



Director's Rule for Light Rail Design Guidelines

Seattle, Washington

SEPA Checklist

August 6, 2024

STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

A. Background

1. Name of proposed project, if applicable:

Director's Rule on West Seattle Light Rail Station Area Street Concept Plan

2. Name of applicant:

Seattle Department of Transportation (SDOT)

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

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4. Date checklist prepared:

August 6, 2024

5. Agency requesting checklist:

City of Seattle Department of Transportation (SDOT)

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

The Director's Rule on West Seattle Light Rail Station Area Street Concept Plan will go into effect in Q3 or Q4 2024. SDOT proposes that the recommendations described in this Director's Rule and associated Street Concept Plan be implemented in conjunction with Sound Transit's West Seattle Link Extension project, construction of which is planned from 2027 to 2032.

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

SDOT anticipates refinement of the Director's Rule and associated Street Concept Plan may be needed as the department's long-term planning is updated over time. Updates may also be needed in response to changing federal, state, or local regulatory requirements, such as new Americans with Disabilities Act (ADA) design rules.

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

This non-project proposal provides station area street concepts for planned future light rail transit facilities within the West Seattle neighborhood and does not authorize construction.

Outside of this State Environmental Policy Act (SEPA) process, no additional environmental information is being prepared for this non-project proposal.

Sound Transit has completed a Draft Environmental Impact Statement (DEIS) and anticipates publishing a Final Environmental Impact Statement (FEIS) for the West Seattle Link Extension project in 2024.

As a clarifying note, the West Seattle Link Extension project includes a total of four planned facilities: three in the West Seattle neighborhood, and one in the SODO neighborhood. This SEPA Checklist, the Director's Rule it evaluates, and the associated Street Concept Plan only apply to the three light rail facilities planned within the West Seattle neighborhood, and do not cover the light rail facility planned for the SODO neighborhood. If a future Director's Rule provides street concepts around the planned SODO facility, a separate SEPA evaluation will be completed.

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.

The Director's Rule and associated Street Concept Plan generally cover the streets and sidewalks within the public right-of-way immediately surrounding three future light rail facility locations within the West Seattle neighborhood of Seattle. The locations are referenced here and are described in more detail in questions A.11 and A.12, below.

The Avalon Station Area section of the supporting Street Concept Plan indicates SDOT is in the planning phase for the separate Fauntleroy Way SW Boulevard Project, which proposes to construct multimodal improvements on Fauntleroy Way SW between 35th Ave SW and SW Alaska St. The design recommendations in the Street Concept Plan account for and are compatible with the design intent identified in the Fauntleroy Way SW Boulevard Project.

All proposed transit facilities in the West Seattle Link Extension project are undergoing review through the National Environmental Policy Act (NEPA) process. As described in the response to question A.8, above, Sound Transit has completed a DEIS and anticipates publishing a FEIS for these stations in 2024. Additionally, a Racial Equity Toolkit Report: Environmental Review Phase document has been prepared as part of the West Seattle Link Extension project review.

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

The Director's Rule covered by this non-project proposal will require SEPA public notice and approval from the SDOT Director.

Future proposed street improvement implementation informed by this Director's Rule and associated Street Concept Plan will be required to adhere to all applicable federal, state, and City codes, laws, standards, and regulations. This includes, but is not limited to, the following:

- All street improvements within the public right-of-way must adhere to SMC Title 15 (Street and Sidewalk Use). All such elements will be subject to SDOT permitting requirements.

- Permits obtained through SDOT will comply with Seattle Municipal Code 25.05 Environmental Policies and Procedures.
- All street improvements must adhere to SMC Title 21 (Utilities) and Title 25 (Environmental Protection and Historic Preservation).
- If proposed street improvement projects receive any federal funding or have any other federal nexus, the projects must comply with NEPA requirements.

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

This is a non-project proposed rule by SDOT that provides street design concepts for public areas around three future planned light rail facilities in West Seattle: Delridge Station, Avalon Station, and Alaska Junction Station. More details about the project locations are provided in the response to question A.12, below.

The purpose of the Director’s Rule and associated Street Concept Plan is to provide a cohesive, high-level vision for the public areas around future planned light rail facilities in West Seattle. The Director’s Rule and associated Street Concept is intended to summarize and align the conclusions from multiple efforts, including internal SDOT planning work, SDOT coordination with Sound Transit, and years of neighborhood public outreach work. The Street Concept Plan notes that it “aligns with the modal networks identified in the Seattle Transportation Plan, Vision Zero principles, and takes into consideration past neighborhood planning efforts.”

In general, the Director’s Rule and associated Street Concept Plan propose street improvements that will expand public space, support multimodal connections to the future light rail facilities, implement Racial Equity Toolkit outcomes, express community character and history, improve safety for people moving through the area, align with existing and planned future neighborhood context, and accommodate the movement of freight and goods on key corridors. These street improvements include, but are not limited to: pedestrian plazas, seating, lighting, landscaping and green stormwater management, shaded areas, bicycle and pedestrian trails, and other streetscape concepts that support multimodal use of the public space.

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.

This Director’s Rule is a non-project proposal which discusses street plan concepts around three proposed future light rail facilities in the West Seattle neighborhood:

- Delridge Station:
 - The light rail facility will be bounded by Delridge Way SW, SW Andover St, and SW Charlestown St.
 - SDOT proposes supporting street improvements on SW Andover St between Delridge Way SW and 26th Ave SW, as well as on 26th Ave SW between SW Andover St and SW Yancy St.
- Avalon Station:
 - The light rail facility will have two entrances. One is bounded by 35th Ave SW, SW Avalon Way, and Fautleroy Way SW and the other is bounded by 35th Ave SW, SW Genesee St, and a new street connection to SW Avalon Way.
 - SDOT proposes supporting street improvements on Fautleroy Way SW between SW Avalon Way and 35th Ave SW, including extending approximately half of a block north and west of the street segment through the intersection of SW Genesee St and 36th Ave SW. SDOT also proposes supporting street improvements on SW Avalon Way between Fautleroy Way SW and 35th Ave SW.
- Alaska Junction Station:
 - The light rail facility will have two entrances. One is bounded by SW Alaska St, 41st Ave SW, and 42nd Ave SW, with a southern boundary approximately halfway between SW Alaska St and SW Edmunds St. The second is between 41st Ave SW and 40th Ave SW, with SW Alaska St to the south and the alley to the north.
 - SDOT proposes supporting street improvements on 41st Ave SW and 42nd Ave SW between SW Alaska St and SW Edmunds St, as well as on SW Alaska St between Glenn Way SW and Fautleroy Way SW.

B. Environmental Elements

1. Earth

a. General description of the site:

All three West Seattle light rail facilities are proposed in locations which are generally flat. This non-project proposal proposes improvements to surrounding street segments which may be flat or hilly.

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

The SDOT Seattle Accessible Route Planner GIS tool was queried for this information.

- Delridge Station: Within SDOT’s proposed street concept design area, slopes range from 2% to 5%.
 - Avalon Station: Within SDOT’s proposed street concept design area, slopes range from 0% to 5%.
 - Alaska Junction Station: Within SDOT’s proposed street concept design area, slopes range from 0% to 5%.
- 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.**

This is a non-project proposal that recommends street improvements around future light rail facilities in three different locations within West Seattle. There are numerous types of soils found within West Seattle, but none are agricultural or of long-term commercial significance.

Construction of the future light rail facilities will require soil removal. The West Seattle and Ballard Link Extensions DEIS provides information about the types of soils found in each of the future West Seattle light rail facility locations and the potential impacts of soil removal.

If implemented, future street improvements reviewed for consistency with this Director’s Rule may include relatively small amounts of ground disturbance for construction activities such as multimodal trail installation, pedestrian plaza paving, street paving, vegetation and tree planting, curb ramp construction, or installation of pedestrian lighting.

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

- Delridge Station: The public right-of-way around the future Delridge Station facility includes areas identified as steep slope, potential slide, and liquefaction prone environmentally critical areas (ECAs).
- Avalon Station: The public right-of-way around the future Avalon Station facility includes liquefaction prone ECAs.
- Alaska Junction Station: The public right-of-way around the future Alaska Junction Station facility includes steep slope, liquefaction prone, and peat settlement prone ECAs.

This non-project proposal provides street concept recommendations and does not authorize construction. If planned, street improvement work within or near unstable soils designated as ECAs must comply with SMC 25.09 (Environmentally Critical Areas Code).

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

This is a non-project proposed Director's Rule that provides street concept recommendations and does not authorize construction. Future street improvement work reviewed for consistency with this Director's Rule may propose filling, excavation, or grading. Any ground disturbance activities will be required to comply with all applicable laws, regulations, and standards, including SMC 22.170 (Grading Code) and City of Seattle standard plans on acceptable fill sources.

- f. Could erosion occur because of clearing, construction, or use? If so, generally describe.**

This is a non-project proposed Director's Rule that provides street concept recommendations and does not authorize construction. Future street improvement projects reviewed for consistency with this Director's Rule will be required to comply with all applicable laws, regulations, and standards, including SMC 22.170 (Grading Code) and SMC Title 22, Subtitle VIII (Stormwater Code).

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

This non-project proposal provides street concept recommendations and does not authorize construction. In general, the public right-of-way around all three future West Seattle light rail facility locations is almost entirely composed of existing impervious surface. This Director's Rule and associated Street Concept Plan include recommendations for creating more pervious surfaces and inclusion of native plants, shade trees, maintained landscaping, and rain gardens or other green stormwater facilities. All future street improvement projects reviewed for consistency with this Director's Rule will be required to comply with all applicable federal, state, and local laws, regulations, and standards on impervious surface, including SMC Title 22, Subtitle VIII (Stormwater Code) and Title 25 (Environmental and Historic Preservation).

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

This non-project proposal provides street concept recommendations and does not authorize construction. Future street improvement projects reviewed for consistency with this Director's Rule will be required to comply with all applicable laws, regulations, and standards, including SMC 22.170 (Grading Code) and SMC Title 22, Subtitle VIII (Stormwater Code). Once planned and approved, projects undergoing construction will be required to follow best management practices (BMPs) for control of erosion and stormwater.

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.**

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Future street improvement projects reviewed for consistency with this Director's Rule will be required to comply with all applicable federal, state, and local laws regarding air quality during construction and maintenance. Use of standard street improvements such as sidewalks, curb ramps, seating, pedestrian lighting, and related infrastructure is not expected to generate emissions to air.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. The light rail facilities, as well as cars, buses, and other vehicles which connect passengers to the future light rail facilities, may generate emissions or odor.

- c. **Proposed measures to reduce or control emissions or other impacts to air, if any:**
This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. This Director's Rule and associated Street Concept Plan include recommendations for allocating more space to people walking and biking which are zero-emission travel modes. Future street improvement projects reviewed for consistency with this Director's Rule will be required to comply with all applicable federal, state, and local laws, regulations, and standards on air quality impacts during construction, operation, and maintenance of proposed facilities. This non-project proposal will not result in significant adverse emissions or other impacts to the air.

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.**

All three West Seattle light rail facility locations are proposed within approximately 0.5 miles of Longfellow Creek. Longfellow Creek's headwaters are in Roxhill Park, which is approximately bounded by SW Barton St, 29th Ave SW, SW Roxbury St, and 26th Ave SW. Longfellow Creek outfalls to the West Waterway of the Duwamish River.

Additionally, the Delridge Station and Avalon Station locations are proposed within approximately one mile of Puget Creek, which does not appear to flow into any nearby streams or rivers, but is closest to the Duwamish River.

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.

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. The Director's Rule and associated Street Concept Plan suggest street improvements which, if implemented, may occur within 200 feet of a portion of the wetlands associated with 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.

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. The Director's Rule and associated Street Concept Plan do not include recommendations for significant impacts to Longfellow Creek, its wetlands, or its surrounding natural areas. If future proposed street improvement projects reviewed for consistency with this Director's Rule include impacts to Longfellow Creek, its wetlands and wetland buffers, or other ECAs, the projects will be required to comply with SMC 25.09 (Environmentally Critical Areas Code) and all other applicable federal, state, and local regulations, which will depend on the jurisdiction of the impacted water bodies and surrounding land ownership.

4. Will the proposal require surface water withdrawals or diversions? Give a general description, purpose, and approximate quantities if known.

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. If surface water withdrawals or diversions are proposed as part of future street improvement projects reviewed for consistency with this Director's Rule, the work will be required to comply with all applicable federal, state, and local regulations.

5. Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. A portion of the street improvement area recommended around the future Delridge Station light rail facility

passes through the Longfellow Creek 100-year floodplain, as indicated on the Washington State Department of Ecology's Flood Hazard Areas GIS tool. The GIS tool indicates this section of Longfellow Creek is flood zone type A and carries a high (1% annual chance) flood risk.

The street improvement areas recommended around the future Avalon and Alaska Junction Station light rail facilities are not located in or near floodplains.

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.

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. If discharges of waste materials to surface waters are proposed as part of future street improvement projects reviewed for consistency with this Director's Rule, the work will be required to comply with all applicable federal, state, and local regulations.

b. Ground:

1. Will groundwater 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 a general description, purpose, and approximate quantities if known.

No. This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Potential use of and impacts to groundwater, including proposed withdrawal, will be evaluated on an individual project basis and will be required to comply with all applicable laws, regulations, standards, and best management practices for dewatering groundwater.

2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (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. This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. The Director's Rule and Street Concept Plan evaluated by this document generally recommend street infrastructure improvements such as pedestrian and bicycle transportation facilities. If a future street improvement project reviewed for consistency with this Director's Rule requires discharge of waste material during construction, operation, or maintenance, it is generally expected that waste will be discharged directly to existing sewer or storm drain infrastructure, with permits and oversight from applicable utility owners and regulatory agencies as required. If waste material does

not meet criteria for discharge to existing sewers or storm drain infrastructure, it is generally expected that the waste will be collected and transported to an appropriate disposal site.

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.

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Future street improvement projects reviewed for consistency with this Director's Rule will be required to comply with all applicable laws, regulations, and standards for runoff including stormwater. Applicable laws, regulations, and standards will include runoff management during construction activities, and design requirements for stormwater management on public streets, sidewalks, multimodal trails, and other transportation infrastructure. This includes, but is not limited to, SMC Title 15 (Street and Sidewalk Use Code), SMC Title 22, Subtitle VIII (Stormwater Code), and SMC Title 25 (Environmental Protection and Historical Preservation Code).

The Director's Rule and associated Street Concept Plan suggest installation of rain gardens and other green stormwater infrastructure in public spaces around future light rail facilities to support appropriate stormwater management.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Future street improvement projects reviewed for consistency with this Director's Rule are generally expected to prevent waste materials from entering ground or surface waters by implementing the City of Seattle's standard construction best management practices, and the runoff management requirements described in the previous response.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. It is possible that future street improvement projects reviewed for consistency with this Director's Rule may propose construction that would alter or otherwise affect drainage patterns in the vicinity of the site.

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

None proposed. This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. It is possible that future street improvement projects reviewed for consistency with this Director's Rule

may propose infrastructure for which the construction, operation, or maintenance results in impacts to existing surface waters, groundwater, runoff water patterns, and drainage patterns. Any future street improvement project will be required to comply with the Stormwater Code and other applicable federal, state, and local regulations. This non-project proposal will not result in significant adverse surface water, groundwater, stormwater runoff, or drainage pattern impacts.

4. Plants

a. Check the types of vegetation found on the site:

- deciduous tree: alder, maple, aspen, other**
- evergreen tree: fir, cedar, pine, other**
- shrubs**
- grass**
- pasture**
- crop or grain**
- orchards, vineyards, or other permanent crops.**
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other**
- water plants: water lily, eelgrass, milfoil, other**
- other types of vegetation**

This non-project proposal applies to multiple locations within West Seattle. The future light rail facility locations and surrounding public spaces are generally highly developed urban areas with minimal existing vegetation. The most likely vegetation types to be found in the public spaces discussed in this Director's Rule include standard street tree species and grass. Given the Delridge Station's proximity to wetlands associated with Longfellow Creek, there is a possibility that the public spaces discussed in this Director's Rule may have existing wet soil or water plants in or near future potential street improvement project areas.

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

None in relation to this non-project proposal. This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Future street improvement projects reviewed for consistency with this Director's Rule may propose to remove or alter existing vegetation.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. The recommendations in this

Director's Rule and associated Street Concept Plan are generally expected to apply to future projects in highly developed urban areas, with a low likelihood of threatened or endangered plant species present. Given the Delridge Station's proximity to wetlands associated with Longfellow Creek, it is possible that future street improvement projects reviewed for consistency with this Director's Rule may be proposed in an area with a higher potential of containing threatened or endangered plant species. Any such work will be required to comply with all applicable federal, state, and local laws and regulations regarding construction in the vicinity of protected plant species.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. The Director's Rule and associated Street Concept Plan recommend use of native plants, trees and plantings of varying sizes to provide shade and visual interest, landscaping, and rain gardens or other green stormwater infrastructure. In the public spaces around the proposed Delridge Station location, the recommendations also suggest use of wetland plants to tie into the nearby Longfellow Creek natural area.

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

The King County iMap GIS tool's noxious weeds data set (2024 survey season) was referenced for the following information.

- Delridge Station: Within approximately one block of the proposed street improvement areas, the following plant species have been identified:
 - Tansy ragwort (*Senecio jacobaea*)
 - Garlic mustard (*Alliaria petiolata*)
 - Giant hogweed (*Heracleum mantegazzianum*)
 - Dalmatian toadflax (*Linaria dalmatica*)
- Avalon Station: Within approximately one block of the proposed street improvement areas, the following plant species have been identified:
 - Giant hogweed (*Heracleum mantegazzianum*)
- Alaska Junction Station: No noxious weeds are noted within approximately one block of the proposed street improvement areas.

5. Animals

a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site.

Examples include:

- **Birds:** hawk, heron, eagle, songbirds, other: Common urban bird species including crows, pigeons, seagulls, doves, starlings, and house sparrows are generally expected to be present around the future West Seattle light rail facility locations. The water bodies around the future Delridge Station location may support seabirds, including marbled murrelets and other diving birds.
Established individuals, breeding pairs, and/or colonies of hawks, herons, eagles, and songbirds are known to exist within or migrate through city limits. Bald eagles have been identified in the West Duwamish Greenbelt, which is primarily located 0.25 miles or more away from the future Delridge Station location.
- **Mammals:** deer, bear, elk, beaver, other: Common urban mammal species including rats, squirrels, and raccoons are generally expected to be present around the future West Seattle light rail facility locations. The water bodies around the future Delridge Station location may support marine mammal species, including seals, otters, and whales.
- **Fish:** bass, salmon, trout, herring, shellfish, other: Longfellow Creek and connected water bodies are known to support at least two species of salmon during the freshwater stages of their life cycles. Other water bodies near the future Delridge Station light rail facility are generally expected to support a variety of freshwater and saltwater fish species, including some federally protected species. Protected fish populations are generally tracked by the Washington Department of Fish and Wildlife and the National Marine Fisheries Service.

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

The Washington Department of Fish and Wildlife's Priority Habitat and Species GIS tool identifies the following species within 0.25 miles of the following locations:

Delridge Station: One or more coho salmon runs, including spawning activity, are noted in the nearby Longfellow Creek. One or more resident coastal cutthroat trout runs are also noted in the nearby Longfellow Creek. Nesting bald eagles have been identified in the nearby West Duwamish Greenbelt.

Avalon Station: As noted above, Longfellow Creek supports coho salmon and resident coastal cutthroat trout runs. Longfellow Creek is approximately 0.25 miles or further away from the future Avalon Station location. Additionally, the future Avalon Station location is approximately 0.25 miles away from one edge of a large polygon mask representing one or more records of the northwestern pond turtle; the exact location(s) of the turtle populations are not provided.

Alaska Junction Station: The future Alaska Junction Station location is at the edge of the masked northwestern pond turtle polygon identified in the Avalon Station description, above.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. In general, the City of Seattle is part of the Pacific Flyway. Migratory birds may benefit from street trees, ground vegetation, and surrounding water bodies.

As noted above, Longfellow Creek supports coho salmon and resident coastal cutthroat trout runs. The creek may be part of a migration route for one or both of these species.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. The majority of the street improvements recommended in the Director's Rule and associated Street Concept Plan are proposed within highly developed urban cores, where existing wildlife includes species that are accustomed to the built environment.

Any future street improvement work reviewed for consistency with this Director's Rule that takes place around Longfellow Creek and adjacent natural areas will be required to comply with all applicable federal, state, and local laws, regulations, and best management practices regarding preservation and enhancement of wildlife. Any potential impacts will be required to follow mitigation sequencing (avoid, minimize, mitigate), and work in these areas may be subject to additional review and permitting requirements from the U.S. Department of Fish and Wildlife, the Washington Department of Fish and Wildlife, the Army Corps of Engineers, or other regulatory agencies.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. The King County government indicates that some invasive animal species, such as European starlings, house sparrows, Eastern gray squirrels, fox squirrels, and domestic cats are known to exist within urban areas in King County. Additional freshwater and marine invasive animals are also known to exist within King County. Future street improvements reviewed for consistency with this Director's Rule around light rail transit facilities may be proposed within or adjacent to areas where invasive animal species are found.

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.

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Gas or electric vehicles and heavy machinery may be used during construction of street improvements around future light

rail facilities. Completed street transportation infrastructure is generally expected to connect to existing City of Seattle utility infrastructure and have relatively low energy requirements. Energy needs for roads, sidewalks, and multimodal trails is generally expected to include pedestrian and street lighting, signs with flashing beacons (if used), and traffic signals, including supporting infrastructure for pedestrian and bicycle crossings.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Street improvements reviewed for consistency with this Director's Rule are generally expected to follow City of Seattle design standards for size, height, and location, and are not expected to affect the potential use of solar energy by adjacent properties.

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.

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Standard street improvements within the City of Seattle are generally expected to have relatively low energy needs and impacts to the surrounding environment. Some signs with flashing beacons may be powered by a built-in solar panel. Any other street improvements with energy use needs are expected to draw from existing City of Seattle utility infrastructure.

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 because of this proposal? If so, describe.

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Future street improvement projects reviewed for consistency with this Director's Rule around the future light rail facilities in West Seattle may propose construction activity that has the potential to result in environmental health hazards.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction.

The Washington State Department of Ecology's What's In My Neighborhood GIS tool shows multiple known contaminated sites within approximately one block of each proposed West Seattle light rail facility. Future street improvement projects subject to this Director's Rule may require construction within or adjacent to these known contaminated sites. Future street improvement projects in these areas will follow

SDOT's best management practices to evaluate the risk of encountering contamination during construction, as well as procedures for containing and addressing contamination if it is encountered during work.

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.

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Future street improvement projects reviewed for consistency with this Director's Rule will be evaluated during each project's design phase for any known or possible hazardous chemicals or conditions that might affect development and design of the improvements.

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.

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Future street improvement projects that would be subject to this Director's Rule may propose to use materials or methods for which the construction, operation, or maintenance may require storage, use, or production of toxic or hazardous chemicals.

Construction and maintenance of any future street improvements are expected to store, use, or produce toxic or hazardous chemicals in a manner consistent with standard sidewalk, roadway, and multimodal trail projects throughout the City of Seattle. Average public operation of street, sidewalk, and trail facilities is generally expected not to store or use toxic or hazardous chemicals. Average public operation of street, sidewalk, and trail facilities is generally expected to produce toxic or hazardous chemicals consistent with transportation routes throughout Seattle, primarily due to air and stormwater pollution from vehicles.

4. Describe special emergency services that might be required.

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Due to their use by members of the public, the street, sidewalk, and trail improvements described in the Director's Rule are expected to require emergency services of a similar scope and frequency as comparable existing public transportation routes throughout Seattle.

The Director's Rule and associated Street Concept Plan indicate SDOT has consulted with the Seattle Fire Department (SFD) and has recommended street design features that accommodate emergency response needs on all SFD fire routes around the future light rail station locations.

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

None proposed. This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. The construction, operation, or maintenance of future street improvement projects that would be subject to this Director's Rule may have the potential to result in environmental health hazards. All proposed street improvement projects reviewed for consistency with this Director's Rule must comply with applicable federal, state, and local laws, rules, regulations, and standards regarding environmental health hazards, including measures for reduction or control of potential hazards. This non-project proposal will not result in probable significant adverse environmental health impacts.

b. Noise

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. The streets around the three proposed West Seattle light rail facilities are generally expected to have ambient noise typical of urban areas on or near arterial streets.

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)?

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. The construction, operation, and maintenance of future street improvement projects reviewed for consistency with this Director's Rule will be subject to all federal, state, and local laws, regulations, and standards for noise generation. The Seattle Noise Code (SMC 25.08) includes specific requirements for noise generated by construction work, including limitations on the time of day, duration, and volume of noise that can be generated. Once any street improvements are constructed, noise levels generated by operation and maintenance are expected to be comparable to those on streets surrounding existing light rail facilities within Seattle.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. The Director's Rule and associated Street Concept Plan include some recommendations for traffic calming and increased support for non-vehicular modes of transit, which has potential to decrease ambient vehicle noise compared to current levels in some areas around the future light rail facilities.

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.**

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Future street improvement projects reviewed for consistency with this Director's Rule are generally expected to result in improvements to existing transportation infrastructure and potential expansion of pedestrian areas, which will not result in a change to the current transportation use of the public right-of-way around the future West Seattle light rail locations.

The Director's Rule and associated Street Concept Plan reference potential rezoning plans for the areas around the future West Seattle light rail stations. These rezoning plans are from the draft One Seattle Plan, which is Seattle's Comprehensive Plan. The draft One Seattle Plan generally proposes to redesignate and rezone the areas immediately around future light rail stations to allow for more housing options, denser housing, and other mixed uses. The Director's Rule accounts for these potential changes in its street concept recommendations, but the Director's Rule itself does not recommend any redesignation, rezoning, or changes in use.

- b. Has the project 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 because 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 nonforest use?**

This non-project proposal provides street concept recommendations around future light rail facilities in West Seattle and does not authorize construction. There are no working farmlands or working forest lands present within city limits.

- 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. No project within city limits will be located in the vicinity of working farm or forest land.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. The public right-of-way around the future West Seattle light rail locations contains structures consistent with standard Seattle roads and sidewalks. This includes, but is not limited to:

- Traffic infrastructure for roads and intersections including signal boxes, sign posts, mast arms, pedestrian pushbuttons, curbs, medians
- Utility poles and overhead utility lines

- Underground utilities such as stormwater, water, and sewer pipes, and gas lines, and at-grade access hatches
- Bike lane barriers such as posts
- Sidewalks, curb ramps, and related pedestrian infrastructure
- Assorted uses typically found in the public right-of-way, such as USPS mailboxes, pedestrian plazas, pedestrian seating, and street trees

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Future street improvement projects reviewed for consistency with this Director’s Rule may propose demolition and replacement of existing street and sidewalk infrastructure. All future work will be subject to SMC Title 15 (Street and Sidewalk Use Code) and SDOT standard practices for neighborhood notification prior to construction.

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

The current zoning varies by location, as follows:

- Delridge Station location: C1-55 (M) mixed-use, C1-75 (M) mixed-use, MML U/85 industrial and maritime, and NC1-55(M) mixed-use
- Avalon Station location: NC3-75 (M) mixed use zone and LR3 (M) multifamily residential zone
- Alaska Junction Station location: NC3P-95 (M) mixed-use, NC3P-75 (M) mixed-use, NC2-75 (M) mixed-use, NC2-55 (M) mixed-use, NC3-95 (M) mixed-use, NC3-75 (M) mixed-use, and LR2 (M) multifamily residential

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

The current comprehensive plan designation varies by location, as follows:

- Delridge Station: The area around the future proposed Delridge Station location includes commercial, industrial, and residential zoning.
- Avalon Station: The area around the future proposed Avalon Station location includes residential and mixed-use zoning.
- Alaska Junction Station: The area around the future proposed Alaska Junction Station includes residential and mixed-use neighborhood commercial zoning.

g. If applicable, what is the current shoreline master program designation of the site?

None of the proposed West Seattle light rail facilities, or the surrounding streets described in this Director’s Rule, are located within the shoreline zone.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Unstable soil ECAs are described in the response to question B.1.d of this checklist. The SDCI GIS tool shows the following ECAs in or immediately around the street segments discussed in this Director's Rule:

- Delridge Station surrounding streets: Potential slide area, known slide area, liquefaction prone area, steep slope (40% average), riparian corridor, wetland, wildlife habitat
- Avalon Station surrounding streets: Liquefaction prone area, steep slope (40% average), known slide (initiation point)
- Alaska Junction Station surrounding streets: Peat settlement prone area (category 2), liquefaction prone area, steep slope (40% average)

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. The street improvements recommended in the Director's Rule are not expected to have any effect on the number of people residing or working in the public right-of-way, which is primarily intended for transportation and recreation purposes.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. The street improvements recommended in the Director's Rule are only expected to result in impacts to transportation infrastructure in the public right-of-way, which will not result in displacement of any people.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. No displacement impacts are anticipated.

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

The Director's Rule and associated Street Concept Plan include and are based on analysis of existing and project land use and plans. The Street Concept Plan specifically references the following documents and planning efforts:

- Urban Design Framework for the West Seattle Triangle (2011)
- North Delridge Action Plan (2018)
- Racial Equity Toolkit for the West Seattle and Ballard Light Rail Extension project, developed by the City of Seattle and Sound Transit (report published in 2022)
- One Seattle Comprehensive Plan

- Community engagement efforts from 2019 through 2024
- I. **Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:**

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. There are no nearby agricultural and forest lands within city limits.

9. Housing

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. The street improvements that would be subject to this Director's Rule are not anticipated to provide housing units.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. The street improvements that would be subject to this Director's Rule are not anticipated to eliminate housing units.

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

No measures are proposed. This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. No housing impacts are anticipated.

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?**

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Future street improvement projects reviewed for consistency with this Director's Rule are expected to propose standard transportation structures, as described in the response to question B.8.c of this checklist. Proposed structures will follow all applicable regulations and guidelines on maximum height and material type, including requirements established by the location's zoning designation and American Association of State Highway and Transportation Officials (AASHTO) standards.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. The future West Seattle light rail facilities are proposed in highly developed urban locations with substantial existing transportation infrastructure. Street improvement projects reviewed for consistency with this Director's Rule are not expected to have a significant impact on views in the immediate vicinity.

Future street improvement projects reviewed for consistency with this Director's Rule may include public art installations which could alter or obstruct views in the immediate vicinity. Any future public art installations will be evaluated for consistency with local zoning, the Seattle Municipal Code, and any other applicable regulations informing alteration or obstruction of views.

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

None proposed. This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Street concepts addressed in this Director's Rule are primarily intended to improve function and safety of the public spaces around the future West Seattle light rail facility location. Aesthetic impacts may result from elements of future street improvement projects reviewed for consistency with this Director's Rule, including but not limited to the elements described in the Street Concept Plan's Unified Palette of Treatment section:

- Pedestrian seating including benches and related structures that blend art/design with practical use
- Pedestrian light fixtures, including standard lighting poles as well as string lights, landscape lighting, and other decorative lighting
- Pavement treatments that include varied use of colors and patterns to define pedestrian-focused spaces
- Landscaping including native and hyperlocal plant species in a variety of heights to provide shade, stormwater management, and visual interest

In general, it is expected that street improvement projects reviewed for consistency with this Director's Rule will follow all applicable regulations, design standards, and planning documents to control aesthetic impacts and integrate improvements into the existing neighborhood context.

11. Light and glare

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Street improvement projects reviewed for consistency with this Director's Rule are expected to include pedestrian

lighting which will primarily light sidewalks and multimodal trails at night. The type of light would be consistent with standard pedestrian lighting in Seattle.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Street improvement projects reviewed for consistency with this Director's Rule are expected to install lighting which meets the standards and requirements described in SMC Title 15 (Street and Sidewalk Use), SDOT standard specifications, and all other applicable regulations and guidelines. Pedestrian lighting is generally expected to improve safety for the traveling public.

c. What existing off-site sources of light or glare may affect your proposal?

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Street improvement projects reviewed for consistency with this Director's Rule are expected to take place in highly developed areas with existing off-site sources of light typical of the urban environment. No existing off-site sources of light are expected to affect the pedestrian lighting guidelines described in this Director's Rule.

d. Proposed measures to reduce or control light and glare impacts, if any:

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. The Director's Rule and associated Street Concept Plan recommend the use of softer lighting colors than bright white, and suggest use of light fixtures that cast light down to minimize light pollution to the surrounding area.

12. Recreation

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

Delridge Station: The proposed Delridge Station location is immediately adjacent to the Longfellow Creek Legacy Trail. Additional recreational opportunities in the area include the Alki Trail, Dragonfly Garden and Pavilion, Delridge Community Center, Delridge Skatepark, and Youngstown Cultural Arts Center.

Avalon Station: The proposed Avalon Station location is close to multiple greenspaces, including the West Seattle Stadium, the West Seattle Golf Course, and Camp Long.

Alaska Junction Station: The proposed Alaska Junction Station location is close to the Junction Plaza Park. The location is also close to the segment of California Ave SW between SW Alaska St and SW Oregon St, which is closed to vehicle traffic on a weekly basis for the West Seattle Farmers Market and is also closed to vehicle traffic intermittently for street festivals.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Future street improvement projects reviewed for consistency with this Director’s Rule at the West Seattle light rail stations identified above are not expected to displace any existing recreational uses.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Street improvement projects reviewed for consistency with this Director’s Rule and located around the future West Seattle light rail locations are generally expected to improve access to local recreation opportunities, primarily by improving the surrounding transportation network for multimodal uses. Additionally, the Director’s Rule and associated Street Concept Plan recommend that future street improvement projects consider installation of pedestrian plazas and similar facilities which could increase opportunities for recreation in the public space.

13. Historic and cultural preservation

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. The Department of Archaeology and Historic Preservation (DAHP)’s Washington Information System for Architectural and Archeological Records Data (WISAARD) GIS tool was queried to create the following lists of “Determined Eligible” properties within approximately one block of each street segment discussed in the Director’s Rule and associated Street Concept Plan.

- Delridge Station surroundings:
 - Charles A. Jones, Chiropractor/M. Rachke and Son Youngstown Meat Market, 3860 Delridge Way SW, Resource ID 28917: Commercial building constructed in 1930
 - Mrachke and Son, 3860-3864 Delridge Way SW, Resource ID 38076: Commercial building constructed in 1930
 - Unnamed residence, 4017 23rd Ave SW, Resource ID 235486: Single family house constructed in 1907
 - Unnamed residence, 4030 Delridge Way SW, Resource ID 699805: Single family house constructed in 1906
 - Bethlehem Pacific Coast Steel Co. Office Building, 4045 Delridge Way SW, Resource ID 292407: Commercial building constructed in 1960

- Avalon Station surroundings:
 - Myers Motor Co. Dealership, 4417 Fauntleroy Way SW, Resource ID 33665: Commercial building originally constructed in 1924 with multiple documented remodels
 - Limcrest Apartments, 3600 Genesee St, Resource ID 695774: Multiple family house constructed in 1956
 - Unnamed residence, 4406 37th Ave SW, Resource ID 699347: Single family house constructed in 1953 and demolished in 2023
 - Carlsen and Winqvist Auto Service, 4480 Fauntleroy Way SW, Resource ID 699425: Commercial building constructed in 1946
 - West Seattle Brake Service, 4464 37th Ave SW, Resource ID 699430: Commercial building constructed in 1948
 - Unnamed residence, 3221 SW Genesee St, Resource ID 389530: Single family house constructed in 1959
- Alaska Junction Station surroundings:
 - J. C. Penney/Russell Building, 4520 California Ave SW, Resource ID 701232: Commercial building constructed in 1926
 - Marier Foto Studio, 4528 California Ave SW, Resource ID 701233: Commercial building constructed in 1928
 - Bartell Drugs, 4548 California Ave SW, Resource ID 625337: Commercial building constructed in 1929 and remodeled in 1988
 - Campbell Building, 4554 California Ave SW, Resource ID 700732: Commercial and residential building constructed in 1918
 - Alaska House Apartments, 4545 42nd Ave SW, Resource ID 700596: Institutional housing building constructed in 1979
 - West Seattle Bowl, 4505 39th Ave SW, Resource ID 291262: Sports facility constructed in 1948, with addition added in 1957 and remodel performed in 1975
 - Unnamed residence, 4755 38th Ave SW, Resource ID 703076: Single family house constructed in 1957
 - Venable & Wing Law Office, 4826 California Ave SW, Resource ID 291746: Commercial building constructed in 1963

b. Are there any landmarks, features, or other evidence of Indian or historic use or 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.

The Seattle Department of Neighborhoods' Landmarks Map GIS tool was queried for the following information.

No landmarks are identified within approximately one block of the future Delridge Station and Avalon Station locations.

Two landmarks are identified within approximately one block of the future Alaska Junction Station location:

- Crescent-Hamm Building, 4302 SW Alaska St, referenced in Ordinance #125522 effective 12/29/1899
- Campbell Building, 4554 California Ave SW, referenced in Ordinance #125486 effective 12/29/1899

Landmarks, features, and other evidence of Indian or historic use or occupation around the future West Seattle light rail facilities are described and evaluated in Sound Transit's DEIS and future FEIS document on the West Seattle and Ballard Link Extension Project. This Director's Rule does not authorize construction, and will not result in any impacts to areas of historic use or occupation.

- 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 archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.**

This Director's Rule provides recommendations for future street improvement projects in the public right-of-way immediately around the future light rail facilities and does not authorize construction. Future street improvement projects reviewed for consistency with this Director's Rule will evaluate the project area and project scope to assess the potential impacts to cultural and historic resources on or near the project site, and appropriate best management practices will be applied to the work to address anticipated and unanticipated impacts to cultural and historic resources.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. If future street improvement projects reviewed for consistency with this Director's Rule are determined to present a risk of impacting resources, the project proponent will follow best management practices to address the potential impacts. This may include one or more of the following: consultation with DAHP, drafting and implementation of a monitoring plan, use of an on-site archaeological monitor, drafting and implementation of an Inadvertent Discovery Plan (IDP) to address unanticipated resources encountered during work.

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.**

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Future street improvement projects which would be subject to this Director's Rule will occur in West Seattle locations with robust existing public transportation infrastructure, including public roads and sidewalks. The Director's Rule proposes design concepts which are intended to improve the existing public transportation infrastructure for multimodal travel to, from, and around the future light rail stations.

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

The three locations addressed in this Director's Rule are located in highly developed urban centers with robust existing public transit service. All locations are served by multiple existing bus lines, including Rapid Ride lines.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Future projects reviewed for consistency with this Director's Rule will result in improvements to existing roads, streets, pedestrian facilities, bicycle facilities, and other infrastructure supporting multimodal transportation. This may involve, but is not limited to: construction or reconstruction of at-grade or raised pedestrian crossings, multimodal trail construction, expansion of existing sidewalks, traffic calming, construction of pedestrian plazas and seating, and related improvements supporting safety and mobility.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Future street improvement projects reviewed for consistency with this Director's Rule are expected to occur immediately around the future West Seattle light rail stations.

- e. 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 nonpassenger vehicles). What data or transportation models were used to make these estimates?**

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Future street improvements reviewed

for consistency with this Director's Rule are primarily expected to improve pedestrian and other non-vehicular infrastructure, and are not expected to generate vehicular trips. Sound Transit's West Seattle and Ballard Link Extension Project DEIS and future FEIS address anticipated truck volume impacts due to the future construction of the West Seattle light rail facilities.

f. 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.

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. This non-project proposal is not expected to have any impact on the movement of agricultural and forest products on roads or streets in the area.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Future street improvement projects reviewed for consistency with this Director's Rule may result in temporary transportation impacts during construction, but are generally intended to improve multimodal transportation facilities after construction.

A segment of SW Alaska St adjacent to the future Alaska Junction Station may be changed to allow use only by transit vehicles. This change may divert existing non-transit vehicles to neighboring streets, but is not expected to impact the total number of vehicles or trips.

Temporary transportation impacts during construction will be mitigated through use of appropriate traffic control methods, pedestrian detours, and related measures described in the City of Seattle Traffic Manual.

15. Public services

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Future street improvement projects that would be subject to this Director's Rule are generally expected to require emergency services consistent with public streets and sidewalks in dense urban areas throughout Seattle. No increased public transit needs are anticipated as a result of the street improvement work, but the improvements are expected to result in increased access to existing and future public transit including buses and light rail stations. No residential uses are proposed under this Director's Rule, so no increased need for health care, schools, and related services is anticipated.

The future West Seattle light rail facilities may result in an increased demand for public transit around the facilities. These impacts are addressed in the Sound Transit West Seattle and Ballard Link Extension Project's DEIS and future FEIS.

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

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. It is anticipated that this non-project proposal will not result in probable significant adverse impacts on public services.

16. Utilities

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. The locations identified in the Director's Rule include a blend of residential, commercial, and mixed use zoning. Therefore, it is anticipated that all sites will include the following existing utilities: electricity, natural gas, water, refuse service, telephone, and sanitary sewer.

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.

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. It is generally expected that future street improvement projects reviewed for consistency with this Director's Rule will access existing electricity utility infrastructure to service new pedestrian lighting and any additional traffic signal infrastructure which may require power. If the future street improvement projects include stormwater work, it is expected that the new or replaced infrastructure will connect to existing storm sewer infrastructure.

During construction of future street improvement projects, SDOT and contractors will follow all applicable federal, state, and local regulations around discharge of construction stormwater to Seattle storm and sewer infrastructure, if applicable.

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.

X *Ian C. Macek*

Type name of signee: Ian Macek

Position and agency/organization: Principal Urban Designer, Seattle Department of Transportation

Date submitted: August 29, 2024

D. Supplemental sheet for nonproject actions

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. In general, the street improvement recommendations provided in this Director's Rule and associated Street Concept Plan are expected to result in an improvement or no change to the elements indicated, as follows:

- During construction: Construction of future street improvement projects reviewed for consistency with this Director's Rule may produce or release toxic or hazardous substances, such as mechanical fluids from construction equipment, and could temporarily generate noise.
 - Discharge to water: The Director's Rule recommends creation of rain gardens, other green stormwater facilities, and landscaping, which may reduce routine transportation-related discharges to stormwater.
 - Emissions to air: Future street improvement projects reviewed for consistency with this Director's Rule are not anticipated to result in direct emissions to air.
 - Hazardous substances: Future street improvement projects reviewed for consistency with this Director's Rule are not anticipated to result in the production, storage, or release of toxic or hazardous substances.
 - Noise: Future street improvement projects reviewed for consistency with this Director's Rule are not anticipated to produce noise. If the improvements result in an increased volume of vehicle traffic, this may result in an increase in routine transportation noise.
-
- **Proposed measures to avoid or reduce such increases are:**

In general, future street improvement projects reviewed for consistency with this Director's Rule will support the proposed expansion of the Sound Transit light rail system, and improve facilities for pedestrians, bicycles, bus riders, and other multimodal means of transportation. This may result in a decrease in private vehicle trips, which would subsequently result in a decrease in hazardous material emissions to air and discharges to stormwater.

During construction of future street improvement projects reviewed for consistency with this Director's Rule, the project will be required to follow all applicable laws, regulations, and guidelines on containment and management of construction emissions to the air, water, and earth, and will be required to follow the Seattle Noise Code requirements on limiting construction noise impacts.

It is generally expected that future proposed street improvement projects reviewed for consistency with this Director's Rule will be evaluated for risk of potential environmental impacts, and that any probable significant impacts will be addressed by an impact mitigation proposal if required by federal, state, or local regulatory bodies.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Planning and design efforts for future light rail transit facilities that would be subject to this Director's Rule will be required to follow all applicable federal, state, and local laws, regulations, and standards regarding threatened or endangered species, three-to-one tree replacement for any trees removed from the public right-of-way, and post-construction revegetation with native plant species.

- **Proposed measures to protect or conserve plants, animals, fish, or marine life are:**

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Due to its proximity to Longfellow Creek and nearby natural areas, which support protected fish and bird species and may support other protected plant or animal species, any street improvements around the future Delridge Station location have potential to impact protected plants, animals, or fish. Any future street improvement projects associated with all three West Seattle light rail facilities will be evaluated for consistency with all applicable federal, state, and local laws, regulations, and standards regarding threatened and endangered species. If applicable, future project proponents will consult with the appropriate regulatory bodies, such as the U.S. Department of Fish and Wildlife, the Washington Department of Fish and Wildlife, the U.S. Army Corps of Engineers, SDCl, and SDOT Urban Forestry. These agencies will enforce applicable laws including the Endangered Species Act, the Marine Mammal Protection Act, and the Bald and Golden Eagle Protection Act, among others. Proposed impacts to protected plants, animals, fish, and marine life will generally be expected to follow mitigation sequencing (avoid, minimize, mitigate) and demonstrate that the project is creating the smallest possible impact.

3. How would the proposal be likely to deplete energy or natural resources?

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Future street improvement projects evaluated for consistency with this Director's Rule may result in construction efforts which may require gas-powered for electric construction vehicles and equipment.

- **Proposed measures to protect or conserve energy and natural resources are:**

In general, the street improvements discussed in this Director's Rule are expected to create minimal demand for energy and natural resources. Pedestrian lighting and traffic signals may require electricity, which will be accessed from the existing public utility infrastructure.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Future street improvement projects reviewed for consistency with this Director's Rule are expected to improve accessibility to nearby natural areas, including green spaces supporting wetlands and endangered species around the future Delridge Station location. Construction in these areas will be required to comply with SMC 25.09 (Regulations for Environmentally Critical Areas), which provides rules around development in or near each type of ECA.

No wild and scenic rivers or prime farmlands are located within city limits, so will not be affected by street improvements in Seattle.

- **Proposed measures to protect such resources or to avoid or reduce impacts are:**

If future street improvement projects reviewed for consistency with this Director's Rule are proposed around the wetlands and known endangered species habitat described above, they may be subject to review by federal, state, and local agencies for compliance with the Endangered Species Act, Bald and Golden Eagle Protection Act, Section 4(f) of the U.S. Department of Transportation Act, and all other applicable federal, state, and local laws, regulations, and standards for protection of environmentally sensitive areas.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. All future street improvement projects reviewed for consistency with this Director's Rule will be required to comply with applicable zoning and land use restrictions. It is generally expected that such street improvement projects will not change existing transportation uses, but will instead make multimodal travel safer and more accessible for a wider range of abilities and modes of travel.

Proposed measures to avoid or reduce shoreline and land use impacts are:

The Director's Rule and associated Street Concept Plan suggest a variety of methods to improve safety and access to existing land uses, including but not limited to:

- Adding pedestrian lighting
- Adjusting curblines, adding at-grade or raised crosswalks, and adding traffic calming devices to increase safety for pedestrians crossing the streets around the future light rail facilities
- Expanding sidewalk widths or adding multimodal trails to support non-vehicular modes of transportation
- Design thoughtful pick up/drop off locations and turn-around sites for private vehicles, buses, and other traffic to enter and exit the future light rail stations as easily as possible

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. Future street improvement projects reviewed for consistency with this Director's Rule are expected to improve access to existing and future planned transportation systems, including future light rail stations, bus routes, pedestrian walkways, bicycle paths, and multimodal trails. Because the areas discussed in the Director's Rule are already highly developed segments of the existing public right-of-way network, it is not expected that street improvements will cause a significant change to demands on transportation or public services and utilities.

- **Proposed measures to reduce or respond to such demand(s) are:**

No mitigation measures are required for this proposed action. This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction.

Potential changes in demands on transportation, public services, and public utilities may result from the future construction of the West Seattle light rail facilities. These potential impacts are evaluated in Sound Transit's West Seattle and Ballard Link Extension Project DEIS and future FEIS.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

This non-project proposal provides street concept recommendations around future light rail facilities and does not authorize construction. There are no anticipated conflicts with federal, state, and local laws, requirements, and standards for protection of the environment.