Seattle Department of Transportation

2019 Arterial Asphalt & Concrete (AAC) SW Avalon Way and 35th Ave SW Project
Seattle, Washington

SEPA Checklist

September 25, 2018

STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:

2019 Arterial Asphalt & Concrete (AAC) SW Avalon Way and 35th Ave SW Paving 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:

August 27, 2018

5. Agency requesting checklist:

City of Seattle Department of Transportation

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

Construction is anticipated to begin in early 2019 with a construction duration of approximately 15 months pending approvals and permits. Construction along project would occur in 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.

A geotechnical report was prepared by Seattle Public Utilities for the watermain replacement work on 35th Ave SW.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

No other applications are known to be pending for government approvals that will directly affect the property covered by this proposal.

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

The project will require a NPDES Construction Stormwater General Permit.

11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

SDOT proposes pavement repair and replacement, including full depth reconstruction, mill and overlay with base repair, and concrete panel replacement on SW Avalon Way and 35th Ave SW in West Seattle. A high friction surface treatment will be applied to SW Genesee Street and SW Charlestown St to improve traction during wet and icy conditions (this work does not involve the removal of pavement and will not be considered "disturbed"). Other improvements include Americans with Disabilities Act (ADA)-compliant curb ramp installation, sidewalk and curb and gutter construction, pedestrian and bike crossing improvements, protected bike lane installation on both sides of SW Avalon Way, and stormwater system upgrades to meet Seattle Stormwater Code requirements (including drainage pipe and inlet installation for curb ramp drainage). Additional safety improvements include the closure of 30th Ave SW at SW Avalon Way and the installation of a transit island on SW Avalon Way just north of SW Yancy St. One temporary construction easement is anticipated to be required for the project.

In addition, Seattle Public Utilities (SPU) proposes to take advantage of the roadway reconstruction to replace the 8" water main under 35th Ave SW, between SW Avalon Way and SW Snoqualmie St, with a 12" water main. A butterfly valve will be installed at the intersection of 35th Ave SW and SW Snoqualmie St, 680 feet of 12" water main will be installed, and six existing water services and one fire hydrant will be reconnected to the new main. Additionally, SPU will install 11 lead joint clamps around the main at the intersection of SW Avalon Way and SW Genesee St, and 9 lead joint clamps around the main at the intersection of 35th Ave SW and SW Alaska St.

The total project area is approximately 12.4 acres in size.

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 being constructed along SW Avalon Way between SW Spokane St and Fauntleroy Way SW , along 35th Ave SW from SW Avalon Way to just past SW Alaska St, along SW Genesee St between SW Avalon Way and 30th Ave SW, and along SW Charlestown St between 46th Ave SW and 47th Ave SW, in the Fairmount Park and North Delridge neighborhoods in West Seattle. See attached Site Plan. Township 24N Range 3E Sections 13 and 14.

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 within the right-of-way are generally 5 percent or less and slope to the north or northeast. However, slopes greater than 15% occur within the right-of-way on SW Genesee St between SW Avalon Way and 30th Ave SW, and on SW Charlestown St between 46th Ave SW and 47th Ave SW. There are areas of steep slopes adjacent to the right-of-way along the north and south sides of SW Charlestown St, along the east side of SW Avalon Way in the north half of the project, near the intersection of 35th Ave SW and SW Avalon Way near the West Seattle Stadium, and at the southern end of the project just past the intersection of SW Alaska St and 35th Ave SW.

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

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

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

There is a slide area associated with steep slopes that parallels 35th Ave SW near the West Seattle Stadium, the northern tip of which is adjacent to the project area near the intersection of 35th Ave SW and SW Alaska St. In addition, there are two known slide event locations adjacent to the northern end of the project area, on the east side of SW Avalon Way, on the Nucor Steel Plant property.

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

The total disturbed area is approximately 5.6 acres (243,936 square feet) of which all would involve base repair, which includes 8,887 square feet of new and replaced landscaped areas. Areas of road and sidewalk repair/replacement would generally require excavations up to two feet below ground surface. Stormwater drainage improvements would require excavation of up to 12 feet below ground surface. New and replaced landscaped areas would require excavations of up to eight inches. There would be approximately 12,474 cubic yards (cy) of excavation material for the roadway, 66 cy of material for sidewalks, and 3 cy of material for landscaped areas.

The water main and butterfly valve installations will generally require excavations of approximately six feet below ground surface, the water service and fire hydrant reconnections would require excavations of approximately four feet below ground surface, and the joint clamp installations would require excavations of approximately five feet below ground surface. There would be approximately 431 cy of excavation material for the water main installation and associated fire hydrant and water service reconnections, 133 cy of material for the SW Genesee St joint clamp installation, and 106 cy of material for the SW Alaska St joint clamp installation.

All excavation activities are expected to be within previously disturbed areas, and no new fill is expected to be needed for excavations associated with the roadway work. Because existing soils are not suitable for use as structural fill for water lines, imported fill material will be used as backfill material for all water line work.

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, during clearing and grubbing for landscaped areas, as well as during water main and associated water line work. Construction would be sequential along the project corridor, limiting the area of exposed soil at any given time. The contractor is responsible for developing and implementing a Stormwater Pollution Prevention Plan to manage project stormwater and reduce erosion and sediment transport.

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

The project area of approximately 12.4 acres is almost entirely comprised of impervious surfaces. For the project, approximately 1,043 square feet of new impervious surface will be created, in the conversion of grass planting strip to new sidewalk.

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

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

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

2. Air

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

<u>During Construction:</u>

Emissions during construction of the project would include:

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

After Construction:

Once the project is complete, operation of SW Avalon Way, 35th Ave SW, SW Genesee St, and SW Charlestown St would continue unchanged, and operation and maintenance of the road and water delivery system 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.

Longfellow Creek, which has year-round flows, at its closest is approximately 800 feet east of the project area at the intersection of SW Genesee St and 30th Ave SW. The creek generally flows parallel to the project alignment, and then outfalls to the Duwamish River by way of a 60-inch drainage pipe.

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 work will occur within 200 feet of Longfellow Creek.

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.**

   Most of the disturbed area in the project (approximately 5.4 acres) drains to the combined sanitary sewer system which flows to the West Point Treatment Plant for treatment. One small section of the project (approximately ¼ acre) along SW Avalon Way between SW Orleans St and SW Spokane St drains to the stormwater drainage system on SW Avalon Way and discharges to the section of Longfellow Creek contained in a 60-inch drainage pipe, just prior to its outfall to the Duwamish River.

The two sections of the project that will receive the high friction surface treatment drain to the stormwater drainage system. The approximately ⅓ acre section on SW Genesee St between SW Avalon Way and 30th St SW enters the stormwater system on SW Genesee St and outfalls to Longfellow Creek. The approximately ⅓ acre section on SW Charlestown St between 46th Ave SW and 47th Ave SW drains to the stormwater system on SW Charlestown St and outfalls to Puget Sound.

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

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

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

No. Proposed work would primarily replace existing impervious surfaces, or in the case of the water main work, would be covered by impervious surfaces. Stormwater control improvements would be made per the Seattle Stormwater Code.

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

During project construction, BMPs will be implemented to control stormwater running onto and off the site in accordance with the City's Standard Specifications for Road, Bridge and Municipal Construction, and the Seattle Stormwater Code. The contractor would provide a SWPPP for City review and approval before beginning construction activities and comply with the NPDES Construction Stormwater General Permit during construction.

For the water main work, temporary dewatering of excavation trenches may be needed to meet appropriate requirements and criteria of the Standard Specifications for water main installations.

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. Minor clearing and grubbing would remove or alter shrubs and plant material to construct the new sidewalk. Approximately 9,930 square feet of vegetation would be disturbed during construction of which 8,887 square feet would be restored. One tree is proposed for removal for the relocation of a bus station. Minor vegetation pruning would occur within the project area during construction.

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

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

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

Restoration would include installing seeded lawns and landscaped areas with bark mulch to match existing adjacent areas. One driveway will be removed and replaced by a lawn/landscaped area.

Tree trimming activities would be coordinated with SDOT's Street Use and Urban Forestry division to ensure compliance with all appropriate rules and regulations. One tree is proposed for removal for the relocation of a bus station. A Tree, Vegetation, and Soil Protection Plan would be prepared prior to project construction to ensure that the remaining street trees and vegetation are not damaged during construction.

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

Giant Hogweed (*Heracleum mantegazzianum*) has been identified near the project area. There are no other noxious weeds or invasive species on or near the project area.

5. Animals

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

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

Mammals: ☐ Deer ☐ Bear ☐ Elk ☐ Beaver
☒ Other: Rodents, including mice, rats, squirrels, and raccoons are common urban species that could occur in the project area.

Fish: ☐ Bass ☐ Salmon ☒ Trout ☐ Herring
☐ Shellfish ☐ Other: (identify)

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

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

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

The project area is part of the Pacific Flyway. Migratory birds use the nearby Elliott Bay, Puget Sound, Longfellow Creek Green Space and other surrounding waterbodies and open spaces.

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

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

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

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

6. Energy and natural resources

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

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

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

No.

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

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

7. Environmental health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

Yes. Please see responses below.

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

The Department of Ecology's Contaminated Sites database was searched for information on sites of potential contamination. There are six sites within the project area that were in the database. Bayview Development Partners (4050 30th Ave SW), was listed for petroleum contamination from leaking underground storage tanks and was the only site with a status of Awaiting Cleanup. Two tanks and most of the contaminated soil were removed in 2008, however slope instability prevented complete removal of the contaminated soils. A multifamily dwelling, constructed in 2016, occupies the site. Based on the depth and location of project-related excavation, as well as groundwater depth and site gradient, SDOT does not expect to encounter contaminated soil or groundwater during construction in the right-of-way. Should any contaminated soil or groundwater be encountered, the contractor will implement the Waste Management Plan, which specifies the protocols for properly responding to an Inadvertent Discovery of contaminated materials.

The remaining five sites have received a No Further Action determination from the Ecology indicating that cleanup actions are complete (all five involved petroleum contamination). The sites are West Seattle Golf Course (4470 35th Ave SW), West Fuel Site (4455 35th Ave SW), Unocal 3774 (3295 SW Avalon Way), 7-11 #22561 (3280 SW Avalon Way), and West Seattle Recycling (2964 SW Avalon Way).

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/conditions that might affect the project.

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

Potentially hazardous materials likely to be present during construction from vehicles and equipment may include gasoline, diesel, hydraulic fluid, lubricants, solvents, paints, sealants, cement and asphalt. As with any construction project, there is a risk that such materials would leak or be spilled 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 would be developed by the construction contractor before work commences. This plan would provide information on any hazardous materials that may be associated with project construction and would outline safety procedures for handling any of these substances.

A Spill Plan, with associated BMPs, would minimize the potential for spills during construction. The contractor would follow the City's Standard Specifications for Road, Bridge, and Municipal Construction, which give protocols for responding to an unexpected discovery of contaminated material during project construction.

b. Noise

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

Existing noise in the area, primarily road traffic on SW Avalon Way and 35th Ave SW, would not affect the project.

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

Noise levels in the vicinity of construction would temporarily increase during construction activities. Noise levels within 50 feet of construction equipment may exceed 90 decibels (dB) for short periods of time. However, short-term noise from construction equipment would be limited to the allowable maximum levels specified in the City of Seattle's Noise Control Ordinance (SMC 25.08).

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

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

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

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

8. Land and shoreline use

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

The project area consists of paved road, sidewalks, and existing stormwater infrastucture and utilities under the road. There are utility poles, street trees and other landscaping in some areas of the right-of-way. Adjacent land uses include single and multi-family residential properties, and commercial uses along SW Avalon Way and 35th Ave SW. West Seattle Stadium and West Seattle Golf Course are located at the intersection of SW Avalon Way and 35th Ave SW. A large steel production facility is located at the intersection of SW Avalon Way and SW Spokane St.

The project consists 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 safety conditions for drivers, pedestrians, and cyclists, as well as improving the reliability of the existing water service.

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

No.

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

No.

c. Describe any structures on the site.

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

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

The following above- and below-ground utilities may require relocation or removal: fire hydrants, utility poles, mail boxes, bus stops and stormwater and water service infrastructure.

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

The zoning in the project area is varied - Commercial 1/Commercial 2 and Manufacturing/Industrial on the southwest and southeast side, respectively, of the SW Avalon Way and SW Spokane St intersection; Multi-Family Residential along the central core of SW Avalon Way and the eastern project area; Residential Single Family in the southeast quadrant and west edge of the central core of SW Avalon Way; and Neighborhood/Commercial 3 in the southwest quadrant.

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

The comprehensive plan designation for the project area is also varied - Commercial and Manufacturing at the SW Avalon Way and SW Spokane St intersection; Multi-Family Residential in the eastern project area; City-Owned Open Space in the southeast quadrant; and Hub Urban Village (West Seattle Junction) along the SW Avalon central core and the western edge of the project.

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.

There are no critical areas classified within the site, however critical areas are located immediately adjacent to the project site in several areas. As discussed previously, steep slopes are located along the east side of SW Avalon Way near the Nucor Steel property, along the east side of 35th Ave SW near the West Seattle Stadium and West Seattle Golf Course, and in many locations adjacent to SW Avalon Way between SW Yancy St and SW Genesee St. A known slide area is located near the southern end of the project at the intersection of 35th Ave SW and SW Alaska St. A liquefaction prone area is located along

the east side of SW Avalon Way from SW Spokane St to SW Yancy St. Longfellow Creek is located east of the project and generally flows parallel to the project corridor.

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

None.

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

None.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Not applicable.

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

The SW Avalon Way and 35th Ave SW Paving Project is part of the City's Arterial Asphalt and Concrete (AAC) Paving Program. The paving program is intended to improve road and safety conditions on arterial streets, which are primary routes for moving people and goods through the City. This project was included in the 2016-2024 AAC Paving Plan, an 8-year planning tool used to prioritize paving projects throughout the City. Paving projects are prioritized based on pavement condition, traffic volume, geographic equity, cost, and coordination with other priorities in the area.

The section of 35th Ave SW within the project corridor is included in the City's Vision Zero Program, the goal of which is to make streets safer for pedestrians, cyclists, and drivers. Safety improvements for this project include an improved crossing at 35th Ave SW and SW Avalon Way and pedestrian islands on 35th Ave SW near the entrance to West Seattle Stadium; protected bike lanes along both sides of SW Avalon Way and an improved bike crossing at SW Avalon Way and SW Spokane St; and adding a high friction pavement treatment on steep roadways on SW Charlestown St and SW Genesee St.

Specific improvements for cyclists and pedestrians are included in and consistent with the City's Bicycle Master Plan and Pedestrian Master Plan.

The water main under 35th Ave SW was installed in 1942 and has recently required significant maintenance due to leaks, breaks and a bad service connection. SPU is taking the opportunity to share construction costs with SDOT to upgrade substandard pipe material while the pavement is removed to avoid potential repair and maintenance work during the new pavement moratorium. Additionally, that part of the project area has been designated a Hub Urban Village in which to focus residential and commercial development. The upsizing of the water main from 8 to 12 inches will allow for reliable water service delivery to the additional residences and businesses planned for that area.

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 sidewalks at ground level. Protected bike lanes will be added to both sides of SW Avalon Way, and improved signals and an updated crossing at the intersection with SW Spokane St will increase safety and improve connectivity to the existing bike network (Alki Trail and West Seattle Bridge Trail).

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 adverse impacts to views are anticipated. However, landscaping would be planted as part of sidewalk improvements.

11. Light and glare

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

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 is 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 West Seattle Stadium is located on 35th Ave SW just past SW Avalon Way. The West Seattle Golf Course is located southeast of the stadium and shares the parking lot. Connected to the golf course is Camp Long, a 68-acre Seattle park. Approximately ¼ mile to the east of the project, and north of the golf course, is the Longfellow Creek green space. Public bike trails, including the West Seattle Bridge Trail and Alki Trail, are located near the northern end of the project at SW Avalon Way and SW Spokane St.

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 will enhance the use of public bike trails by providing protected bike paths on both sides of SW Avalon Way from SW Spokane St to 35th Ave SW, which will connect the West Seattle Bridge Trail and Alki Trail with the West Seattle Junction and other West Seattle neighborhoods.

13. Historic and cultural preservation

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

No.

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

No.

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

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

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

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

14. Transportation

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

The project would occur on SW Avalon Way between SW Spokane St and 35th Ave SW, on 35th Ave SW between SW Avalon Way and SW Alaska St, on SW Genesee St between SW Avalon Way and 30th Ave SW, and on SW Charlestown St between 46th Ave SW and 47th Ave SW.

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 Transit Routes 21, 21 Express, 55, 116 Express, 118 Express, 119 Express, 773 and Rapid Ride C serve the project area with frequent bus stops. Any potential temporary relocations of bus zones will be coordinated with Metro during construction. SDOT is working with Metro to permanently relocate the north bound bus stop on SW Avalon Way at SW Charlestown St further north to SW Manning St, to be closer to the intersection with SW Spokane St.

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?

This project proposes to change the street channelization for SW Avalon Way by adding protected bike lanes, maintaining inbound transit priority, removing the center turn lane, and keeping on-street parking wherever possible. The project also proposes to add new pedestrian crossing islands on 35th Ave SW. These safety improvements will result in some changes to where people can park, which may result in people taking longer to find parking or parking farther away from their destination. Per city policy and transportation safety best practices, the target outcomes are to separate vulnerable users – people walking and biking – from vehicular traffic, reduce speeds and the number and severity of crashes, decrease crossing distances, and make walking, biking and taking transit more attractive.

The new channelization is estimated to decrease the overall parking inventory on both 35th Ave SW and SW Avalon Way by approximately 75 legal spaces over the 1.1 miles of the project area. The parking loss is distributed through the entire project area, with most of the loss occurring along SW Avalon Way between SW Yancy St and 35th Ave SW. This area of the project is predominantly single- and multi-family residential and has associated private off-street parking and public on-street parking on adjacent streets, which could lessen the impact to parking availability. This area is in a designated Urban Village and served by the RapidRide C Line, a high-frequency, high-quality bus route. Sound Transit expects to build a new light rail line to West Seattle with a rail station at Avalon Way SW, which would provide additional transit capacity between downtown and West Seattle.

Special attention was paid to parking change concerns from the Luna Park business district. The new channelization balances the request to retain as many parking spaces near this area as possible, while balancing the needs of travelers in the corridor and prioritizing a safety-first design for people walking, biking, and taking transit. The project is estimated to result in a net loss of 12 parking spaces in this business district. Parking inventory and utilization studies have shown adequate parking supply to meet current demand, and the addition of time limits and designated load zones to encourage customer turnover should offset the loss of parking spaces post-project.

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 pavement overlay (mill and overlay) and reconstructing existing asphalt/concrete pavement. A high friction surface treatment would be applied on two steep roadway sections of the project area to improve safety during wet and icy driving conditions. The project would also construct ADA compliant curb ramps, replace and improve sidewalks, install pedestrian crosswalks and signals, install bicycle facilities, replace impacted pavement markings, and improve drainage facilities.

Additionally, 30th Ave SW, which currently creates a 5-pointed intersection at SW Avalon Way and SW Yancy St, will be closed to through traffic. The road currently creates a

conflict zone for the large number of bikes traveling northbound on SW Avalon Way and drivers entering the intersection from 30th Ave SW. Although this closure will require residents on 30th Ave SW to drive a longer route to SW Avalon Way and the West Seattle Bridge, it will create a safer and quieter street by eliminating cut-through drivers using the street to access SW Avalon Way.

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

No.

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

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

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

No.

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

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

- All traffic control would be in accordance with the City of Seattle Traffic Control Manual for In-Street Work.
- SDOT would work to minimize disruptions and maintain adequate access during the construction phases.
- SDOT would inform adjacent property owners of work progress.
- SDOT would conduct public outreach before and during project construction to notify residents, businesses, local agencies, transit agencies and other stakeholders of expected disruptions or changes in traffic flow.
- Temporary road closures would be minimized, and detour routes would have proper signage.
- The construction contractor would be required to submit a traffic control plan for approval by the City. The contractor would enforce the traffic control plan during construction.
- Where required, alternative routes for pedestrians, bicyclists and those with

disabilities would be identified and marked clearly.

- Any proposed effects to transit stops would be coordinated with Metro in advance.

15. Public services

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

No.

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

No impacts are anticipated so no measures are proposed.

16. Utilities

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

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

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

The project would improve traffic signals at the intersection of SW Avalon Way and S Spokane St and SW Avalon Way and 35th Ave SW. New pipe and inlet connections to the existing stormwater system would be installed as the extent of drainage improvements. SDOT will manage this part of the project.

The project will also improve water service reliability, as the water main under 35th Ave SW was installed in 1942 and has had several recent maintenance issues. This project will reduce the need for potential water line repair and maintenance during the new pavement moratorium. SPU provides this service and will manage this part of the project.

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

C. SIGNATURE

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

Signature: .....

Date Submitted: 9/26/18