



*Seattle Department of Transportation*

**7th Avenue (Westlake Avenue to Union Street)  
Protected Bicycle Lane Project  
Seattle, Washington**

**SEPA Checklist**

**November 10, 2016**

## STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

### A. BACKGROUND

**1. Name of proposed project, if applicable:**

7th Avenue from Westlake Avenue to Union Street Protected Bike Lane (PBL) Project

**2. Name of applicant:**

Seattle Department of Transportation (SDOT)

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

Marilyn Yim, Project Manager  
Seattle Department of Transportation  
Capital Projects and Roadway Structures Division  
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P.O. Box 34996  
Seattle, WA 98124  
206-684-3190

**4. Date checklist prepared:**

November 10, 2016

**5. Agency requesting checklist:**

City of Seattle Department of Transportation (SDOT)

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

Construction is anticipated to begin in March 2017 with a construction duration of 5 to 6 months pending approvals and permits.

**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 traffic study was prepared by DKS for the project (October 2016).
- SDOT issued the Determination of Nonsignificance (DNS) in December 2013 for the Bicycle Master Plan.

**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.**

- National Environmental Policy Act (NEPA) Categorical Exclusion Documentation.
- Certification of Consistency with the Washington State Coastal Zone Management Program for Federally Funded Activities.

**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.**

The project would construct a one-way PBL for five blocks along 7th Avenue from Westlake Avenue on the north to Pike Street on the south, located on the west side of the street right-of-way (see Site Map). The west side was selected during project development to minimize turning movement conflicts and improve bicycle travel times. The width of the PBL and buffer would vary but would generally be about 10 feet. Curbs would be used to separate the PBL from vehicular traffic, parking spaces, and passenger load zones (PLZs) where appropriate. Bicycle sharrows and signage would extend south from Pike Street to Union Street.

The project would change 7th Avenue from two-way to one-way between Olive Way and Pine Street; however this minor arterial primarily serves localized traffic and curb space needs would be maintained. The conversion to a one-way street on 7th Avenue would simplify the street network and circulation; improve traffic operations at Olive Way and Pine Street; and not impact transit operations. The two-way configuration south of Pine Street would be maintained for parking and northbound left turns onto Pine Street. According to the DKS traffic study, operations at intersections along 7th Avenue would generally slightly improve or decrease with the proposed project, with the greatest change in traffic delays between Stewart and Pine Streets (see Section B.14.f). All work would occur within the right-of-way and there would be approximately 17,500 square feet of ground disturbance from removing curb bulbs and relocating, replacing, or removing utilities. There would be improvements to sidewalks, American with Disabilities Act (ADA) compliant curb ramps, curb gutters, traffic signals, signage, striping, and drainage structures. Areaways would be avoided during construction.

The following block by block changes along 7th Avenue from north to south would occur to construct the PBL:

- Westlake Avenue to Virginia Street: The southbound travel lane and through/left turn lane would remain. The Virginia Street traffic light would require signal upgrades including installing a bicycle signal. The existing cycle track crossing configuration at Westlake Avenue would be revised to encourage a more perpendicular crossing of the streetcar tracks.

- Virginia Street to Stewart Street: Southbound travel lanes would be reduced from three to two lanes and the through/right turn lane would remain. The PBL would be raised due to PLZs and parking conflicts. Metro trolley routes 7 and 36 use the 7th Avenue block from Virginia Street to Stewart Street and would cross the PBL twice. The Stewart Street traffic light would require signal upgrades including installing a bicycle signal.
- Stewart Street to Olive Way: Southbound travel lanes would be reduced from two to one through lane and the left turn lane would remain. Parking spaces and PLZs would be removed on the west side of the street. The Olive Way traffic light would require signal upgrades including installing a bicycle signal.
- Olive Way to Pine Street: Two southbound travel lanes would remain and the contraflow northbound right turn lane would be removed. At the south end of the block the right lane would change to right turn only. New single mast arm poles would be installed at a depth of approximately 20 feet for the Pine Street traffic light at the southeast and northwest corners and a bicycle signal would be installed.
- Pine Street to Pike Street: Southbound travel lanes would be reduced from two to one through lane and the left turn pocket would remain on the south end. The contraflow northbound lane would remain, ending with a left turn pocket at Pine Street. There would be a new double mast arm pole installed at a depth of approximately 15 feet at the northeast corner of Pike Street and a bicycle signal would be installed.
- Pike Street to Union Street: Bicycle sharrows and signage would extend south from Pike Street to Union Street. At the south end of the block the configuration would change to right turn and southbound through only.

**12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

The project is located on 7th Avenue between Westlake Avenue and Union Street in the Denny Triangle area (see Site Map). The project would extend the PBL that was recently completed by a private developer on two blocks of 7th Avenue immediately north of Westlake Avenue. North of the privately built PBL, 7th Avenue has bicycle lanes that are part of a frequently used bicycle route that connects to Dexter Avenue N and the Westlake Cycle Track. Township 25N, Range 4E, Sections 31 and 32.

**B. ENVIRONMENTAL ELEMENTS**

**1. Earth**

**a. General description of the site: [Check the applicable boxes]**

- Flat       Rolling       Hilly       Steep Slopes       Mountainous  
 Other: (identify)

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

Slopes along the project area are generally less than 3 percent and slope to the northwest.

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

Soils in this project area are not identified in the Natural Resources Conservation Service soil survey for King County. The surface geology in the vicinity indicate that soils are generally comprised of silt and sand. The site is currently covered by impervious surfaces. Agricultural lands are not located near the project. There would be minor ground disturbance and no removal of soils.

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

There is no history of unstable soils in the immediate vicinity.

**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 disturbance area would be approximately 17,500 square feet from removing curb bulbs and replacing or removing utilities. The following excavation would be required for the project: six curb bulbs/sidewalks up to 6-inches deep; three signal pole replacements about 12 to 20 feet deep; three drainage structures about 4 feet deep; and a drainage pipe connection about 13 feet deep.

**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. It is anticipated that the disturbance area would be limited to clearing six curb bulbs on 7th Avenue and from relocating, replacing or removing a limited number of aboveground- below-ground utilities along the project corridor.

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

The project would create minimal new impervious surfaces. The majority of work would occur in the paved right-of-way along 7th Avenue from Westlake Avenue to Pike Street. There would be approximately 16,300 square feet of new or replaced impervious surfaces and approximately 1,200 square feet of new or replaced pervious surfaces, including landscaping.

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

The contractor will be required to follow the 2014 edition of Seattle Standard Plans and Standard Specifications for Road, Bridge and Municipal Construction and the Seattle Stormwater Code to control erosion in the project area.

The following general conservation measures and best management practices (BMP) are applicable at the construction site:

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

**2. Air**

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

Sources of emissions during construction would include:

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

The project would not result in new air emissions after construction is completed. The completed project would have potential beneficial effects on reducing emissions in the vicinity by encouraging more bicycle use on the new PBL and in some cases having negligible improvements to traffic.

**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 reduced and controlled through implementing standard federal, state, and local emission control criteria according to the 2014 edition of Seattle Standard Plans and Standard Specifications for Road, Bridge and Municipal Construction. The standard specifications require that contractors maintain air quality to comply with the national emission standards for hazardous air pollutants.

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

**3. Water**

**a. Surface:**

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

There are no waterbodies on or in the immediate vicinity of the site.

- 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.**

Not applicable.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

None.

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

No.

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

No.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

No.

**b. Ground:**

- 1) Will ground water be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.**

No.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals . . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

None.

**c. Water runoff (including stormwater):**

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

Stormwater on 7th Avenue is collected in a combined sewer system which discharges to Puget Sound through the King County West Point Sewer Treatment Facility.

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

No. BMPs will be implemented during project staging and construction to avoid waste materials from entering ground water or surface water.

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

No. Proposed work would replace existing impervious surfaces. Any stormwater control improvements will be made according to the Seattle Stormwater Code.

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

See Section B.1.h for proposed measures.



#### 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. Some limited clearing, grubbing, and tree trimming may occur during sidewalk and utility improvement construction.

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

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

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

Street trees, shrubs, and other plant material in the right-of-way will be protected as appropriate during construction and left in place. The contractor will prepare a Tree, Vegetation, and Soil Protection Plan.

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

There are no known noxious weeds or invasive species on or near the site.

#### 5. Animals

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

**Birds:**             Hawk             Heron             Eagle             Songbirds  
 Other: (identify) 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:(identify)

**Fish:**       Bass       Salmon       Trout       Herring  
 Shellfish       Other: (identify)

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

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

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

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

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

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

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

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

**6. Energy and natural resources**

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

The completed project would not require any supplementary energy to operate. Electricity would be required to continue operating the street lighting and traffic signals located along the roadway, but this does 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:**

During construction activities workers will avoid leaving equipment and vehicles idling when not in use. The project may reduce vehicle and associated fuel use by encouraging bicyclists to use the new 7th Avenue PBL.

## 7. Environmental health

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

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

There is no known contamination within the right-of-way from present or past uses. There are five adjacent properties documented by the Washington State Department of Ecology Facility/Site Database with a status as either Awaiting Cleanup, Cleanup Started or No Further Action. A review of available information about these sites identified no evidence of soil or groundwater contamination within the right-of-way that would affect the project. Based on depth and location of excavation, and groundwater depth and gradient, SDOT does not expect to encounter contaminated soil or groundwater during construction.

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

There are no known existing hazardous chemicals or conditions that might affect project construction. Public and private utilities would be identified and avoided during construction.

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

Potential hazardous materials likely to be present during construction from vehicles and equipment include gasoline and diesel fuels, hydraulic fluids, oils, and lubricants.

- 4) Describe special emergency services that might be required.**

None.

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

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

BMPs and a Spill Prevention Plan would minimize the potential for spills during construction. Project specifications will be followed in the event that unanticipated contaminated materials are encountered in the right-of-way during construction. However, this is not anticipated since there would be minimal ground disturbance during construction and no known contamination is located within the right-of-way.

**b. Noise**

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

Existing noise in the vicinity from traffic and potential construction along 7th Avenue and surrounding streets would not affect project construction.

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

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

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

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

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

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

**8. Land and shoreline use**

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

The project right-of-way on 7th Avenue between Westlake Avenue and Union Street is currently used for roadway, driveway entrances, and sidewalks. Surrounding uses along 7th Avenue include commercial, eateries, hotels, institutional, parking lots, residential, and retail.

This project would not affect current land uses on 7th Avenue between Westlake Avenue and Union Street.

- 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 right-of-way contains bicycle racks, fire hydrants, parking meters and signage, sidewalk furniture, and utility poles. Surrounding structures along 7th Avenue adjacent to the right-of-way include mixed-use buildings and parking typical in the downtown urban center.

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

There would be an evaluation of existing traffic signal poles and street lights along the project corridor and some may be removed or replaced. These improvements would be coordinated with appropriate agencies.

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

The project area is primarily zoned DOC2 500/300-500 (Downtown Office Core 2). South of Pike Street and east of 7th Avenue the project area is zoned DMC 340/290-400 (Downtown Mixed Commercial).

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

The comprehensive plan designation is Downtown Areas (November 2015).

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

Not applicable.

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

No.

- 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 7th Avenue PBL Project is a Recommended PBL Project in the Bicycle Master Plan Citywide Network. This project is considered a high-demand segment and near-term priority because it would create a safe, high quality bicycle connection to the Center City for people of all ages and abilities. Another key objective of the Citywide Network is to address intersection safety by providing more clarity for positioning, signage and traffic signals.

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

No 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 the PBL at ground level. Curbs would be used to separate the PBL from vehicular traffic and parking spaces and PLZs where appropriate. There would also be improvements to traffic signals at intersections along 7th Avenue and new single mast arm poles and a double mast arm pole at Pine and Pike Streets.

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

None.

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

No impacts are anticipated so no measures are proposed.

**11. Light and glare**

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

Bicycle signals are proposed to be added to traffic lights on 7th Avenue at all project intersections except Union Street. Other traffic signal improvements would occur at intersections in the project corridor including upgrading and adjusting signal heads. Traffic lights generally operate 24 hours per day. This would not alter existing light or glare in the project area.

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

No. The intention of the bicycle signals and other traffic signal improvements are to improve safety on the 7th Avenue project corridor 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?**

There are no City parks within the immediate vicinity of the project. Denny Park is located to the north, Bell Street Park, Westlake Park and Square and McGraw Square are located to the west, and Freeway Park is located to the south. The U.S. District Court located at 7th Avenue and Stewart Street contains a green area with a canopy cover and seating areas. The existing bicycle lane on 7th Avenue to the north extends from Denny Way to Westlake Avenue where the project would begin. Both sides of 7th Avenue contain sidewalks that receive heavy pedestrian use.

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

No.

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

The project would extend the PBL from Westlake Avenue to Pike Street on 7th Avenue. Bike sharrows would extend from Pike Street to Union Street. The project is part of the recommended bicycle network in the City of Seattle Bicycle Master Plan (adopted April 2014).

### **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.**

Yes. Western Auto Supply is located at 2004 Westlake Avenue at its southeast intersection with 7th Avenue. It was constructed in 1923 and determined eligible in 2005 as part of the South Lake Union Streetcar Project. The new PBL would begin on the west side of 7th Avenue across the street from this building. There are areaways along 7th Avenue at its intersection with Virginia Street, Olive Way, Pine Street, and Pike Street but they would be avoided during construction. There would be no ground disturbance outside of the right-of-way and no effects to the above-listed property or areaways.

- 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 Washington State Department of Archaeology and Historic Preservation (DAHP) and Washington Information System for Architectural and Archaeological Records Data (WISAARD) were searched for National Register of Historic Places (NRHP)-listed or -eligible properties (including heritage barns and register districts) and historic-aged properties. The City's online list of landmarks and nominations was also searched to determine if any current or nominated City landmarks are within the project area. Field reconnaissance was performed to verify listings and determine if any additional potential historic or cultural resources were present in the project area.



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

No measures are proposed.

#### **14. Transportation**

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

The project would occur on 7th Avenue between Westlake Avenue and Union Street. Several arterials connect the urban center with access ramps onto nearby Interstate 5 to the east. Because 7th Avenue is a minor arterial it generally receives less traffic than surrounding principal arterials (see Site Map).

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

Although there are no transit stops on 7th Avenue, Metro trolley routes 7 and 36 operate 12 buses per hour from Virginia Street to Stewart Street to turn around. Buses turn right from Virginia Street onto 7th Avenue and right again onto Stewart Street which would require crossing the PBL twice. Trolley wires on 7th Avenue may have to be shifted at Virginia, Stewart, Pine and Pike Streets during construction to accommodate the PBL. SDOT is coordinating with Metro during project design to minimize potential effects to trolley routes.

- 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?**

The project would maintain or reduce street parking along 7th Avenue from Virginia Street to Pike Street as follows:

- Virginia Street to Stewart Street: Parking on the west side of the street would be maintained except at the south end of the block where approximately one space would be removed for sight distance requirements for the PBL.
- Stewart Street to Olive Way: Parking spaces and PLZs would be maintained on the east side and approximately up to 12 spaces would be removed on the west side of the street.
- Olive Way to Pine Street: Parking spaces and PLZs would be maintained on the east side of the street but parking would now be southbound.
- Pine Street to Pike Street: Parking spaces and PLZs would be maintained on the east side of the street and parking would remain northbound. The midblock PLZ spaces on the west side of 7th Avenue for Hotel Theodore may be moved.

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

Yes. The project would construct the new PBL and reconfigure 7th Avenue between Westlake Avenue and Union Street. Changes to 7th Avenue described in Section A.11, include: removing southbound through travel lanes, a northbound contraflow lane for one block, and street parking and PLZ spaces; traffic signal and sidewalk improvements; curb separation of the PBL from parking and southbound travel lanes; and installation of bicycle sharrows.

- 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?**

According to the October 2016 DKS traffic study and Table 1, operations at intersections along 7th Avenue would generally slightly improve or decrease with the project, with the greatest change in traffic delays between Stewart and Pine Streets. This is because the project would simplify the existing road network and circulation by reducing southbound through lanes and removing one contraflow northbound lane.

The Level of Service (LOS) delay in seconds per vehicle would range from A of less than or equal to 10 seconds; B of greater than 10 and less than or equal to 20 seconds; C of greater than 20 and less than or equal to 35 seconds; and D of greater than 35 and less than or equal to 55 seconds.

**Table 1: Traffic Analysis Results (in seconds)**

Arterial	Existing Conditions						Proposed Conditions					
	Int Delay		SB Delay		EB/WB Delay		Int Delay		SB Delay		EB/WB Delay	
	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
Virginia Street	A	7.2	A	8.0	A	6.8	A	6.2	A	6.2	A	6.2
Stewart Street	B	14.6	C	27.9	A	7.6	B	17.3	D	35.9	A	7.6
Olive Way	B	16.5	B	13.5	A	7.7	B	16.6	C	25.6	A	9.1
Pine Street	B	16.7	B	13.7	B	10.7	B	14.6	A	8.9	C	23.9
Pike Street	C	20.4	B	13.3	C	21.6	C	22.0	B	10.6	C	23.8

Notes: Int = intersection; SB = southbound; EB = eastbound; WB = westbound; LOS = Level of Service.

- 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 and operation:

- All traffic control will be in accordance with the City of Seattle Traffic Control Manual for In-Street Work (2012);
- SDOT will work to minimize disruptions and maintain adequate access during the construction phase;
- SDOT will inform adjacent property owners of work progress;
- SDOT will conduct public outreach before and during project construction to notify residents, businesses, local agencies, transit agencies, and other stakeholders of expected disruptions or changes in traffic flow;
- Temporary road closures will be minimized, and detour routes will have proper signage;
- The construction contractor will be required to submit a traffic control plan for approval by SDOT. The contractor will enforce the traffic control plan during construction;
- Alternative routes for pedestrians, bicyclists and those with disabilities will be identified and marked clearly; and
- Any proposed effects to transit turn arounds or trolley lines will be coordinated with Metro and other appropriate agencies in advance.
- Parking removed for the project would be absorbed in the surrounding vicinity. There is currently a surface parking lot at Stewart and Pine Streets and several parking garages along 7th Avenue. SDOT will continue to work with businesses along 7th Avenue where PLZs may be affected by the project.
- While LOS may decrease in some instances it is still within acceptable limits for traffic. As previously mentioned 7th Avenue serves primarily serves localized traffic and the project would improve traffic operations.

**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 measures are proposed.

## 16. Utilities

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

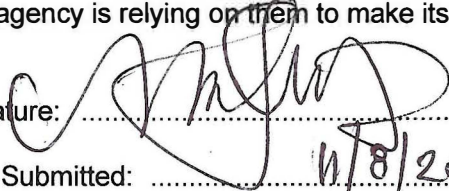
- None  
 Electricity       Natural gas       Water       Refuse service  
 Telephone       Sanitary sewer       Septic system  
 Other (identify)

**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.**

Public and private utilities will be identified and avoided during construction. There would be an evaluation of existing traffic signal poles and street lights along the project and some may be removed or replaced in coordination with applicable agencies. New single and double mast arm poles would be installed at Pine and Pike Streets requiring excavation to approximately 20 feet deep that would be coordinated with Seattle City Light. There would also be four new drainage structures and a pipe connection on 7th Avenue that would be coordinated with Seattle Public Utilities. Three of the structures would require excavation up to about 4 feet deep south of the intersections of Virginia, Stewart, and Pine Streets. The drainage structure about 154 feet southeast of Olive Way would require excavation to approximately 13 feet deep to connect a pipe to the existing combined sewer main. The contractor will use trench boxes or another safety system to excavate and expose the main to allow Seattle Public Utilities to make the new connection.

**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.

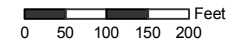
Signature:  .....

Date Submitted: 11/8/2016 .....



Legend

- Proposed 7th Avenue Project
- Principal Arterial
- Minor Arterial



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



**7th Avenue (Westlake Avenue to Union Street) Project Site Map**