



S Dearborn St Arterial Asphalt and Concrete (AAC) Project Seattle, Washington

SEPA Checklist

December 19, 2017

STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

S Dearborn St Arterial Asphalt and Concrete (AAC) Project

2. Name of applicant:

Seattle Department of Transportation (SDOT)

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

Bill Clark, 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 19, 2017

5. Agency requesting checklist:

City of Seattle Department of Transportation (SDOT)

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

Construction is anticipated to begin in spring 2018 with a construction duration of approximately six months pending approvals and permits. Construction along project would occur over several phases to minimize impacts to traffic.

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 beyond this checklist 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.

No governmental approvals or permits are anticipated.

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.

SDOT proposes to improve S Dearborn St from 6th Ave S to Rainier Ave S through the 2018 AAC Program. Between 10th Ave S and Rainier Ave S the project would improve the pavement conditions by replacing the existing asphalt overlay (mill and overlay) and partially reconstructing asphalt/concrete pavement. The project would also construct American with Disabilities Act (ADA) compliant curb ramps, replace traffic detector loops/magnetometers, relocate pedestrian push buttons, replace impacted pavement markings, install stop bars at all signalized intersections, and improve drainage facilities. Pipes, catch basins, and inlets would be installed as part of drainage improvements. There would be installation of an 87-foot long, 36-inch diameter pipe east of Corwin PI S to accommodate stormwater flow. Channelization would be updated with new striping between 9th Ave S and 12th Ave S. A concrete island and C-curb would be removed under I-5 and an existing concrete island east of 10th Ave S would be extended slightly north. One temporary construction easement would be required at the southwest corner of S Dearborn St and Rainier Ave S.

Sidewalk repair/replacement would occur along the project area as identified by SDOT and the Pedestrian Master Plan. Bicycle improvements are proposed as part of the Bicycle Master Plan. Buffered bike lanes would be upgraded to protected bike lanes (PBLs). Proposed changes include adding green methyl methacrylate at intersections and installing delineator posts in bike lane buffer.

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 S Dearborn St between 6th Ave S and Rainier Ave S in the International District, Industrial District, and North Beacon Hill neighborhoods (see Site Map). Township 24N Range 4E, Sections 4 and 5.

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 are generally less than 5% within the right-of-way. S Dearborn St from I-5 to Rainier Avenue S has adjacent steep slopes on either side of the right-of-way. There are also potential and known slide areas outside of right-of-way between 10th Ave S and Corwin PI S.

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

Soils in this project area are not identified in the Natural Resources Conservation Service soil survey for King County. The surface geology in the vicinity indicate that soils are generally comprised of silt, sand, and gravel. The site is currently covered by impervious surfaces. Agricultural lands are not located 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.

There are potential liquefaction areas along S Dearborn St west of Maynard Ave S and east of 13th Ave S.

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 base repair in the roadway would generally require excavation of approximately 6 inches to 2 feet deep below ground surface. Areas of sidewalk repair would generally require excavations up to 6 inches deep below ground surface. Drainage improvements near Corwin PI S would require excavation up to about 12 feet below ground surface.

The total disturbance area would be approximately 10,200 cubic feet of which approximately 6,510 cubic feet would be for base repair. There would be approximately 500 square feet of disturbance for sidewalk replacement. Total excavation would be about 378 cubic yards.

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 is within the right-of-way and almost entirely composed of impervious surfaces. The amount of impervious surfaces would remain generally unchanged following project completion. New or replaced impervious surfaces would be approximately 12,300 square feet.

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

The contractor will be required to follow the 2017 edition of Seattle Standard Plans and Standard Specifications for Road, Bridge and Municipal Construction and the Seattle Stormwater Code to control erosion in the project area. The following general conservation measures and best management practices (BMPs) are applicable at the construction site:

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

2. Air

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

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.
- Volatile organic and odorous compounds emitted during asphalt paving.

The total emissions and timing of the emissions from these sources would vary depending on the phasing of the project and construction methods.

The project is estimated to result in approximately 615 metric tons of carbon dioxide equivalent (MTCO₂e), which accounts for the manufacture of paving materials, construction related emissions, and maintenance of the pavement over its expected life cycle.

This estimate was calculated using a conservative emissions factor of 50 MTCO₂ per 1,000 square feet of replaced pavement (12,300 square feet), developed by King County from an analysis of several different life cycle assessments of the environmental impacts of roads. It is important to note that these studies estimated the embodied emissions for streets. Paving that includes sidewalks would likely use less cement. Because cement manufacturing releases carbon, such paving would likely have lower embodied emissions.

After Construction:

Once the project is complete, operation of S Dearborn St 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 2017 edition of Seattle Standard Plans and Standard Specifications for Road, Bridge, and Municipal Construction. The standard specifications require that contractors maintain air quality to comply with the national emission standards for hazardous air pollutants.

Minimizing air quality impacts during construction may include such measures as spraying areas of exposed soil with water for dust control, periodically cleaning streets in the construction zone, and minimizing vehicle and equipment idling to limit exhaust emissions.

3. Water

a. Surface:

- 1) **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

No.

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

No.

- 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 generally drains to the southwest on S Dearborn St. Stormwater is collected in a combined sewer system which discharges to Puget Sound through the King County West Point Sewer Treatment Facility.

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

During construction, there is the potential that waste materials (e.g. oil and grease) from construction equipment could enter runoff from the site. Only minimal patches of soils are likely to be exposed during the project and BMPs will 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 replace existing impervious surfaces. Stormwater control improvements will 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:

Prior to project construction, the contractor will be required to develop a CSECP that describes BMPs to be implemented to control stormwater and water materials flowing onto and from the site in accordance with the City's Standard Specifications for Road, Bridge and Municipal Construction, and Seattle Stormwater Code. The project is designed to meet the current Seattle Stormwater Code requirements for new green stormwater infrastructure for flow control and treatment.

4. Plants

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

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

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

Construction would primarily disturb existing impervious surfaces. Clearing and grubbing would occur along the project area near the edge of the roadway and for sidewalk improvements. There would be approximately 500 square feet of disturbance to vegetation which would be restored. Minor tree trimming would occur within the project area to allow for project construction.

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

There are no known threatened or endangered species on or near the site.

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

Except for minor trimming of trees in the project site, street trees will be protected during construction and left in place. Tree trimming activities will be coordinated with SDOT's Street Use and Urban Forestry division to ensure compliance with all appropriate rules and regulations regarding street trees. A Tree, Vegetation, and Soil Protection Plan will be prepared prior to project construction to ensure that existing street trees 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 site.

5. Animals

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

Birds: Hawk Heron Eagle Songbirds
 Other: 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 site.

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

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

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

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

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

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

6. Energy and natural resources

- a. **What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.**

After the project is completed, electricity would be required to continue operation of the street lighting and traffic signals located along the project site. Gasoline and diesel would be needed to operate maintenance vehicles and equipment, such as those used for street sweeping and asphalt patching. 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 will 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.**

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

There is no known contamination within the right-of-way from present or past uses. There are 10 adjacent or nearby properties documented by the Washington State Department of Ecology Facility/Site Database with a status as either Awaiting Cleanup, Cleanup Started or No Further Action. A review of available information about these sites identified no evidence of soil or groundwater contamination within the right-of-way that would affect the project. Excavations along the project corridor would be limited to base repair and sidewalk work, and would generally be no deeper than 2 feet. Drainage improvements near Corwin PI S would require excavation up to about 12 feet below ground surface. Groundwater in vicinity is anticipated to be about 15 to 22 feet below ground surface. Based on depth and location of excavation, and groundwater depth and gradient, SDOT does not expect to encounter contaminated soil or groundwater during construction in the right-of-way.

If contaminated soils or groundwater are disturbed during construction, there could be potential exposure to construction workers and the general public in the vicinity through blowing dust, stormwater runoff, or vapors.

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

There are no known existing hazardous chemicals or conditions that might affect project construction. No known underground storage tanks (USTs) are located within the right-of-way. Six leaking underground storage tank (LUST) identified in the vicinity are not anticipated to affect the project due to cleanup, and the gradient, proximity and

media contaminated. Public and private utilities will be identified and avoided during construction.

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

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 could 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:

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

BMPs and a Spill Prevention Plan would minimize the potential for spills during construction. The contractor will 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 there would be minimal ground disturbance during construction and 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 sources in the vicinity include vehicular traffic along S Dearborn St, I-5, I-90, and cross streets. These sources of noise would not affect project construction.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Noise levels in the vicinity of construction would temporarily increase during construction activities. Noise levels within 50 feet of construction equipment may exceed 90 decibels (dB) for short periods of time. However, short-term noise from

construction equipment will be limited to the allowable maximum levels specified in the City of Seattle's Noise Control Ordinance (SMC 25.08).

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

The project will comply with the City of Seattle's Noise Control Ordinance. Noise from construction equipment will occur between 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 will request a noise variance permit to allow some construction work at night.

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

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

8. Land and shoreline use

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

The project 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 commercial, industrial, institutional, and parkland and open space.

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 completed project is expected to be beneficial to surrounding land uses by improving right-of-way pavement 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. Sidewalks exist throughout most of the project area. Numerous commercial, public, and residential structures are located adjacent to the project right-of-way, and structures along the right-of-way corridor include utility poles with street lights and signal systems, and underground structures for drainage, electric, water and other utilities.

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

Utilities and signage may be relocated or removed during construction.

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

The project area is designated International District Mixed west of I-5. On the south side east of I-5 the project area is designated Residential Single Family 5000 and east of 12th Ave S it is designated Industrial Commercial. On the north side east of I-5 the project area is designated Downtown Mixed Commercial.

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

The project area is designated Urban Center on the north side of S Dearborn St and the south side west of I-5. On the south side east of I-5 the project area is designated Single Family Residential Areas and east of 12th Ave S its designated Industrial Areas.

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.

S Dearborn St from I-5 to Corwin Pl S has steep slopes and potential and known slide areas on either side of the right-of-way. There are potential liquefaction areas on S Dearborn St west of Maynard Ave S and east of 13th Ave S.

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.

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

The project is partially funded by the Pedestrian Master Plan (Updated 2017) and pedestrian improvements were described in Section A.11. The project area is in the Priority Investment Network (PIN) as Arterial Street and Arterial Missing Sidewalk. 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 the roadway and crossing the roadway.

The project is also partially funded by the Bicycle Master Plan (2013) and bicycle improvements were described in Section A.11. The Bicycle Master Plan has the project area designated as recommended PBL.

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 roadway and sidewalk at ground level. The project would not construct any structures higher than traffic signals, bicycle signals, and pedestrian activated signals.

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

None.

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

No impacts are anticipated so no measures are proposed.

11. Light and glare

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

If any construction work were to occur after daylight hours, the contractor might use portable lighting to illuminate work areas. The completed project would not generally produce any light or glare not currently produced in the project area from traffic signals.

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

No. The intent of traffic signal improvements 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 ID/Chinatown Community Center is located on S Dearborn St to north at 8th Ave S. Beacon Place is located on S Dearborn St to the north between 10th Ave S and 12th Ave S. S Dearborn St contains partial sidewalks and shared bicycle lane markings for various extents that receive frequent users.

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

No.

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

The project would construct several bicycle and pedestrian improvements that connect to surrounding recreational opportunities which are described in Section A.11.

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.**

Two registered properties or potential historic or cultural resources were identified near the project area. The Crescent Foods Building located at the southeast intersection of S Dearborn St and Maynard Ave S has been Determined Eligible. The 12th Avenue South Bridge is an overpass to S Dearborn St and is a Registered Property. There are no City Designated Landmarks near the project area. There would be no ground disturbance outside of the right-of-way and no effects to properties listed in or eligible for national, state, or local preservation registers.

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

No.

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

The Department of Archaeology and Historic Preservation (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 verify listings and 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 so no measures are proposed.

14. Transportation

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

The project is located on S Dearborn St between 6th Ave S and Rainier Ave S. Several arterials connect to the project area in the vicinity including Maynard Ave S, 7th Ave S, 12th Ave S, and Rainier Ave S (see Site Map).

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

Metro Route 661 travels S Dearborn St between 7th Ave S and I-5. Metro Route 987 travels S Dearborn St between Rainier Ave S and I-5 with stops near Corwin Pl S. Any potential temporary relocations of bus zones will be coordinated with Metro during construction.

- 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?**

Parking removal for channelization is not anticipated.

- 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 purpose of the project is to improve the pavement conditions by replacing the existing asphalt overlay (mill and overlay) and reconstructing existing asphalt/concrete pavement. The project would also construct ADA compliant curb ramps, replace and improve sidewalks, install pedestrian and bicycle signals, install bicycle facilities, replace impacted pavement markings, and improve drainage facilities. See Section A.11 for additional information.

- 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 are not expected to 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 will be in accordance with the City of Seattle Traffic Control Manual for In-Street Work (2012).
- SDOT will work to minimize disruptions and maintain adequate access during the construction phases.
- SDOT will inform adjacent property owners of work progress.
- SDOT will conduct public outreach before and during project construction to notify residents, businesses, local agencies, transit agencies and other stakeholders of expected disruptions or changes in traffic flow.
- Temporary road closures will be minimized, and detour routes will have proper signage.
- The construction contractor will be required to submit a traffic control plan for approval by the City. The contractor will enforce the traffic control plan during construction.
- Where required, alternative routes for pedestrians, bicyclists and those with disabilities will be identified and marked clearly.
- Any proposed temporary effects to transit stops will 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. The project would improve safety and access for public facilities and transit users.

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

There would be no impacts so no measures are proposed.

16. Utilities

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

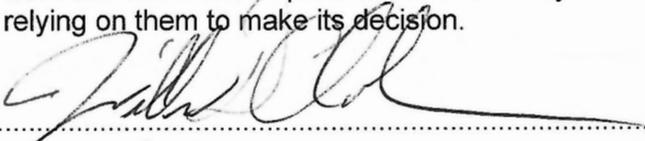
- None
 Electricity Natural gas Water Refuse service
 Telephone Sanitary sewer Septic system
 Other (identify)

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.

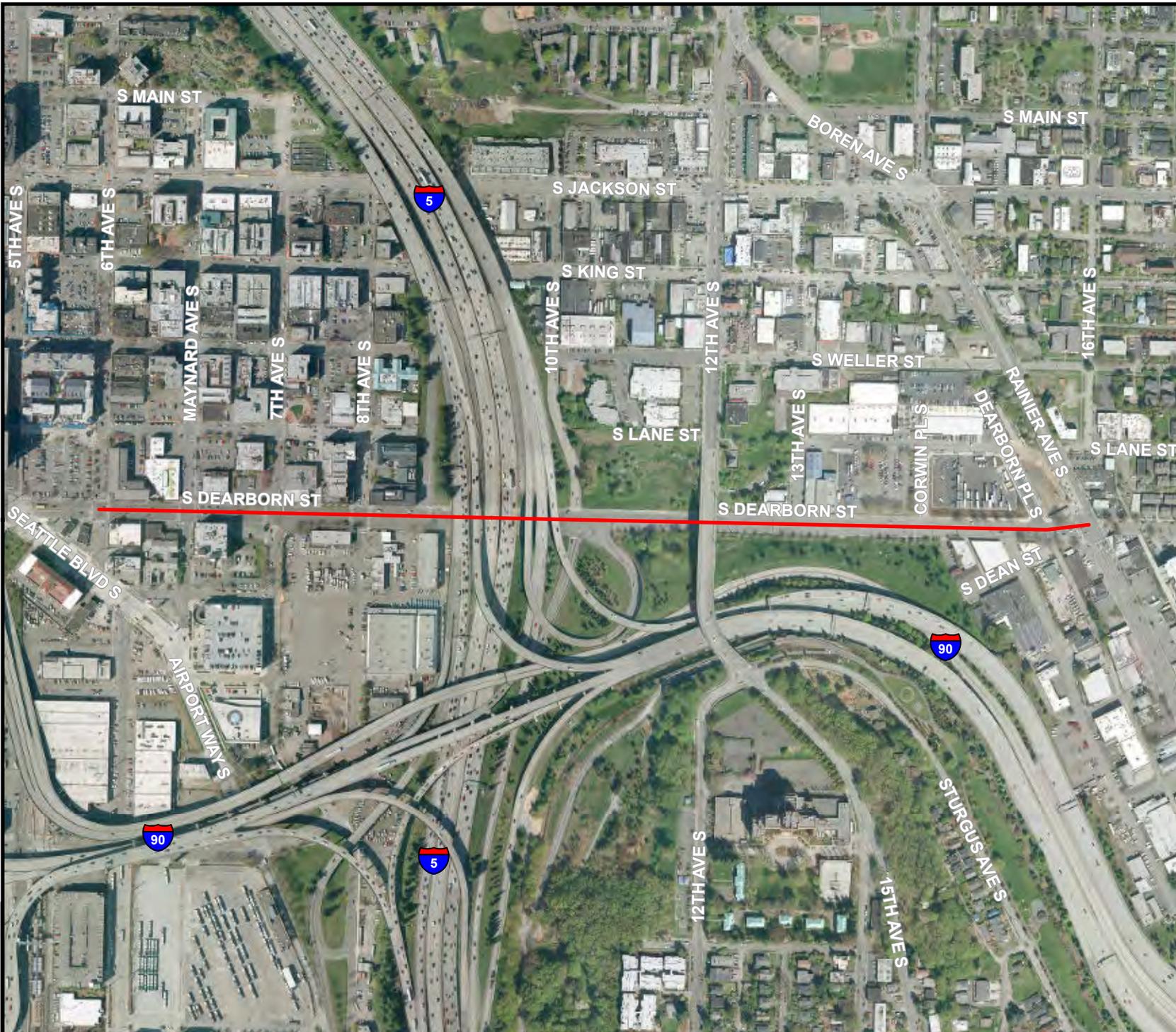
Drainage improvements proposed would be in compliance with the Seattle Stormwater Code. Pipes, catch basins, and inlets would be installed as part of drainage improvements. There would be installation of an 87-foot long, 36-inch diameter pipe east of Corwin PI S to accommodate stormwater flow. Seattle Public Utilities would also complete spot improvements on a lateral near Beacon Place. Public and private utilities will be identified and avoided during construction.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

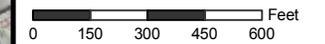
Signature: 

Date Submitted: *1/18*



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



S Dearborn St Project Vicinity Map