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 would comply with the City of Seattle's Noise Control Ordinance. Noise from construction equipment would occur between the hours of 7 AM and 10 PM weekdays, and 9 AM to 10 PM on the weekends during construction. If there is a need for work outside these times to minimize traffic impacts, SDOT would request a noise variance to allow some construction work at night.

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

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

8. Land and shoreline use

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

The project area consists of paved road, partial sidewalks, and existing stormwater infrastructure and utilities under the road. There are utility poles, street trees and other landscaping in some areas of the right-of-way. Adjacent land uses include single and multi-family residential properties, and commercial uses along Greenwood Avenue N.

The project consist of repairs and modifications within existing right-of-way that may result in temporary effects to adjacent land uses during construction. These temporary effects may include air and noise pollution and traffic delays and detours. The project would also require mutual benefit and compensable temporary construction easements. The completed project is expected to be beneficial to surrounding land uses by improving sidewalk and safety conditions.

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 project area consists of roadway used primarily for vehicular traffic and driveways accessing single and multi-family and commercial properties. Sidewalks exist partially throughout the project area. Numerous commercial and single and multi-family residential structures are located adjacent to the project right-of-way. Structures along the right-of-way corridor include utility poles with street lights and signal systems, fire hydrants, and underground structures for drainage, electric, water and other utilities.

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

The following above- and below-ground utilities may require relocation or removal: pipes, fire hydrants, utility poles, and stormwater infrastructure.

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

The project area is zoned SF 7200 (Residential Single Family) to the south and NC2P-40 (Neighborhood Commercial 2) starting just south of N 143rd Street north to N 145th Street.

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

The comprehensive plan designation is Multi-Family Residential Areas to the south and Commercial/Mixed Use Areas starting just south of N 143rd Street north to N 145th Street (Updated 2016).

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.

No. Bitter Lake and its riparian corridor is located southeast of the project area near the intersection of Greenwood Avenue N and N 137th Street but it would not be affected by construction. There are steep slopes at N 137th Street on the west side outside of the right-of-way where the pedestrian activated signal would be installed.

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 Greenwood Avenue N Pedestrian Improvements Project is part of the Priority Investment Network (PIN) in the Pedestrian Master Plan (Updated Draft 2016). The PIN's foundation are walksheds that serve as important walking routes to K-12 public schools and 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.

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

Not 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 and improve sidewalk and roadway at ground level. The project would improve traffic signals on N 145th and N 143rd Streets and construct a pedestrian activated signal at N 137th Street. The pedestrian activated signal would require traffic signal span wire, guy wire and anchor plates, service cabinet and foundation, and push buttons. The span would be approximately 35 feet in length and height.

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

The Phillips 76 and ARCO gas station signs at N 143rd and N 145th Streets would require relocation and potentially alter views for passerby.

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

No adverse impacts to views are anticipated. However, street trees and landscaping would be planted as part of sidewalk improvements.

11. Light and glare

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

The project would add a pedestrian-activated signal at N 137th Street across Greenwood Avenue N. This could be activated at any time whenever pedestrians need to cross the street. Pedestrian signal improvements would also occur at N 143rd and N 145th Streets.

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

No. The intent of traffic signal improvements and the pedestrian activated signal are to improve safety in the project area 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?**

The Bitter Lake Playfield and Bitter Lake Open Space Park are located about 2,000 feet south and east of the project along N 130th and N 138th Streets. The Seattle Golf Club and Llandover Woods Greenspace are located to the northwest of the project along N 145th Street. Pedestrian traffic on Greenwood Avenue N in the project area is currently obstructed by a lack of a consistent sidewalks and curb ramps.

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

No. The project would improve the pedestrian connectivity of Greenwood Avenue N with surrounding recreational uses.

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

The pedestrian improvements along and across Greenwood Avenue N would improve access to surrounding recreational opportunities.

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.**

No.

- 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.**

During project planning, SDOT submitted a map and description of the project to the Washington State Department of Archaeology and Historic Preservation (DAHP) for its opinion on the likelihood of the project adversely affecting historic, archaeological, or cultural resources. DAHP responded that the project as proposed is unlikely to have an adverse impact on cultural resources in the project area.

The DAHP Washington Information System for Architectural and Archaeological Records Data (WISAARD) was searched for National Register of Historic Places listed or eligible properties and districts. The City of Seattle's online list of landmarks and nominations was also consulted to determine if any current or nominated city landmarks are located within the project area. Field reconnaissance was performed to determine if any additional potential historic or cultural resources were present in 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.**

No impacts to historic or cultural resources are anticipated due to previous ground disturbance in the project area.

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 Greenwood Avenue N between N 137th and N 145th Streets. The nearest arterial is NE 145th Street which connects to Aurora Avenue N and Interstate 5 to the east.

- 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?**

The nearest transit stops are located on Greenwood Avenue N at its intersection with N 137th, N 143rd and N 145th Streets. Transit stops may be temporarily relocated during construction of the project. Metro would likely reset an existing bus shelter to new foundation just north of N 144th Street during construction of the project. After project completion, there would be safer access to transit stops with sidewalk improvements, signal improvements, and the addition of the pedestrian-activated signal.

- 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?**

None.

- 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).**

Yes. The project would construct the new sidewalk on the east side of Greenwood Avenue N between N 137th and N 145th Streets. It would also construct ADA-compliant curb ramps, signal improvements and a pedestrian activated signal.

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

No.

- f. **How many vehicular trips per day would be generated by the completed project 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?**

The number of vehicular trips and peak volumes would not change as a result of the project. Construction-related traffic (i.e., large trucks and materials hauling) would occur temporarily during the construction period and would be phased to minimize potential impacts to vehicular traffic.

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:

- All traffic control would be in accordance with the City of Seattle Traffic Control Manual for In-Street Work (2012).
- SDOT would work to minimize disruptions and maintain adequate access during the construction phases.
- SDOT would inform adjacent property owners of work progress.
- SDOT would 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 would be minimized, and detour routes would have proper signage.
- The construction contractor would be required to submit a traffic control plan for approval by the City. The contractor would enforce the traffic control plan during construction.
- Where required, alternative routes for pedestrians, bicyclists and those with disabilities would be identified and marked clearly.
- Any proposed effects to transit stops would be coordinated with Metro in advance.

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.

No.

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

No impacts are anticipated so no measures are proposed.

16. Utilities

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

- None
 Electricity Natural gas Water Refuse service
 Telephone Sanitary sewer Septic system
 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.

The project would improve traffic signals on N 145th and N 143rd Streets and construct a pedestrian activated signal at N 137th Street. The pedestrian activated signal would require traffic signal span wire, guy wire and anchor plates, service cabinet and foundation, and push buttons. Pipes, inlets and a detention vault would be installed between N 143rd and N 137th Streets as part of drainage improvements. A 36-inch pipe installation would extend for approximately 165 feet south, would then transition to 12 inches for about 176 feet south, before turning west for about 44 feet to enter an existing manhole at N 138th Street. Five new manholes and two catch basins would be installed along the new pipe. A new inlet and catch basin would also be installed at N 137th Street and tie into the existing stormwater system.

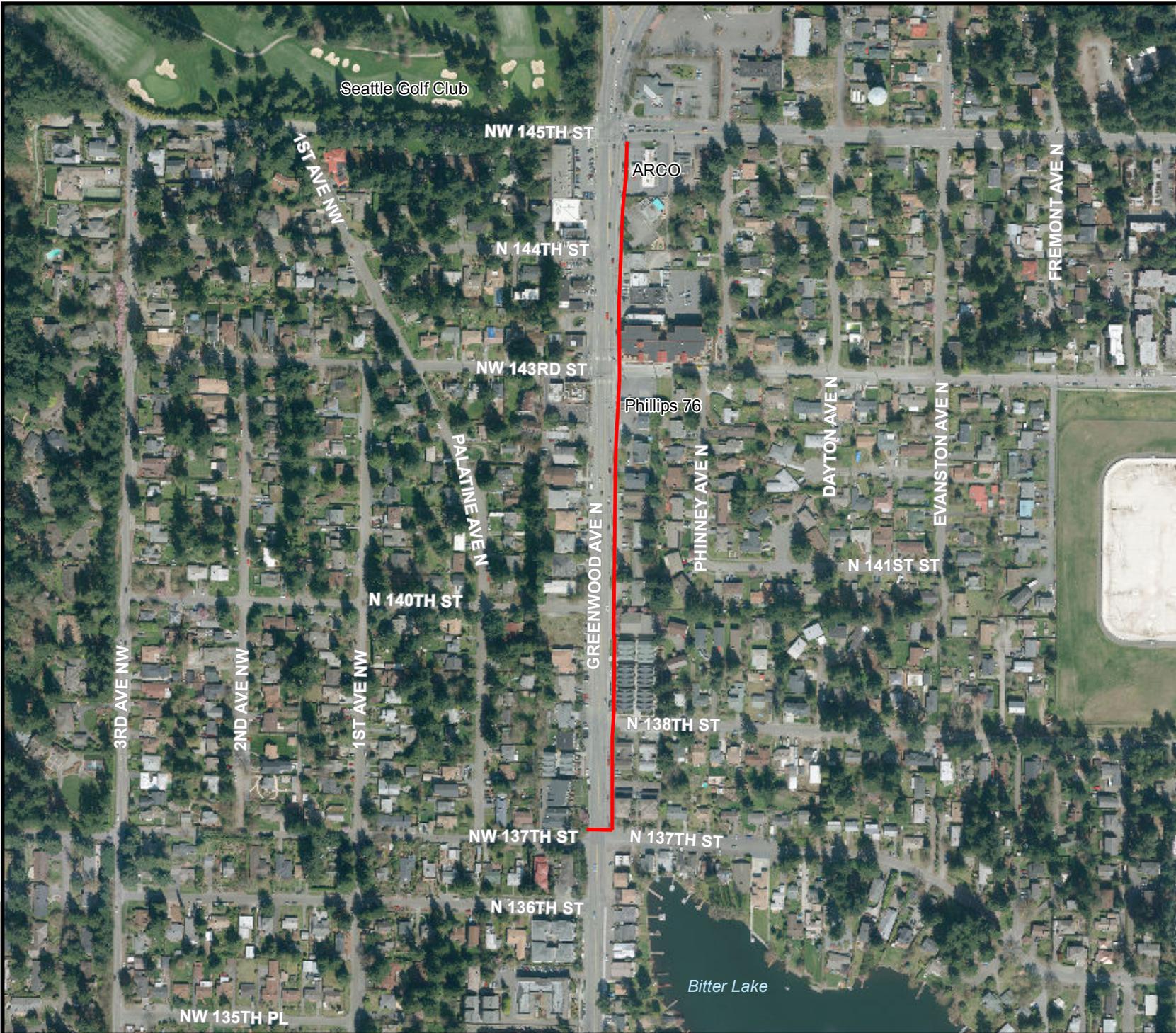
Public and private utilities would be identified and avoided where feasible during construction. Any removal, relocation and restoration of utilities would be coordinated with applicable utility owners. This would include coordination with Seattle Public Utilities and Seattle City Light to remove or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

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.

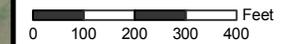
Signature: 

Date Submitted: *12/29/16*



Legend

 Project Area



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 Department of Transportation
 No warranties of any sort,
 including accuracy, fitness or
 merchantability, accompany
 this product.



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



Greenwood Avenue N Pedestrian Improvements Project Site Map