

FRA Categorical Exclusion Worksheet

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**Federal Railroad Administration (FRA)
CATEGORICAL EXCLUSION WORKSHEET**

The purpose of this worksheet is to assist Project sponsors in gathering and organizing materials for environmental analysis required under the National Environmental Policy Act (NEPA), particularly for projects that may qualify as Categorical Exclusions. Categorical Exclusions are categories of actions (i.e. types of projects) that the FRA has determined, based on its experience, typically do not individually or cumulatively have a significant effect on the human environment and which generally do not require the preparation of either an environmental impact statement (EIS) or an environmental assessment (EA). Decisions to prepare EAs and EISs are made by FRA.

Submission of the worksheet by itself does not meet NEPA requirements. FRA must concur in writing with the Categorical Exclusion recommendation for NEPA requirements to be met.

The Project sponsor is responsible for providing FRA with a sufficient level of documentation and analysis to help inform FRA's determination that a Categorical Exclusion is the appropriate NEPA class of action. Documentation and analysis may include background research, results of record searches, field investigations, field surveys, and any past planning or studies.

Instructions for completing this worksheet are available on the FRA website at: <http://www.fra.dot.gov/eLib/Details/L02708>. Please complete this worksheet using compatible word processing software and submit and transmit the completed form in MS Word electronic format.

The following documents must be submitted along with this worksheet:

1. Include maps or diagram of the Project area that identifies locations of critical resource areas, wetlands, potential historic sites, or sensitive noise receptors such as schools, hospitals, and residences.
2. Include maps or diagrams of the proposed modifications to existing railways, roadways, and parking facilities.
3. Copies of all agency correspondence particularly with permitting agencies.
4. Representative photographs of the Project area.

I. PROJECT DESCRIPTION

Project Sponsor City of Seattle	Date Submitted to FRA February 6, 2017	FRA Funding (TIGER, HSIPR, Rail Line Relocation, RRIF, etc.) or other FRA Action FASTLANE Grant
Contact Person Eric Strauch	Phone 206-233-7208	E-mail address Eric.Strauch@Seattle.gov
Proposed Project Title S Lander St Grade Separation and Railway Safety Project		
Location (Include Street Address, City or Township, County, and State) S Lander St (between 1st Ave S and 4th Ave S), Seattle, King County, WA		

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NEPA Contact	Phone	E-mail Address
Joel Hancock	206-684-5695	Joel.Hancock@Seattle.gov

Description of Proposed Action (Project): Fully describe the Project including specifics that may be of environmental concern such as: *widening an embankment to stabilize roadbed; repairing or replacing bridge pier foundations, extending culverts, including adding rip-rap in a waterway; earthwork and altering natural (existing) drainage patterns and creating a new water discharge; contaminated water needing treatment; building a new or adding on to a shop building; fueling or collection of fuel or oil and contaminated water; building or extending a siding; and building or adding on to a yard. Where applicable fully describe the operational characteristics of the facility to be improved by the proposed action and any anticipated operational changes that may result.*

The City of Seattle (City) proposes to build a bridge on S Lander St between 1st Ave S and 4th Ave S to provide a grade-separated crossing over the BNSF Railway's railroad tracks that will improve local traffic circulation and safety in the City's SODO neighborhood (Project). S Lander St is an essential east-west corridor that is heavily used by freight and commuter traffic as well as pedestrians, bicycles, and transit. It serves one of the largest manufacturing and industrial centers in the state, including the Port of Seattle's seaport terminals. The street currently intersects with four BNSF tracks at an at-grade crossing located between Occidental Ave S and 3rd Ave S. Please see the attached Introduction and Project Description and discipline reports for more information on the Project. Figures 1-1 and 1-2 in the Introduction and Project Description show the Project area and proposed alignment. In addition, Figure 1-1 in the Cultural Resources Assessment shows the location of the Project on the USGS base map for the 7.5' Seattle South, WA quadrangle.

The total cost of the Project is estimated to be \$140 million, \$63.5 million of which is Federal funding including a \$45 million FASTLANE award, which will be administered by the Federal Railroad Administration (FRA).

The Project will follow all applicable federal, state, and local permit requirements as described in Section X of this form.

List of materials included with this CE Worksheet:

- Introduction and Project Description
- Cultural Resources Assessment
- Department of Archaeology and Historic Preservation, State Historic Preservation Officer Concurrence for No Historic Properties Affected (letter dated February 14, 2017)
- Hazardous Materials Discipline Report
- Noise Discipline Report
- Visual Impact Assessment
- Social Effects and Environmental Justice Discipline Report
- Transportation Discipline Report

Purpose and Need of Proposed Action (Project).

The primary purpose of the Project is to provide a grade separation between the roadway and the BNSF tracks to reduce delays to roadway users and improve safety for all users. The Project is needed to reduce existing delays at the existing at-grade crossing. Available data indicate that more than half of the BNSF rail cars that move through Washington go through the S Lander St crossing, contributing to vehicular delays averaging over 4½ hours each day. The rail corridor is also used by Amtrak and Sound Transit passenger trains. Delays at the crossing affect freight, commuters, local businesses, and the public. An overcrossing at this location would eliminate delays to roadway users caused by train crossings, benefiting mobility and safety in the area. The City's goals and objectives for the S Lander St corridor have been documented in the Access Duwamish Report in 2000 (City of Seattle and Port of Seattle 2000) as well as the bridge type, size, and location (TS&L) study in 2016 (COWI 2016).

References:

City of Seattle and Port of Seattle. 2000. Access Duwamish: A Freight Mobility and Economic Strategy for the Duwamish Area. Project Summary Report. June 2000.

COWI (COWI North America, Inc.). 2016. South Lander Street Grade Separation: Bridge and Structures Type, Size, and Location Report. Prepared for Seattle Department of Transportation. Seattle, Washington. July 29, 2016.

II. NEPA CLASS OF ACTION

Please check the category or categories that the Project best fits. If no category applies, contact FRA as an EA or EIS may need to be prepared.

- Changes in plans for a Project for which an environmental document has been prepared, where the changes would not alter the environmental impacts of the action. *(Describe the full consequences of the changes only in part III)*
- Maintenance of: existing railroad equipment; track and bridge structures; electrification, communication, signaling, or security facilities; stations; maintenance-of-way and maintenance-of-equipment bases; and other existing railroad-related facilities. *("Maintenance" means work, normally provided on a periodic basis, which does not change the existing character of the facility, and may include work characterized by other terms under specific FRA programs)*
- Temporary replacement of an essential rail facility if repairs are commenced immediately after the occurrence of a natural disaster or catastrophic failure.
- Operating assistance to a railroad to continue existing service or to increase service to meet demand, where the assistance will not result in a change in the effect on the environment.
- Financial assistance for the construction of minor loading and unloading facilities, provided that proposals are consistent with local zoning, do not involve the acquisition of a significant amount of land, and do not significantly alter the traffic density characteristics of existing rail or highway facilities.
- Minor rail line additions *including construction of side tracks, passing tracks, crossovers, short connections between existing rail lines, and new tracks within existing rail yards*, provided that such additions are consistent with existing zoning, do not involve acquisition of a significant amount of right-of-way, and do not substantially alter the traffic density characteristics of the existing rail lines or rail facilities.
- Acquisition of existing railroad equipment, track and bridge structures, electrification, communication, signaling or security facilities, stations, maintenance of way and maintenance of equipment bases, and other existing railroad facilities or the right to use such facilities, for the purpose of conducting operations of a nature and at a level of use similar to those presently or previously existing on the subject properties.

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- Research, development and/or demonstration of advances in signal, communication and/or train control systems on existing rail lines provided that such research, development and/or demonstrations do not require the acquisition of substantial amounts of right-of-way, and do not substantially alter the traffic density characteristics of the existing rail line.
- Improvements to existing facilities to service, inspect, or maintain rail passenger equipment, *including expansion of existing buildings, the construction of new buildings and outdoor facilities, and the reconfiguration of yard tracks.*
- Alterations to existing facilities, locomotives, stations and rail cars in order to make them accessible for the elderly and persons with disabilities, *such as modifying doorways, adding or modifying lifts, constructing access ramps and railings, modifying restrooms, and constructing accessible platforms.*
- Bridge rehabilitation, reconstruction or replacement, the rehabilitation or maintenance of the rail elements of docks or piers for the purposes of intermodal transfers, and the construction of bridges, culverts, or grade separation projects, predominantly within existing right-of-way, that do not involve extensive in-water construction activities, *such as projects replacing bridge components including stringers, caps, piles, or decks, the construction of roadway overpasses to replace at-grade crossings, construction or reconstruction of approaches and/or embankments to bridges, or construction or replacement of short span bridges.*
- Acquisition (including purchase or lease), rehabilitation, or maintenance of vehicles or equipment that does not cause a substantial increase in the use of infrastructure within the existing right-of-way or other previously disturbed locations, *including locomotives, passenger coaches, freight cars, trainsets, and construction, maintenance or inspection equipment.*
- Installation, repair and replacement of equipment and small structures designed to promote transportation safety, security, accessibility, communication or operational efficiency that take place predominantly within the existing right-of-way and do not result in a major change in traffic density on the existing rail line or facility, *such as the installation, repair or replacement of surface treatments or pavement markings, small passenger shelters, passenger amenities, benches, signage, sidewalks or trails, equipment enclosures, and fencing, railroad warning devices, train control systems, signalization, electric traction equipment and structures, electronics, photonics, and communications systems and equipment, equipment mounts, towers and structures, information processing equipment, and security equipment, including surveillance and detection cameras.*
- Environmental restoration, remediation and pollution prevention activities in or proximate to existing and former railroad track, infrastructure, stations and facilities conducted in conformance with applicable laws, regulations and permit requirements, *including activities such as noise mitigation, landscaping, natural resource management activities, replacement or improvement to storm water oil/water separators, installation of pollution containment systems, slope stabilization, and contaminated soil removal or remediation activities.*
- Assembly or construction of facilities or stations that are consistent with existing land use and zoning requirements, do not result in a major change in traffic density on existing rail or highway facilities and result in approximately less than ten acres of surface disturbance, *such as storage and maintenance facilities, freight or passenger loading and unloading facilities or stations, parking facilities, passenger platforms, canopies, shelters, pedestrian overpasses or underpasses, paving, or landscaping.*
- Track and track structure maintenance and improvements when carried out predominantly within the existing right-of-way that do not cause a substantial increase in rail traffic beyond existing or historic levels, *such as stabilizing embankments, installing or reinstalling track, re-grading, replacing rail, ties, slabs and ballast, installing, maintaining, or restoring drainage ditches, cleaning ballast, constructing minor curve realignments, improving or replacing interlockings, and the installation or maintenance of ancillary equipment.*

III. **PROJECT INFORMATION**

Potential impacts from both construction and changes to operations (where applicable) should be analyzed and identified for each resource type below. Where appropriate, the Project sponsor may commit to mitigation measures to avoid, reduce, or minimize impacts, including the use of Best Management Practices (BMP). Mitigation measures necessary to comply with other laws or regulations (e.g. Clean Water Act Section 404) should also be identified and the impacts from mitigation considered.

A. *Affected Environment: Briefly describe the ecosystems and environmental conditions in the area affected by the Project (defined as broadly as necessary to evaluate potential impacts and address Project area habitats).*

The Project is located in an urban area that has been developed with commercial and industrial land uses for many decades. The Project site is almost entirely paved, and has no streams, wetlands, or native vegetation. Vegetation in the Project area consists of a few street trees and ornamental plants. No native wildlife is present.

Additional information on the affected environment is included in the discussions of specific topics below and in associated discipline reports.

B. *Location & Land Use: Briefly describe the existing land use of the Project site and surrounding properties and resources and identify and discuss any potential inconsistencies the Project might have with local land use plans and policies.*

The Project is located just south of downtown Seattle in the SODO neighborhood, which is a densely developed urban environment with primarily commercial and industrial businesses. The area is designated by the City as the Duwamish Manufacturing/Industrial Center (MIC). No residential housing is known to exist within ½ mile of the Project. Residential uses, other than live-work loft space, are not permitted under the existing industrial zoning, and no live-work loft spaces have been identified. Figure 2-1 in the Social Effects and Environmental Justice Discipline Report shows existing land uses and community resources in the study area.

The parcels immediately adjacent to the Project along S Lander St between 1st Ave S and 4th Ave S are occupied by commercial buildings housing a variety of businesses including an auto parts and service store; an antique mall; a large recycling processing facility; building supply stores (countertops, cabinets, bathroom and kitchen); business parks with several types of companies such as document production, automated financial services, property management, audio/visual event production, mailing service, engineering and architecture, and healthcare supply; a U.S. Postal Service business mail operation; a 24-hour service station, car wash, and mini-mart; and various small restaurants that cater to local and drive-by customers. One building, located in the southeast corner of the intersection of S Lander St and 1st Ave S, houses leased artist studios.

The John Stanford Center for Educational Excellence occupies one of the largest parcels on the north side of S Lander St in the Project area, between the railroad tracks to the west and 3rd Ave S to the east. The building includes offices and training facilities for the school district administration and staff, meeting facilities for the school board, an auditorium, and facilities for materials distribution within the school district. Approximately 700 school district employees work at this facility.

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The headquarters of Starbucks Coffee and a Home Depot store are located opposite each other at the intersection of S Lander St and Utah Ave S, just west of the Project footprint; the Starbucks headquarters employs over 3,000 people. Sound Transit has a street-level light rail station (SODO Station) on the east side of the SODO busway just north of S Lander St, which is one block east of and outside the Project area. Additional community resources in the study area include the Office for the Universal Life Church Monastery to the southwest, SODO multi-use trail to the east, and Seattle Fire Department 14 to the southeast.

In general, the land use composition within the study area as a whole consists of similar commercial and industrial type businesses as seen along S Lander St, with eateries and fast-food restaurants catering to the local workforce. Businesses in the area, as well as those along S Lander St, have off-street parking (parking lots) available for business employees and patrons. On-street parking is also currently allowed in curb zones between driveways and intersections on both sides of S Lander St in the Project footprint.

The S Lander St Grade Separation Project is a high-priority project in the Seattle Freight Master Plan and in the 2015 Plan to Move Seattle, the 10-year City strategic plan for increasing safety, reducing congestion, and balancing modal needs. It also supports the Industrial Areas component of the Seattle Comprehensive Plan and was identified as a Tier 1 project by the Seattle Industrial Areas Freight Access Project. These plans have elevated the Project as a City priority not only because of its safety, congestion, and multimodal access benefits, but also because of the rail corridor's important role in the regional freight network. The City has not identified any inconsistencies with local plans and policies.

C. Cultural Resources: *Is the Project of the type where there is no potential to affect historic properties? Check yes or no depending on whether resources have been identified in the immediate vicinity of the Project (Area of Potential Effect)*

Yes, explain how Project has no potential to affect historic properties. (Continue to D)

No, there is potential to affect historic properties. Describe identification procedures to determine the existence of cultural resources in the Project area.

To identify historic and cultural resources near the Project footprint, a records search of Washington State Department of Archaeology and Historic Preservation's (DAHP) online database was conducted on July 29, 2016. This database is called the Washington Information System for Architectural and Archaeological Records Data (WISAARD). Analysts conducted background research, synthesized geotechnical reports, and inventoried the historic properties identified by the WISAARD search. No subsurface investigations were performed but pedestrian surveys of the Project footprint were conducted in summer 2016.

Describe any resource(s) identified in the project area and then describe any potential effect of the Project on the resource(s).

In total, 18 historic-aged resources were recorded within the Area of Potential Effect (APE) for the Project (see Figure 4-1 and Table 4-1 in the Cultural Resources Assessment). One of these resources,

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the Northern Pacific Railroad Company Right-of-Way into Seattle, is recommended Eligible for the National Register of Historic Places. FRA made a determination of no historic properties affected to aboveground resources in the APE (CFR 800.4(d)(1)), and received concurrence from the DAHP State Historic Preservation Officer (SHPO) on February 14, 2017.

The majority of the Project APE is paved, and is an urban, heavily traveled area with extensive ground disturbance. While there is low probability of encountering intact precontact resources, there is a moderate probability of encountering buried historic resources. This would likely be mixed debris, as well as infrastructure, including sewer pipe and pilings. Because of the likelihood of encountering historic debris, the City will develop an Inadvertent Discovery Plan (IDP) before construction activities commence to provide procedures and protocols in the event of an inadvertent discovery during Project excavations. The IDP would specifically include steps to be taken if historic-period debris or infrastructure is encountered.

Has consultation with the State Historic Preservation Office occurred?

No, contact FRA

Yes, describe and attach relevant correspondence

Correspondence with DAHP occurred in 2008 to establish the APE for an earlier design of the Project that was not constructed. In summer 2016, the City and Washington State Department of Transportation (WSDOT) reinitiated coordination with the SHPO to seek concurrence for a revised APE based on the updated Project design. DAHP concurred with the revised APE in August 2016. Correspondence in 2016 included:

- August 9, 2016, Lander Street Grade Separation Project Revised APE Letter from Trent de Boer, WSDOT Archaeologist, to Dr. Allyson Brooks, SHPO/DAHP.
- August 15, 2016, Letter from Dennis Wardlaw, DAHP, to Trent de Boer, WSDOT Archaeologist, Re: Revised APE Concur.
- August 9, 2016, Lander Street Grade Separation Project Revised APE Letter from Trent de Boer, WSDOT Archaeologist, to the Muckleshoot Tribe, Snoqualmie Nation, and Yakama Nation.
- August 9, 2016, Lander Street Grade Separation Project Initiation of Consultation/APE Letter from Trent de Boer, WSDOT Archaeologist, to the Stillaguamish Tribe.

In early 2017, FRA requested concurrence from the Washington SHPO on FRA's finding of No Historic Properties Affected for the Project. In a letter dated February 14, 2017, the SHPO concurred with FRA's finding. FRA sent letters to Native American tribes with cultural resource interests in the area in February 2017. To date, no responses from these tribes have been received.

Correspondence with DAHP, and with Native American tribes with cultural resource interests in the area, is included in the Cultural Resources Assessment, Appendix A.

What resources of interest to Federally-recognized Native American Tribes are known to be present in the Project area?

No existing resources of interest to federally recognized Native American tribes are known to be present in the Project area. There is low probability of encountering intact precontact resources because soils in the Project area consist almost entirely of historic-era fill on former tideflats. As described above, FRA has corresponded with Native American tribes but has not received responses to date.

D. Parks and Recreational Facilities: *Are there any publicly owned park, wildlife and waterfowl refuge, or recreational area of national, state, or local significance within or directly adjacent to the Project area?*

No, include a short statement describe efforts to identify parks and recreational facilities in the Project area.

The City's website (<http://web6.seattle.gov/mnm/mobile.aspx>) and other online maps were consulted to determine whether parks and recreational areas are present in the Project area. A site visit was also conducted on July 20, 2016. The nearest nonmotorized transportation and recreational facility, the SODO multi-use trail, is located about 400 feet to the east of the Project. However, this resource would not be directly or indirectly impacted by Project construction or operation and no other parks or recreation facilities were identified adjacent to the Project.

Yes, include a detailed description of the property, including map or drawing, describe the recreational uses of the property, any unique characteristics of the property, any consultations with the entity with legal jurisdiction over the property, and the potential impact on the property.

E. Transportation: *Would the Project have any effect (beneficial or adverse) on transportation including but not limited to other railway operations, road traffic, or increase the demand for parking?*

No, explain why the Project would have no effect (beneficial or adverse) on transportation

Yes, describe potential transportation, traffic, and parking impacts, and address capacity constraints and potential impacts to existing railroad and highway operations. Also, summarize any consultation that has occurred with other railroads or highway authorities whose operations this Project will impact.

The proposed bridge on S Lander St between 1st Ave S and 4th Ave S would provide a grade-separated crossing over the BNSF Railway's railroad tracks that will improve local traffic circulation and safety in the City's SODO neighborhood. S Lander St is an essential east-west corridor that is heavily used by freight and commuter traffic as well as pedestrians, bicycles, and transit. It serves one of the largest manufacturing and industrial centers in the state, including the Port of Seattle's seaport terminals. The street currently intersects with four BNSF tracks at an at-grade crossing located between Occidental Ave S and 3rd Ave S.

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Available data indicate that more than half of the BNSF rail cars that move through Washington go through the S Lander St crossing, contributing to vehicular delays averaging over 4½ hours each day. These delays affect freight, commuters, local businesses, and the public. An overcrossing at this location would eliminate delays to roadway users caused by train crossings and reduce the potential for train-vehicle and train-pedestrian collisions, benefiting mobility and safety in the area.

The Project would not involve any changes to rail infrastructure, would not provide new rail capacity, and would not change existing patterns of rail traffic. Unrelated to this Project, rail traffic is anticipated to increase in the future; the grade-separated crossing would help to accommodate that growth without increased delays to roadway users. The new crossing would also allow Amtrak to more fully utilize their nearby maintenance yard without the risk of conflicts with roadway users. Reduction in current incidences of train-vehicle, train-pedestrian, and train-bicycle collisions would reduce the impacts of these collisions on rail operations as well as vehicular traffic.

The Project would result in the removal of approximately 50 on-street parking spaces on S Lander St between 1st Ave S and 4th Ave S. It is possible that the City would provide parking underneath the new bridge structure, but the final decision has not been made.

Please see the Transportation Discipline Report for additional information on the effects of the Project on traffic volumes and operations, local access, nonmotorized facilities, transit, safety, parking, and freight.

BNSF is a partner on the Project. The City has and will continue to coordinate with BNSF through the design process to ensure all clearance and design requirements are met.

During construction, the City is committed to coordinating with BNSF, the Port of Seattle, and the freight community. Specific coordination measures will be documented in the Construction Management Plan.

The closure of S Lander St during construction could result in temporary, localized traffic congestion. The City will implement a signed detour route for vehicles during construction when S Lander St is closed between 1st and 4th Aves S, and adjust signal timing to facilitate movement of vehicles along this route. Access to local businesses will be maintained during the construction period. The City will also maintain through access and business access for nonmotorized users on S Lander St between 1st and 4th Aves S throughout construction.

F. Noise and Vibration: Are there any sensitive receptors in the Project area?

No, describe why there are no sensitive receptors (residences, parks, schools, hospitals, public gathering spaces) in or near the Project area. (Continue to G)

The Project would not increase either vehicular or rail traffic. The only potential for noise impacts during operation would be as a result of the change in the roadway profile caused by the new bridge. Because vehicular noise is dominant in the Project area and would be the only potential cause of new impacts, the analysis followed Federal Highway Administration (FHWA) guidance for evaluating traffic noise impacts, rather than Federal Transit Administration guidance for evaluating noise impacts from rail projects. Using the FHWA guidance, the City completed an analysis focused on determining if the higher elevation of the bridge would result in a new line of sight between the new structure and a sensitive receptor where noise impacts from vehicle traffic could result. As documented in the Noise Discipline Report, the new bridge would not result in new lines of sight between the roadway and any noise sensitive uses.

Noise from traffic on the new bridge may carry slightly farther when compared to the existing at-grade alignment on S Lander St. However, given the existing traffic noise levels and rail traffic, any changes in noise levels (increases or decreases) are not likely to be noticeable to people in adjacent buildings, pedestrians, bicyclists, or those traveling through the corridor in vehicles. The structural shielding from existing buildings would prevent most noise levels from propagating far from the corridor, and the slight reduction in shielding near the center of the bridge would not result in a notable increase in noise levels.

The Project is located in a densely developed urban environment with primarily commercial and industrial businesses. No noise-sensitive properties (e.g., residences, schools) are located within 750 feet of the Project footprint, and no new line of sight would be created to any such properties (see Figure 4-1 in the Noise Discipline Report). Therefore, a detailed noise analysis was not required for this Project. Based on the existing noise levels and potential future noise levels, a noticeable change is not expected in the overall noise environment, and therefore there would not be any significant noise impacts from the Project.

Noise from the at-grade crossing bells and gates, along with the required train horn at the crossing, would no longer be necessary, and those noticeable noise sources would no longer be present. Please see the Noise Discipline Report for additional information.

During construction, noise would result from the operation of heavy equipment needed to build the bridge structure, roadways, and various Project features, such as retaining walls and sidewalks. These impacts would be localized in areas of active construction and would end when Project construction is completed. Construction activities would be required to meet the City of Seattle Noise Control Ordinance. If any construction equipment generates noise levels above those specified in the ordinance, a temporary noise variance would be required from the City. In addition, construction activities outside permissible hours between 7:00 am and 10:00 pm on weekdays, and between 9:00 am and 10:00 pm on weekends and legal holidays would require a noise variance from the City.

Yes, will the Project change the noise and/or vibration exposure of the sensitive receptors when applying the screening distances for noise and vibration assessment found in FRA and Federal Transit Administration's noise impacts assessment guidance manuals? Such changes in exposure might include changes in noise emissions and/or events, or changes in vibration emissions and/or events.

If the Project is anticipated to change the noise or vibration exposure of sensitive receptors, complete and attach a General Noise and/or Vibration Assessment. Describe the results of the Assessment and any mitigation that will address potential impacts.

G. Air Quality: Is the Project located in a Non-Attainment or Maintenance area?

No, identify any air emissions increases or benefits that the project will create.
(Continue to H)

Yes, for which of the following pollutants:

- Carbon Monoxide (CO) Ozone (O₃), volatile organic compounds or Nitrous Oxides (NO_x)
- Particulate Matter (PM₁₀ and PM_{2.5})

Air quality maintenance areas for the Project area were accessed from the Washington State Department of Ecology (Ecology) website (http://www.ecy.wa.gov/programs/air/other/namaps/Web_Map_Intro.htm).

Will the Project, both during construction and operation, result in new emissions of criteria pollutants including Carbon Monoxide (CO), Ozone (O₃), volatile organic compounds, or Nitrous Oxides NO_x, Particulate Matter (PM₁₀ and PM_{2.5})?

No Yes, Attach an emissions analysis for General Conformity regarding CO, O₃, PM₁₀, and NO_x.

Construction of the Project would result in localized, temporary increases of criteria pollutants generated by construction vehicles and equipment. There could also be dust (particulate matter) generated by the movement of wind over disturbed ground or stockpiled soil. To minimize these emissions, contractors would be required to use best management practices (BMPs) such as limiting engine idling, ensuring that proper emission controls are installed on equipment, covering soil and debris piles, and spraying exposed soils with water as needed to minimize dust generation.

As discussed above under Section E, Transportation, operation of the Project would not increase capacity or volumes for either vehicular or rail traffic; therefore, pollutant emissions from these sources would not increase. Removal of the at-grade rail crossing would reduce delay and idling time and improve traffic circulation, leading to overall reductions in criteria air pollutant emissions. Because trucks emit proportionally more air pollutants than light passenger vehicles, the reduction in emissions at the S Lander St crossing would be greater than for a facility that served less truck traffic. For example, data collected by the Puget Sound Regional Council (PSRC) at the S Lander St at-grade crossing in January 2016 indicated that, although heavy trucks comprised slightly over 4 percent of all traffic idling at the crossing, they emitted nearly 75 percent of the particulate matter (PM_{2.5}).

The Project is included in PSRC's 2017-2020 Transportation Improvement Plan (<http://www.psrc.org/transportation/tip/current/>).

Based on the emissions analysis, will the Project increase concentrations of ambient criteria pollutants to levels that exceed the NAAQS, lead to the establishment of a new non-attainment area, or delay achievement of attainment?

No Yes, Describe any substantial impacts from the Project.

As described above, the Project is expected to result in a net decrease in criteria pollutant emissions.

H. Hazardous Materials: *Does the Project involve the use or handling of hazardous materials?*

No (continue to I)

Yes, describe the use and measures that will mitigate any potential for release and contamination.

I. Hazardous Waste: *Is the Project site in a developed area or was previously developed or used for industrial or agricultural production,*

No, describe the steps taken to determine that hazardous materials are not present on the Project site. (Continue to J)

Yes. *If yes, is it likely that hazardous materials will be encountered by undertaking the Project? (Prior to acquiring land or a facility with FRA funds, FRA must be consulted regarding the potential presence of hazardous materials)*

The Project site is located in an area that has been developed with commercial and industrial land uses for many decades. Twenty-one sites were identified that have the greatest potential to impact the Project; a further screening identified three sites adjacent to the Project footprint with the highest level of concern, based on known history of contamination and proximity to the Project footprint (see Figure 3-3 in the Hazardous Materials Discipline Report). The likelihood of encountering contamination is greatest in the vicinity of the three sites of highest concern, but the degree of contamination is not expected to be severe in the areas that Project construction would excavate.

As a result of former land uses in the area, the Project has the potential to encounter hazardous materials during construction. Potential construction impacts could include the exposure of workers or the public to:

- Hazardous materials contained in soil or groundwater within the right-of-way
- Hazardous materials contained in unknown underground storage tanks (USTs) within the right-of-way
- Construction-related spills or releases

While low levels of contaminants could be present throughout the Project footprint, the likelihood of encountering contamination is greatest in the vicinity of the three sites of highest concern. Because some cleanup activities have occurred on two of these sites (Seattle Public Schools and Pep Boys) and contaminant levels have been documented as declining in the third (Texaco), the degree of contamination is not expected to be severe in the areas that Project construction would excavate. The potential also exists for hazardous materials to be released into the environment by construction equipment and materials.

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To mitigate potential construction impacts, the City would:

- Prepare and implement plans, programs, and procedures required by local, state, and federal regulations to identify potential hazards
- Designate personnel responsible for hazardous materials management
- Establish uniform procedures for managing contamination when it is encountered, including protocols for sampling, handling, and disposal

The City would prepare and implement plans pursuant to the Seattle Stormwater Code, the Seattle Stormwater Manual, the National Pollutant Discharge Elimination System (NPDES) Construction Stormwater General Permit, and the Seattle Standard Plans and Standard Specifications for Road, Bridge, and Municipal Construction that describe BMPs to prevent pollution, control stormwater flows, and protect resources during construction.

Operation of the Project is generally not expected to affect potential hazardous materials in soil or groundwater within the right-of-way. However, new bridge foundations, support elements, and utilities could physically impede cleanup of soil or groundwater, if required, or act as conduits for the movement of contamination. Potential contaminated soils and groundwater could also affect maintenance activities for the completed Project.

Traffic on the completed Project may also result in the release of hazardous materials into the environment from accidental spills. However, because the Project would improve traffic operations, reduce congestion, and separate roadway traffic from trains, fewer accidents are expected, and therefore less risk of spills. The City has a Spill Responses Program in place as part of their overall Stormwater Management Plan. No long-term adverse effects are anticipated.

Please see the Hazardous Materials Discipline Report for further information.

Yes, complete a Phase I site assessment and attach.

Environmental conditions related to hazardous materials were evaluated through regulatory documentation, historical use information, on-site reconnaissance, and previous environmental documentation or available information. This included Phase I environmental site assessment (ESA) reports, which are an attachment to the Hazardous Materials Discipline Report for the following properties:

- Allied Waste Industries Phase I ESA Report 2007-01-08
- Big O Tires Phase I ESA Report 12-20-07
- Lander Station Phase I ESA Report 01-29-08
- Pacific Galleries Antique Mall Phase I ESA Report 02-20-08
- Seattle Public Schools Phase I ESA Report 01-29-08
- Shell Station Phase I ESA Report 2008-01-08
- South Lander Business Park Phase I ESA Report 01-10-08

No, explain why it is unlikely that hazardous materials will be encountered.

If a Phase I survey was completed, is a Phase II site assessment recommended?

No, explain why a Phase II site assessment is not recommended.

Yes, describe the mitigation and clean-up measures that will be taken to remediate any hazardous materials present and what steps will be taken to ensure that the local community is protected from contamination during construction and operation of the Project.

Site-specific investigations and Phase II site assessments would be completed, where appropriate, as the Project progresses and prior to property acquisition. For the Project as a whole, a site-specific contaminated media management plan would be prepared to ensure proper characterization, management, storage, disposal, and reporting of hazardous materials encountered during construction activities. The City would also prepare a Spill Plan, Health and Safety Plan, Construction Sediment and Erosion Control Plan, and a protocol in the event that unknown USTs are encountered.

During operation, existing City policies and regulations would be followed to protect workers and the public from potential hazardous materials and limit contaminant migration that could be encountered in maintaining the roadways and utility systems, and for responding to spills.

J. Property Acquisition: Is property acquisition needed for the Project?

No (continue to K)

Yes, indicate how much property and whether the acquisition will result in relocation of businesses or individuals. **Note:** *acquiring property prior to completing the NEPA process and receiving written FRA concurrence in the NEPA recommendation may jeopardize Federal financial participation in the Project.*

The Project primarily would be built within the existing S Lander St right-of-way between 1st Ave S and 4th Ave S. Five permanent partial acquisitions are anticipated, as listed below (size of partial acquisitions are estimates based on 30 percent design):

- 230 S Lander St (Seattle Public Schools John Stanford Center for Educational Excellence): 316-square-foot strip along the south side of the property, north of S Lander St, and around the corner on the east side of the property west of 3rd Ave S, north of S Lander St
- 241 S Lander St (Pacific Galleries): 671-square-foot strip along the north side of the property, south of S Lander St
- 2733 3rd Ave S (Republic Services): 885 square feet along the northeast corner of the property, south of S Lander St
- 2461 4th Ave S (Shell Station): 108 square feet along the southwest corner of the property, north of S Lander St
- 2701 4th Ave S (Pep Boys Auto Service & Tire): 118 square feet along the northwest corner of the property, south of S Lander St

The estimated total area of permanent partial acquisitions is 2,098 square feet. Property acquisition would not result in the relocation of businesses or individuals.

K. Community Impacts and Environmental Justice: *Is the Project likely to result in impacts to adjacent communities? Impacts might be both beneficial (e.g. economic benefits) or adverse (e.g. reduction in community cohesion).*

No, describe the steps taken to determine whether the Project might result in impacts to adjacent communities. (Continue to L)

The parcels immediately adjacent to the Project along S Lander St between 1st Ave S and 4th Ave S are occupied by commercial and industrial buildings that house a variety of businesses, along with roads, railroads, and parking lots. During the approximately 24-month construction period, local businesses would experience disruptions caused by construction traffic, noise and dust, construction staging, and materials delivery and stockpiling. Many of the utilities located in the corridor would be relocated during construction to accommodate the new bridge. Businesses may experience temporary utility disruptions when utilities are switched over to their new locations. The City would ensure that any outages are minimized and that critical utilities are maintained.

Once the Project is completed, the permanent changes in access, parking, and visibility along S Lander St are not expected to negatively affect the local businesses' ability to conduct business because they are predominantly office spaces or are destination locations for their clientele and do not rely on drive-by traffic to generate patronage.

Two of these businesses (Seattle Public Schools John Stanford Center and Pacific Galleries) have voiced concerns about the Project, as described under Section W below. The Seattle School District has expressed concerns over noise and visual aspects of the Project:

- **Noise:** No measurable change in noise levels is expected because existing noise levels are currently dominated by traffic on S Lander St and other nearby roadways, as well as other major noise sources such as rail traffic, crossing gate bells, train horns, and truck activity.
- **Visual:** Existing views from the Seattle Public Schools facility primarily include the parking lot and landscaping, adjacent businesses, the intersection of S Lander St and 3rd Ave S, and the railroad and associated appurtenances to the west. The introduction of a large, curvilinear structure with unique architectural design would likely enhance the character of existing views. Therefore, the introduction of the structure would overall be beneficial to those visiting and working in the John Stanford Center. Figure 5-3 in the Visual Impact Assessment shows the existing and proposed views looking southwest from the John Stanford Center.

Pacific Galleries has expressed concerns over access to their business. Access to Pacific Galleries would be made available during construction. Access during operation would be provided via a two-way local roadway along the south side of S Lander St at the 3rd Ave S intersection. Figure 1-2 in the Introduction and Project Description shows the proposed two-way local roadway.

FRA Categorical Exclusion Worksheet

The Project would not result in disproportionately high and adverse effects on low-income, minority, and limited-English proficiency populations. Demographic data used to evaluate the study area was a subset of the data for the 2010 Census Block Groups, which encompass an area larger than the ½-mile study area for the Project. Demographic data for the Census Block Groups that intersect with the study area were studied to provide contextual information about the SODO neighborhood (see Figure 6-1 in the Social Effects and Environmental Justice Discipline Report). The data showed that there are very few people who live in the study area (97 people total). The actual number of people who live in the study area today could be even less, because a visit to the study area in August 2016 did not identify visible residential housing. These people may have moved or may live in portions of the Census Block Groups that are outside the study area.

The Project's construction impacts and operational benefits would have similar effects on everyone in the study area. Construction-related impacts, such as temporary traffic delays and detours, would be experienced by everyone working, shopping, and traveling near the study area. Once the new bridge is in operation, everyone in the study area would benefit from increased safety, mobility, and reliability due to the elimination of the at-grade railroad crossing, and from the nonmotorized facilities on the new bridge.

No minority or low-income populations have been identified that would be adversely affected by the Project, as determined above.

Please see the Social Effects and Environmental Justice Discipline Report for additional information.

Yes, characterize the socio-economic profile of the affected community, including the presence of minority or low-income populations.

Describe any potential adverse effects to communities, including noise, visual and barrier effects. Indicate whether the Project will have a disproportionately high and adverse effect on minority or low-income populations. Describe outreach efforts targeted specifically at minority or low-income populations.

L. Impacts On Wetlands: *Does the Project temporarily or permanently impact wetlands or require alterations to streams or waterways?*

No, describe the steps taken to determine that the Project is not likely to temporarily or permanently impact wetlands or require alterations to streams or waterways.

None; the majority of the Project area is paved and no wetlands are present.

Yes, show wetlands and waters on the site map and classification. Describe the Project's potential impact to on-site and adjacent wetlands and waters and attach any correspondence with the US Army Corps of Engineers.

Is a Section 404 Permit necessary?

Yes, attach all permit related documentation

No

M. Floodplain Impacts: *Is the Project located within the 100-year floodplain or are regulated floodways affected?*

No (continue to N)

None; the majority of the Project area is paved and no waterbodies are present.

Yes, describe the potential for impacts due to changes in floodplain capacity or water flow, if any and how the Project will comply with Executive Order 11988. If impacts are likely, attach scale maps describing potential impacts and describe any coordination with regulatory entities.

N. Water Quality: *Are protected waters of special quality or concern, or protected drinking water resources present at or directly adjacent to the Project site?*

No, describe the steps taken to identify *protected waters of special quality or concern, or protected drinking water resources present at or directly adjacent to the Project site.*

There are no protected waters of special quality or concern, or protected drinking water resources in the Project area.

The Project would be designed to meet the City's stormwater design standards, which would be an improvement compared to existing conditions. The City will prepare and implement plans pursuant to the Seattle Stormwater Code, NPDES Construction Stormwater General Permit, and the Seattle Standard Plans and Standard Specifications for Road, Bridge, and Municipal Construction that describe BMPs to prevent pollution, control stormwater flows, and protect water resources during construction.

Yes, describe water resource and the potential for impact from the Project, and any coordination with regulatory entities.

O. Navigable Waterways: *Does the Project cross or have effect on a navigable waterway?*

No (continue to P)

None; the majority of the Project area is paved and no waterbodies are present.

Yes, describe potential for impact and any coordination with US Coast Guard.

P. Coastal Zones: *Is the Project in a designated coastal zone?*

No (continue to Q)

Yes, describe coordination with the State regarding consistency with the coastal zone management plan and attach the State finding if available.

The City will submit the Certification of Consistency with Washington's Coastal Zone Management Program for Federally Funded Activities form to Ecology in spring 2017. However, no impacts on coastal resources are anticipated.

Q. Prime and Unique Farmlands: *Does the Project impact any prime or unique farmlands?*

No, describe the steps taken to identify *impacts to prime or unique farmlands*.

The majority of the Project area is paved and built out with urban development. Soils in the Project area consist almost entirely of historic-era fill on former tideflats.

Yes, describe potential for impact and any coordination with the Soil Conservation Service of the US Department of Agriculture.

R. Critical Habitat and Endangered Species: *Are there any designated critical habitat areas (woodlands, prairies, wetlands, rivers, lakes, streams, and geological formations determined to be essential for the survival of a threatened or endangered species) within or directly adjacent to the Project site?*

No, describe the steps taken to identify critical habitat within or directly adjacent to the Project site.

As noted above, the majority of the Project area is paved; no critical habitat is present.

Yes, describe them and the potential for impact.

Are any Threatened or endangered species located in or adjacent to the site?

No, describe the steps taken to identify the presence of endangered species directly adjacent to the Project site.

There is no suitable habitat for threatened or endangered species in the urbanized Project area.

Yes, describe them and the potential for impact. Describe any consultation with the State and the US Fish and Wildlife Service about the impacts to these natural areas and on threatened and endangered fauna and flora that may be affected. If required prepare a biological assessment and attach it and any applicable agency correspondence.

S. Public Safety: *Will the Project result in any public safety impacts?*

No, describe method used to determine whether the Project results in any safety or security impacts

Yes, describe the safety or security concerns and the measures that would need to be taken to provide for the safe and secure operation of the Project during and after its construction.

S Lander St would be closed to traffic during most of the 24-month construction duration. Emergency vehicles would still have access to the area via other streets but would not be able to travel east-west on S Lander St between 1st Ave S and 4th Ave S. Emergency response times could be affected by the detour and/or traffic congestion during construction because the two nearest east-west streets that cross the railroad tracks (S Holgate St to the north and S Horton St to the south) are both several blocks away. The nearest emergency responder, Seattle Fire Department Station 14, is located on S Horton St; therefore, responders from that station needing to head west across the railroad tracks can easily do so. Because the fire station is about ½ mile away from the Project site, and east-west access across the railroad tracks

would be maintained at S Horton St, response times from the fire station are expected to be similar to current conditions.

The grade-separated crossing would improve safety for all modes of transport. Between 2011 and 2015, 69 collisions occurred on S Lander St between 1st Ave S and 4th Ave S. Of these collisions, one involving a pedestrian being struck by a train resulted in a fatality. These collisions are further described in Section 2.7 of the Transportation Discipline Report. In addition, there were approximately 494 crossing violations per day (see Section 2.3.3 of the Transportation Discipline Report). Constructing a bridge over the tracks would eliminate crossing violations and collisions between vehicles/bicycles/pedestrians and rail traffic at this location. The bridge would also shorten response times for police or fire department vehicles in the vicinity. In addition, during operation of the Project, the City will secure the rail crossing under the new bridge with fencing to prevent access across the railroad tracks.

- T. Cumulative Impacts:** A "cumulative impact" is the impact on the environment that results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts may include ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or resulting from smaller actions that individually have no significant impact. Determining the cumulative environmental consequences of an action requires delineating the cause-and-effect relationships between the multiple actions and the resources, ecosystems, and human communities of concern.

Are cumulative impacts likely? No Yes, describe the impacts:

Several major transportation infrastructure Projects are under construction or in the planning stages that will affect traffic patterns in SODO. The largest are the Alaskan Way Viaduct (SR 99) Replacement Project and the Waterfront Seattle Program, which will reconstruct Alaskan Way along the waterfront. These projects are expected to affect travel patterns through SODO by making it easier to access the south end of downtown and Alaskan Way using SR 99 and the new South Access interchange between S Atlantic St and S King St (the existing viaduct now has ramps at Seneca St and Columbia St farther north). The proposed toll in the downtown tunnel and elimination of the downtown access ramps at Seneca St and Columbia St could also divert some traffic to other north-south routes such as 1st Ave S and 4th Ave S.

Sound Transit's ST3 program includes many projects to improve and extend high-capacity transit infrastructure. One of the projects would extend Link light rail from downtown Seattle to West Seattle with an elevated guideway through SODO on the E-3 Busway (located at approximately 5th Ave S). This line would share a stop at the SODO Station. Increases in commuter rail service on the Sounder line are also proposed.

There are several other projects proposed for SODO in the City's Capital Improvement Program (CIP) and Move Seattle program, approved by voters in 2015. While the Project would not provide additional capacity and is not expected to change traffic volumes compared to No Action, it could, in conjunction with the other projects listed above, contribute to overall changes in travel patterns in the SODO area. No other cumulative impacts are expected.

- U. Indirect Impacts:** "Indirect impacts" are those that are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect impacts may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

Are Indirect impacts likely? No Yes, describe the impacts:

- V. Commitments:** List all measures, procedures and practices that have been incorporated into the Project avoid and minimize impacts, if any, as identified in the above sections of this worksheet.

The Project has been designed to avoid and minimize impacts by keeping within the existing right-of-way to the greatest extent possible, and by involving the public and Project neighbors in the design process to maximize the compatibility of the new bridge with its surroundings. The design and construction of the grade-separated structure will meet all applicable federal, state, and local standards and regulations. The City will obtain required permits and follow the conditions specified in those permits. During construction and operation, BMPs and other measures proposed in individual resource sections and discipline reports may be used to minimize impacts on the natural and built environment. At a minimum, the following measures documented in the discipline reports will be implemented by the City:

Cultural Resources Assessment

- The City will develop an IDP before construction activities commence to provide procedures and protocols in the event of an inadvertent discovery during Project excavations.

Hazardous Materials Discipline Report

- Where possible, the City seeks to implement design and construction approaches that avoid or minimize work in areas of known contamination. The City will implement plans pursuant to the Seattle Stormwater Code, the Seattle Stormwater Manual, the NPDES Construction Stormwater General Permit, and the City of Seattle Standard Plans for Road, Bridge and Municipal Construction.
- The City will prepare a Spill Plan, Health and Safety Plan, Construction Sediment and Erosion Control Plan, and a protocol in the event that unknown USTs are encountered.

Noise Discipline Report

- The City will comply with the Seattle Noise Ordinance, seek variances for specific construction activities and schedules, and meet conditions that may include using lined truck beds, broadband back-up alarms, idling limits, equipment mufflers, and monitoring.

Visual Impact Assessment

- The City will use directional lighting or light barriers during construction and operation.

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- The City will screen staging and laydown areas and maintain areas in a clean and organized manner.
- The City will use consistent treatment of sidewalks, curbs, medians, crosswalks, signage, and traffic control.
- The City will use landscape materials, street trees, and other vegetation treatments. Trees removed during construction will be replaced at a 2:1 ratio.
- The City will use architectural treatments, as appropriate, that reflect the neighborhood's character to large-scale features such as concrete wall approaches, columns, concrete barriers, at-grade pedestrian railings, girders, and fencing.

Social Effects and Environmental Justice Discipline Report

- The City will use Project signs and public notifications during construction activities for detours, area closures, and public access.
- The City will avoid impacts to utilities wherever possible and ensure that outages are minimized.
- In accordance with Seattle Municipal Code 20.84 and Revised Code of Washington 8.26, the City will provide fair compensation, as determined by a qualified appraiser, to the owners of properties for which the City requires temporary construction easements.

Transportation Discipline Report

- The City will implement a signed detour route for vehicles during construction when S Lander St is closed between 1st and 4th Aves S, and adjust signal timing to facilitate movement of vehicles along this route.
- The City will maintain through access and business access for nonmotorized users on S Lander St between 1st and 4th Aves S throughout construction.

W. Public Notification: *Briefly describe any public outreach efforts undertaken on behalf of the Project, if any. Indicate opportunities the public has had to comment on the Project (e.g., Board meetings, open houses, special hearings).*

Public open houses were held in June and September 2016 to inform members of the public and business owners about the Project and seek input on urban design approaches. Presentations and meetings have also been held with affected businesses, organizations, and agencies to provide input on the Project. The Project website (www.seattle.gov/transportation/lander_bridge.htm) provides an opportunity for the public to request additional information and receive email updates about the Project. The City will continue to communicate and coordinate with affected agencies, organizations, businesses, and the public in the study area before and during Project construction regarding expected construction impacts, such as access modifications, utility disruptions, and traffic detours.

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Has the Project generated any public discussion or concern, even though it may be limited to a relatively small subset of the community? Indicate any concerns expressed by agencies or the public regarding the Project.

The primary concerns expressed by the public to date are:

- **Freight community:** concerns are related to construction impacts on their operations.

The City is committed to coordinating with BNSF, the Port of Seattle, and the freight community during construction. A Construction Management Plan is being developed by the City that includes specific coordination measures.

- **Seattle Public Schools:** concerns regarding noise and visual effects on their headquarters building on S Lander St once the bridge is constructed.

Noise: Existing noise levels in the Project area are currently dominated by traffic on S Lander St and other nearby roadways. Other major noise sources include rail traffic, crossing gate bells, train horns, and truck activity accessing the Seattle Public Schools John Stanford Center. These would continue to be the dominant noise sources in the future, with or without the Project. However, the Project would eliminate the requirement to sound horns and crossing gate bells.

The front of the Seattle Public Schools' southernmost building (FHWA Land Use Category F for noise abatement) is over 150 feet from the roadway centerline. A northward shift of the centerline by 6 feet for the proposed bridge alignment would not result in a measurable change in noise levels.

Visual: Existing views from the Seattle Public Schools John Stanford Center primarily include the Center's parking lot and landscaping, the street-facing façade of the Pacific Galleries Antique Mall, Republic Services and its large "Recycling Center" signage, the intersection of S Lander St and 3rd Ave S including Pep Boys Auto east of the intersection, and the railroad and associated appurtenances to the west.

The introduction of a large, curvilinear structure with unique architectural design would likely enhance the character of existing views. Therefore, the introduction of the structure would overall be beneficial to those visiting and working in the John Stanford Center. Figure 5-3 in the Visual Impact Assessment shows the existing and proposed views looking southwest from the John Stanford Center.

FRA Categorical Exclusion Worksheet

- Pacific Galleries Antique Mall (business located on S Lander St just south of the proposed new bridge): concerns about access.

Access to Pacific Galleries would be made available during construction. Access during operation would be provided via a two-way local roadway along the south side of S Lander St at the 3rd Ave S intersection. Figure 1-2 in the Introduction and Project Description shows the proposed two-way local roadway.

- X.** **Related Federal, State, or Local Actions:** *Does the Project require any additional actions (e.g., permits) by other Agencies? Attach copies of relevant correspondence. It is not necessary to attach voluminous permit applications if a single cover Agency transmittal will indicate that a permit has been granted. Permitting issues should be described in the relevant resource discussion above.*

Section 106 Historic Properties

Section 401/404 of the Clean Water Act; Wetlands and Water Quality

Section 402 of the Clean Water Act

USCG 404 Navigable Waterways

Migratory Bird Treaty Act

Endangered Species Act Threatened and Endangered Biological Resources

Magnuson-Stevens Fishery Conservation and Management Act Essential Fish Habitat

Safe Drinking Water Act

Section 6(f) Land and Conservation Act

Other State or Local Requirements (Describe)

The City will follow all applicable state and local permit requirements during Project construction. Local requirements may include a Street Use Permit, Grading Permit, and Wastewater Discharge Permit. The City would also prepare and implement plans pursuant to the Seattle Stormwater Code, the Seattle Stormwater Manual, the NPDES Construction Stormwater General Permit, and the Seattle Standard Plans and Standard Specifications for Road, Bridge, and Municipal Construction. Site-specific investigations and Phase II site assessments would be completed, where appropriate, as the Project progresses and prior to property acquisition.

FRA Categorical Exclusion Worksheet

For Agency Use	Date Received:	
Reviewed By: <i>CHARLES VAN ANSTAMP</i>	Recommendation for action:	
Date: <i>4/7/2017</i>	<input checked="" type="checkbox"/> Accept	<input type="checkbox"/> Return for Revisions <input type="checkbox"/> Not Eligible
Comments:		
Concurrence by Approving Official: <i>Michel M. V.</i>		Date: <i>4/10/2017</i>

For Agency Use

Will the Proposal result in the use of a resource protected by 49 U.S.C. §303 (Section 4(f)) of the Department of Transportation Act of 1966?

YES NO

Is the proposal an integral part of a program of current Federally supported actions which, when considered separately, would not be classified as major actions, but when considered together may result in substantial impacts?

YES NO