



# Seattle Transportation Plan EIS SEPA Checklist

## WAC 197-11-960 Environmental checklist.

### Purpose of checklist:

The State Environmental Policy Act (SEPA), chapter [43.21C](#) RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

### Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

### Use of checklist for nonproject proposals:

For nonproject proposals complete this checklist and the supplemental sheet for nonproject actions (Part D). The lead agency may exclude any question for the environmental elements (Part B) that they determine do not contribute meaningfully to the analysis of the proposal.

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

## A. BACKGROUND

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

Seattle Transportation Plan

*2. Name of applicant:*

City of Seattle Department of Transportation (SDOT)

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

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*4. Date checklist prepared:*

June 10, 2022

*5. Agency requesting checklist:*

City of Seattle Department of Transportation

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

The Transportation Plan (STP) will be submitted to the Seattle City Council in September 2023 for approval. The majority of the Transportation Plan projects will be implemented over a 20-year period from 2024 through 2044. However, some projects mentioned in the Plan are tied to larger SDOT projects that may be implemented outside of the 20-year timeframe.

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

Yes. The Transportation Plan may be updated with input from neighborhood residents and interested organizations periodically. Individual projects will be added or expanded based on updates to the Plan. Future development could occur consistent with the implementation of the STP.

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

Prior SEPA documents have addressed citywide transportation uniquely or cumulatively, including:

- Seattle Comprehensive Plan Final Environmental Impact Statement (FEIS), May 5, 2016
- SDOT SEPA DNS for the 2004 Transportation Strategic Plan Update, 2005
- SDOT SEPA DNS for the 2007 Bicycle Master Plan, 2007
- Northgate Coordinated Transportation Investment Plan FEIS, 2006

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.

Yes. There are multiple projects currently pending governmental approval within the City of Seattle, including projects related to transportation and residential, commercial, and industrial development. SDOT will consider the potential effects of development proposals on the STP projects during the development and environmental review of individual projects.

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

The STP will be considered for adoption by the City Council. Certain STP projects may require environmental or development permits, or government approvals for the acquisition of additional right-of-way.

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.)

The proposal includes adoption of a long-range Transportation Plan that would create a unified network, as well as provide refreshed policies, strategies, and an implementation strategy.

## Goals and Themes

To help achieve the vision for transportation and mobility in Seattle and meet the expectations of its residents, six priority goals have been identified. The STP priority goals include **safety, equity, climate action, stewardship, mobility and livability**. These priority goals are interconnected and dependent on each other.

## Themes to be addressed in the STP

To meet the STP's goals of Safety, Equity, Climate Action, Stewardship, Mobility, and Livability, the STP will address the preliminary themes listed below:

1. Climate action. Reduce Greenhouse Gas (GHG) emissions from passenger vehicles by 82% and vehicle miles traveled by 20% by 2030, and provide a transportation system that reaches Zero Net GHG emissions by 2050.
2. Public space for people. Create welcoming and accessible public spaces where people can connect and celebrate our cultural diversity and unique places.
3. Vision Zero. Eliminate traffic deaths and serious injuries on Seattle streets by 2030.
4. Co-creation and public engagement. Conduct equitable public engagement and build public trust to improve transportation and quality of life in Seattle.
5. Choice and convenience. Increase travel choices and connections.
6. Anti-displacement. Acknowledge transportation's role in the displacement of vulnerable communities and work with the community and across city departments to develop displacement mitigation policies.
7. Growth. Accommodate anticipated growth by expanding transit, walking, biking, and other transportation infrastructure.
8. Affordability. Create a transportation system where the cost of reliable, convenient transportation does not financially burden the people who use it.
9. Complete Streets. Improve travel conditions for bicyclists, pedestrians, transit, and freight in a way that supports the surrounding community.
10. Universal, intuitive design. Provide all residents and visitors convenient easy-to-understand tools for paying and planning travel.
11. Investment prioritization. Prioritize transportation investments that support social equity, safety, environment, and public health.

## Priority Network

In addition to the goals and objectives, the STP will update, integrate, and modernize Seattle's existing modal networks (pedestrian, bicycle, transit, and freight and urban goods) and add new networks accompanied by priority investment maps to guide the future of our streets. New networks and priority functions will include people streets and public spaces, vehicular, curbside management, and emerging and new mobility.

## IMPLEMENTATION

The STP will include an implementation chapter that summarizes how the City (including SDOT) will work to implement the Plan. The Plan will discuss how subsequent project implementation (projects are based on the network map in the Plan) will include additional technical analysis and public involvement. The Plan also outlines how existing and future facilities will be maintained, since maintenance is an important factor for all transportation facilities. There will also be information in the Plan about the prioritization framework, which will determine which projects and programs are implemented in the near term, and guidance about the overall funding strategy to implement the Plan over time.

## CONCEPTUAL ALTERNATIVES

Following are conceptual alternatives shared during the EIS scoping process. These may be adjusted in response to scoping comments prior to Draft EIS publication.

### Overview

The alternatives will study different ways to meet the City's goals and support the themes listed earlier in the document. Our transportation system produces 60% percent of Seattle's climate pollution. This is primarily due to emissions from cars and trucks powered by fossil fuels. Estimates indicate that currently, only 3 out of 10 trips taken in Seattle are low-emission. The number of these trips may change based on current trends. This is represented by Alternative 1 below, the "No Action" Alternative.

The high-level conceptual alternatives in the EIS will test approaches to increasing the number of low-emission trips people take in Seattle. Each alternative mixes two tools to do this: "mode shift" and "electrification."

### Alternative Transportation Scenarios

***Alternative 1: No Action.*** 3 out of 10 trips or based on current market trends are zero- or low-emission.

This alternative is required under SEPA as part of EIS analysis and represents what is likely to occur if SDOT does not develop and implement the STP. Under this alternative, transportation investments would be based on existing policies. Plans to address climate change would be generally consistent with the existing modal plans. Changes to zero or low-emission trips are anticipated to follow existing trends.

***Alternative 2: Transportation electrification and mode shift.*** 6 out of 10 trips are zero- or low-emission. In addition to the existing zero- or low-emission trips in Alternative 1, Alternative 2 adds 2 zero- or low-emission trips through "mode shifts" to walking or biking or transit and 1 trip through shifts to electric vehicles.

Alternative 2 combines transportation projects and programs that change how people get around the city (mode shift) with investments in electrification. Combining these strategies would help ensure that 6 out of 10 trips taken would be by walking, biking, transit or electric vehicle. Of the three additional trips that zero or low-emission, 2 are anticipated to be through shifts to walking, biking, or transit (mode shift) and 1 through shifts to electric vehicle.

***Alternative 3: Transportation electrification and accelerated mode shift.*** 10 out of 10 trips are zero- or low-emission. In addition to the existing zero- or low-emission trips in Alternative 1, Alternative 3 adds 4 zero- or low-emission trips through "mode shifts" to walking or biking or transit and 3 trips through shifts to electric vehicles.

This alternative combines a more robust suite of transportation projects and programs that support changing how people get around the city (mode shift) with investments in electrification. The goal of the combined strategies is to ensure that 10 out of 10 trips taken would be by walking, biking, transit or

electric vehicle. Of the seven additional trips that zero or low-emission, 4 are anticipated to be through shifts to walking, biking, transit (mode shift) and 3 are through shifts to electric vehicle.

## Alternative Comparison

Both Alternatives 2 and 3 would both increase the number of low-emission trips by:

- Improving walking and cycling connections to transit stops.
- Improving transit links between and to neighborhoods, including to less connected neighborhoods.
- Adapting transit stops to ensure that all residents can ride, including people with disabilities.
- Prioritizing equity and residents with low incomes for any transit subsidies.
- Making multi-modal journeys easier to plan and pay for through an integrated digital system.

Additionally, Alternative 3 would further increase the number of low-emission trips by:

- Reducing speeds and right-sizing space dedicated to cars.
- Making streets more accessible, safe, and pleasant for pedestrians and cyclists by widening sidewalks, adding crossings and bike infrastructure, and prioritizing pedestrians and cyclists at traffic lights.
- Closing some streets to cars to ensure a portion our city will have zero transportation emissions and reclaim street space for community.
- Making streetscapes greener with trees and other plantings and expand green public space in every neighborhood.
- Enabling walking and cycling in every neighborhood through new and adapted initiatives.

**Exhibit 1. Alternatives Comparison**

<b>Alternatives</b>	<b>Existing low-emission trips</b>	<b>New trips by electric vehicle (“electrification”)</b>	<b>New trips by foot, bike, or transit (“mode shift”)</b>	<b>Total low-emission trips</b>
Alternative 1: No Action. This required alternative represents what is likely to occur if the STP is not updated.	3 out of 10 trips	Based on current market trends	Based on current market trends	3 of 10 trips or based on current market trends
Alternative 2: Electrification and mode shift.	3 out of 10 trips	+ 1 trip	+ 2 trips	6 of 10 trips
Alternative 3: Accelerated electrification and accelerated mode shift.	3 out of 10 trips	+ 3 trips	+ 4 trips	10 of 10 trips

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 STP applies to the entire city of Seattle.

## B. Environmental Elements

### 1. EARTH

a. General description of the site (circle one): **Flat, rolling, hilly, steep slopes,** mountainous, other.....

The STP applies to the entire city of Seattle. Topography varies from flat to rolling hills, including steep slopes in some areas.

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

There are steep slopes of up to 40% or greater in some areas of Seattle. However, the STP primarily focuses on improving existing city streets and public rights-of-way, which typically range from flat to

10%, with the steepest streets around 17%. Topography will be a factor considered in developing the overall network in the Plan.

*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.*

The City of Seattle lies within the Puget Sound Lowland, an elongate basin between the Cascade Range and Olympic Mountains. Seattle has a variety of soil types, mostly glacial in nature. The present landscape largely results from those repeated cycles of glacial scouring and deposition and tectonic activity. The surficial deposits of Seattle can be grouped into the following: postglacial deposits 16%, late glacial deposits 12%, Vashon glacial deposits 60%, pre-Vashon deposits 9%, and bedrock 3% (Troost, Kathy & Booth, Derek, 2008). There is no prime farmland within the city's boundaries.

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

There are indications and history of unstable soils in certain locations within Seattle. These locations have been designated by the City of Seattle as Environmentally Critical Areas (ECAs) and are subject to development restrictions. SDOT will evaluate the stability of soils at the location of specific projects as required at the time of implementation of the Transportation Plan.

*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.*

Filling and grading may be required for the completion of some projects listed in the Transportation Plan—specific types and quantities have not been determined at this time. SDOT will evaluate any requirements for filling and grading during the implementation of individual projects.

*f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.*

Erosion could occur as a result of the construction of some projects that implement the Transportation Plan due to grading or clearing activities. All sites will be stabilized during construction and monitoring points will be established consistent with the City of Seattle’s Stormwater Code (Seattle Municipal Code (SMC) SMC Chapter 22.800), addressing construction runoff as well as post-development runoff. It is not expected that erosion would occur from the use of projects once implemented.

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

The study area is mostly developed and has impervious surfaces consisting of existing buildings, surface parking, streets, and sidewalks. Generally, projects that implement the Transportation Plan will be constructed within existing paved rights-of-way or other existing impervious surfaces. However, SDOT will evaluate construction of any new impervious surfaces during project-specific environmental reviews. This would most likely be true for additional or extensions of the off-street trail system.

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

### **Applicable Regulations and Commitments**

- The City has adopted the 2018 International Building Code, 2018 Seattle Residential Code and a City Erosion Control Ordinance (SMC 25.09.060) to reduce impacts caused by earthquakes, soil instability and erosion.
- Critical areas ordinances provide restrictions and regulations on certain types of development and provides notices and reporting requirements for development within landslide and erosion hazard areas, seismic hazard areas, and volcanic hazard areas per the Seattle Shoreline Master Program (SMC 23.60A.156).
- The City has adopted a Comprehensive Emergency Management Plan (SMC 10.02.050) to improve readiness for natural, technological, and human-caused disasters.
- Conditions of approval for future development that will impact the right-of-way may require compliance with SDOT CAM 2116 and the Right of Way Opening and Restoration Rule (ROWORR).

## Other Potential Mitigation Measures

- The City could pursue implementation of mitigation measures outlined in the King County 2020-2025 Regional Hazard Mitigation Plan.

## Summary

Implementation of Transportation Plan projects are not anticipated to create increased impacts of erosion or other impacts to earth as many of the projects will be implemented within the existing paved rights of way. Implementing current critical areas regulations will reduce potential risks or allow for notification of potential hazard areas. This topic will not be further evaluated in the EIS.

## 2. AIR

This topic will be addressed in the STP EIS.

*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.*

The topic will be addressed in the STP EIS.

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

The topic will be addressed in the STP EIS.

*c. Proposed measures to reduce or control emissions or other impacts to air, if any:*

The topic will be addressed in the STP EIS.

## 3. WATER

This topic will be addressed in the STP EIS.

### 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.*

The topic will be addressed in the STP EIS.

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.

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.

The topic will be addressed in the STP EIS.

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

The topic will be addressed in the STP EIS.

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

The topic will be addressed in the STP EIS.

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.

The topic will be addressed in the STP EIS.

#### 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 general description, purpose, and approximate quantities if known.

The topic will be addressed in the STP EIS.

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.

The topic will be addressed in the STP EIS.

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

1) Describe the source of runoff (including stormwater) 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.

The topic will be addressed in the STP EIS.

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

The topic will be addressed in the STP EIS.

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

The topic will be addressed in the STP EIS.

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

The topic will be addressed in the STP EIS.

## 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*

There is a wide variety of vegetation types found within the city of Seattle. Existing vegetation in developed portions of the Seattle generally consists of ornamental landscaped areas associated with businesses, residences, and parks. SDOT will conduct plant surveys as necessary for specific STP projects during the environmental review process.

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

STP projects will primarily involve changes within existing rights-of-way. The majority of projects will therefore not remove or alter any vegetation. However, some vegetation may need to be removed or altered during project construction in undeveloped locations. Projects impacting existing street trees will be required to replace them at a 2:1 ratio per City of Seattle standards. SDOT will evaluate the type and amount of vegetation to be removed, if necessary, during the environmental review phase of each project.

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

As of June 2022, there were no threatened or endangered plant species within the city of Seattle. However, the Washington Natural Heritage Program lists the presence of lesser bladderwort (*Utricularia*

minor), a sensitive plant species, and a Douglas Fir (*Pseudotsuga menziesii*)/Western Hemlock (*Tsuga heterophylla*)/Salal (*Gaultheria shallon*)/Western swordfern (*Polystichum munitum*) forest, a high quality terrestrial ecosystem within the Seattle city limits. SDOT will evaluate the presence of these and other special status plant species during the environmental review phase of specific STP projects.

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

Wherever possible, STP projects will preserve the vegetation to the maximum amount possible. SDOT will replace and/or repair any vegetation that has been removed or altered as part of project construction. SDOT will comply with the City of Seattle Tree Protection Code and adhere to the goals outlined in the Seattle Urban Forest Management Plan.

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

King County maintains a list of Class A, B, and C noxious weeds. State noxious weed laws requires that public and private landowners control and prevent the spread of these designated noxious weeds (RCW 17.10 and WAC Chapter 16-750). Seattle's rights-of-way, particularly undeveloped rights-of-way, may contain noxious weeds or invasive plant species.

### **Applicable Regulations**

All alternatives would be subject to existing policies and regulations enacted to avoid, reduce, or minimize impacts on natural environment. These regulations include:

- City of Seattle Shoreline Master Program (SMC Chapter 23.60A)
- SMC Chapters 23.44.019, 23.45.524, 23.47A.016, 23.48.055, 23.50.016, 23.71.012 specify landscaping requirements for proposed development.
- Critical Area Regulations that address wetlands, streams, and wildlife habitat areas (SMC 25.09.080 - 25.09.160)
- City of Seattle stormwater regulations and implementation of the National Pollutant Discharge Elimination System (NPDES) requirements

### **Other Potential Mitigation Measures**

- The 2020 Seattle Urban Forest Management Plan provides a framework for policy and action that guides City government decision-making to help Seattle maintain, preserve, enhance, and restore its urban forest.

### **Summary**

All future development would likely have some impact, direct or indirect, to local plants. However, projects implemented as part of the STP under all alternatives generally are within areas that have been previously disturbed by urban development. With City critical area, tree protection, and shoreline regulations, no significant adverse impacts are anticipated. This topic will not be further evaluated in the EIS.

## 5. ANIMALS

a. List any birds and other animals which 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:**

Mammals: **Deer, bear, elk, beaver, other:**

Fish: Bass, **salmon, trout, herring, shellfish, other:**

Wildlife utilizing open space within the study area include terrestrial species commonly found in developed suburban environments such as raccoon, opossum, squirrels, skunk, other small rodents, crows, woodpeckers, red-tailed hawk, and songbirds.

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

Based on the October 2012 revised Seattle Biological Evaluation, there are both threatened and endangered species present in the City of Seattle. Threatened species include; Puget Sound Chinook salmon (*Oncorhynchus tshawytscha*), Coastal-Puget Sound bull trout (*Salvelinus confluentus*), Steller sea lion (North Pacific population) (*Eumetopias jubatus*), Marbled murrelet (*Brachyramphus marmoratus*), Puget Sound steelhead (*Oncorhynchus mykiss*), Eulachon (*Thaleichthys pacificus*), Canary rockfish (*Sebastes pinniger*), Yelloweye rockfish (*Sebastes ruberrimus*). Endangered species include Killer whale (Southern Resident)(*Orcinus orca*), Humpback whale (*Megaptera novaeangliae*), Bocaccio (*Sebastes paucispinis*). SDOT will conduct wildlife surveys as necessary for specific STP projects during the environmental review process.

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

The City of Seattle is within the Pacific Flyway, one of the four principal north-south migration routes for birds (including Canada geese, herons, and other birds) in North America. The Pacific Flyway encompasses the entire Puget Sound Basin.

Wildlife depends on diverse plant communities for cover, denning, rearing, foraging, and shelter from adverse weather. The urban environment that makes up most of the study area includes considerable barriers to wildlife migration and limited areas of usable habitat. Wetlands, parks, conservation areas, and other remaining open spaces do provide some wildlife habitat and connectivity.

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

STP projects are expected to preserve and improve air and water quality, which will help preserve and enhance wildlife habitat. STP projects are expected to reduce automobile vehicle miles traveled, which would result in improved air and water quality through the reduction of air emissions and non-point source pollution. STP projects would further preserve water quality through the improvement of drainage systems in certain locations and the addition of landscaping along trail corridors.

SDOT will evaluate the presence of and any potential impacts to wildlife during the environmental review of individual projects. Projects will be designed to avoid impacts to wildlife to the extent possible and, if necessary, appropriate mitigation measures will be used to minimize any potential impacts. Project

construction will follow the City of Seattle Standard Specifications for Road, Bridge and Municipal Construction and BMPs for the protection and preservation of wildlife.

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

King County has a range of freshwater, marine and terrestrial invasive animal species<sup>1</sup>. Some of these may be found in the Seattle city limits.

### **Applicable Regulations**

- City of Seattle Shoreline Master Program (SMC Chapter 23.60A)
- SMC Chapters 23.44.019, 23.45.524, 23.47A.016, 23.48.055, 23.50.016, 23.71.012 specify landscaping requirements for proposed development based on the scope and underlying zoning.
- Critical Area Regulations that address wetlands, streams, and wildlife habitat areas (SMC 25.09.080 - 25.09.160)
- City of Seattle stormwater regulations and implementation of the National Pollutant Discharge Elimination System (NPDES) requirements

### **Other Potential Mitigation Measures**

- The City could work with the Seattle Audubon Society to implement conservation activities per the King County Biodiversity Report.
- The City could enhance existing Seattle City Light special programs that focus on the protection of fish and birds in the areas they operate and serve.

### **Summary**

All future development would likely have some impact, direct or indirect, to local plants. However, projects implemented as part of the Transportation Plan under all alternatives are within areas that have been previously disturbed by urban development. With City critical area and shoreline regulations, no significant adverse impacts are anticipated. This topic will not be further evaluated in the EIS.

## **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.*

STP projects would typically require oil (gasoline and diesel fuel) and electricity during the construction phase to operate equipment and periodically thereafter for routine maintenance and repair activities. Projects that would add signals or lights would require electricity from the Seattle City Light power grid to operate.

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<sup>1</sup> King County. <https://kingcounty.gov/services/environment/animals-and-plants/biodiversity/threats/invasives.aspx>; Accessed June 2022.

When STP projects are implemented, there could be increases to electric demand based on additional electric vehicle usage and charging station needs. The Seattle City Light Electrification Assessment, published in January of 2022, examines the high-level impacts of electrification in Seattle City Light's Service Territory under multiple adoption scenarios that extend to 2042 to understand the electrification needs. In the 100% electrification scenario, the energy required to fuel electric vehicles (both light-duty and MDHD) is approximately 90 times greater than it is today. The existing SCL grid has significant capacity available for additional electrified load. There are, however, areas of the grid and times of the day/year when the available capacity may be limited. Awareness of when and where loads are emerging—and implementing strategies to impact how they align with grid capacity—is critical. Local monitoring together with flexible load strategies may prove key to ensuring that electric technology adoption is not limited anywhere on SCL's grid (City of Seattle, 2022).

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

STP projects would not 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:*

One of the goals of the STP is to reduce the emissions associated with transportation for all trip purposes. This will result in a reduction in the use of oil (gasoline and diesel fuel) energy used by automobiles.

## **Summary**

STP projects are not anticipated to create increased demand for natural gas, oil, wood stove, solar energy under any alternatives. When STP projects are implemented, there could be increases to electric demand based on additional electric vehicle usage and charging station needs. The City should provide annual updated population, employment, development, and trip projections to Seattle City Light so they can evaluate actual patterns and rates of growth, and compare these patterns to electrical demand forecasts. This topic will not be further evaluated in the EIS.

## **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.*

STP projects may not result in any environmental health hazards once implemented. However, construction activities could uncover contaminated soils or result in potential environmental health hazards, such as exposure to toxic chemicals, hazardous waste, or spills.

The risk of explosion can come from a variety of existing and potential new sources located within the study area. The sources could include:

- *Industrial production and storage.* Industrial activities producing volatile chemicals or that use chemicals in an industrial process could explode if handled improperly. Chemical distribution

companies may also be sources of explosion. Industrial uses are along transportation routes and in the study area for the Transportation Master Plan.

- *Commercial activity.* Several commercial activities could store sufficient chemicals on-site to be an explosion risk along transportation routes. These include gas stations, hardware stores, and auto supply stores.
- *Commercial boilers.* Boilers associated with heating of large structures such as industrial buildings or schools could cause explosion along transportation routes.
- *Natural gas lines.* Natural gas lines can cause explosions if ruptured during construction of transportation improvements. The magnitude of the explosion is dependent on the size of the line. In conjunction with SDOT's Center City Connector Streetcar (C3) project, Puget Sound Energy (PSE) is working to relocate, reconfigure and protect segments of intermediate pressure (IP) natural gas line in downtown Seattle.
- *Roadways and railroads.* Accidents and/or spills associated with chemicals being transported on public streets and railroad lines could be an explosion hazard. The Burlington Northern Santa Fe (BNSF) Railroad runs north-south in the City of Seattle and is undergrounded at King Street Station providing access to the Ballard Interbay Northend Manufacturing and Industrial Center (BINMIC). The Sounder Station lies along the BNSF line at King Street Station.
- *Aviation.* Seattle is under the flight path for the Seattle-Tacoma International Airport as well as various local airports and heliports including the King County International Airport-Boeing Field, Renton Municipal Airport, Lake Union Seaplane Terminal, Lake Union Heliport, Seattle Children's Emergency Heliport, 1001 Fourth Avenue Plaza Heliport, and the Harborview Medical Center Heliport. An aviation accident could carry the risk of explosion.

SDOT will evaluate the potential for environmental health hazards during the environmental review of each project.

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

Based on a state database of confirmed and suspected contaminated sites from the Department of Ecology, there are 864 sites where cleanup has started in the City of Seattle, and an additional 291 sites awaiting cleanup. Of the 864 sites where cleanup has started, 42 sites are rated as "1 – Highest Assessed Risk." Of the sites that are awaiting cleanup, only three are rated as "1 – Highest Assessed Risk".

*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.*

The Model Toxics Control Act (MTCA; Chapter 70.105D RCW is Washington's environmental cleanup law). It provides requirements for contaminated site cleanup and sets standards that protect human health and the environment. Ecology enacts the MTCA and oversees cleanups. Common contaminants include: Arsenic, Asbestos, Base/Neutral/Acid Organics/, Benzene, Conventional Contaminants (inorganic and organic), Corrosive Waste, Dioxins/Furans, Halogenated (organics, pesticides, solvents), Lead, Mercury,

Methyl tertiary-butyl ether, Non-Halogenated Pesticides, Petroleum Products-Unspecified, Petroleum-Diesel, Petroleum-Gasoline, Polychlorinated biPhenyls (PCB), and Polycyclic Aromatic Hydrocarbons.

*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.*

Future uses are likely to include transportation infrastructure and facilities. Chemicals used or stored would be required to meet all local, state, and federal laws.

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

No special emergency services will be required for this project.

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

Construction crews will have a Health and Safety Plan in place and will follow City of Seattle Standard Specifications for Road, Bridge and Municipal Construction and BMPs to reduce and control any environmental health hazards that may result from construction.

### **Applicable Regulations**

- The City of Seattle (City) uses the 2018 International Fire Code and International Building Code as adopted by the State of Washington. The International Fire Code contains sections that apply to the storage and use of explosive and hazardous materials. In conjunction with enforcing those regulations, King County Emergency Management provides guidance on the treatment and disposal of hazardous materials.
- Washington State's Model Toxics Control Act (MTCA) funds and directs the investigation, cleanup, and prevention of sites that are contaminated by hazardous substances.
  - Model Toxics Control Act (MTCA) - Chapter 70.105D RCW
  - MTCA Cleanup Regulations - Chapter 173-340 WAC
  - Sediment Management Standards - Chapter 173-204 WAC
  - Remedial Action Grants and Loans – Chapter 173.322A WAC
- The Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) established prohibitions and requirements concerning closed and abandoned hazardous waste sites. The act provides funding and governs cleanup of identified contaminated Superfund sites.

### **Other Potential Mitigation Measures**

- None.

### **Summary**

Transportation Plan projects are not anticipated to increase environmental health hazards, and policies and regulation apply to development proposals and construction activities. This topic will not be further evaluated in EIS.

b. Noise

This topic will be addressed in the Transportation Plan EIS.

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

The topic will be addressed in the Transportation Plan EIS.

*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.*

The topic will be addressed in the Transportation Plan EIS.

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

The topic will be addressed in the Transportation Plan EIS.

## 8. LAND AND SHORELINE USE

Land use will be addressed in the Transportation Plan EIS.

*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 topic will be addressed in the Transportation Plan EIS.

*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 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 nonforest use?*

The topic will be addressed in the Transportation Plan EIS. There are no designated resource lands of long-term commercial significance.

*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:*

See “b” above.

*c. Describe any structures on the site.*

The topic will be addressed in the STP EIS.

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

will be addressed in the STP EIS.

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

The topic will be addressed in the STP EIS.

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

The topic will be addressed in the STP EIS.

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

The topic will be addressed in the STP EIS.

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

The City of Seattle has designated Environmentally Critical Areas (ECAs) located throughout the city. These areas are considered environmentally sensitive and include landslide-prone, liquefaction-prone and flood-prone areas, wetlands, riparian corridors, steep slopes, fish and wildlife habitat conservation areas, and abandoned landfills. SDOT will evaluate any potential impacts to ECAs during the environmental review of individual projects.

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

The topic will be addressed in the STP EIS.

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

The topic will be addressed in the STP EIS.

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

The topic will be addressed in the STP EIS. See description of anti-displacement equity strategies in the Alternatives description in Section A.

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

The topic will be addressed in the STP EIS.

*m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:*

Not applicable.

## 9. HOUSING

The Land use patterns analysis of the Transportation Plan EIS will address transportation connections to housing and employment.

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

Projects that implement the Transportation Plan will not provide any housing units.

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

Projects that implement the Transportation Plan will not eliminate any housing units.

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?*

Projects that implement the STP will primarily occur at street level. Some projects may include the installation of bicycle parking facilities, traffic signals, lighting, or new bicycle and pedestrian bridges. These structures would be constructed at the standard height and of standard materials for such facilities.

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

Projects that implement the STP will be designed to blend in or enhance existing views in their locations. SDOT will evaluate any view impacts during the environmental review phase for each individual project.

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

**SMC 23.54.015.K, Seattle Department of Transportation (SDOT) Bicycle Parking Guidelines, and SDOT Director's Rule 1-2020 include performance standards for required bicycle parking. Streets Illustrated, Seattle's Right-of-Way Improvements Manual, provides design guidance and standards, and processes on how to design, build, and manage within the right-of-way. Summary**

STP projects are not anticipated to have significant aesthetic impacts. This topic will not be further evaluated in EIS.

## 11. LIGHT AND GLARE

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

Traffic signals and lighting will be added to citywide facilities as part of some STP projects. The light produced by these projects will be similar to that of existing signals and street lights throughout the city. The signals will operate 24 hours a day while bicycle facility lights would typically operate between dusk and dawn.

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

Controls will be used to minimize any light or glare from facility lights so that they would not pose a safety hazard or interfere with existing views. Traffic signals do not generally produce enough light or glare to pose a safety hazard or interfere with views.

*c. What existing offsite sources of light or glare may affect your proposal?*

None.

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

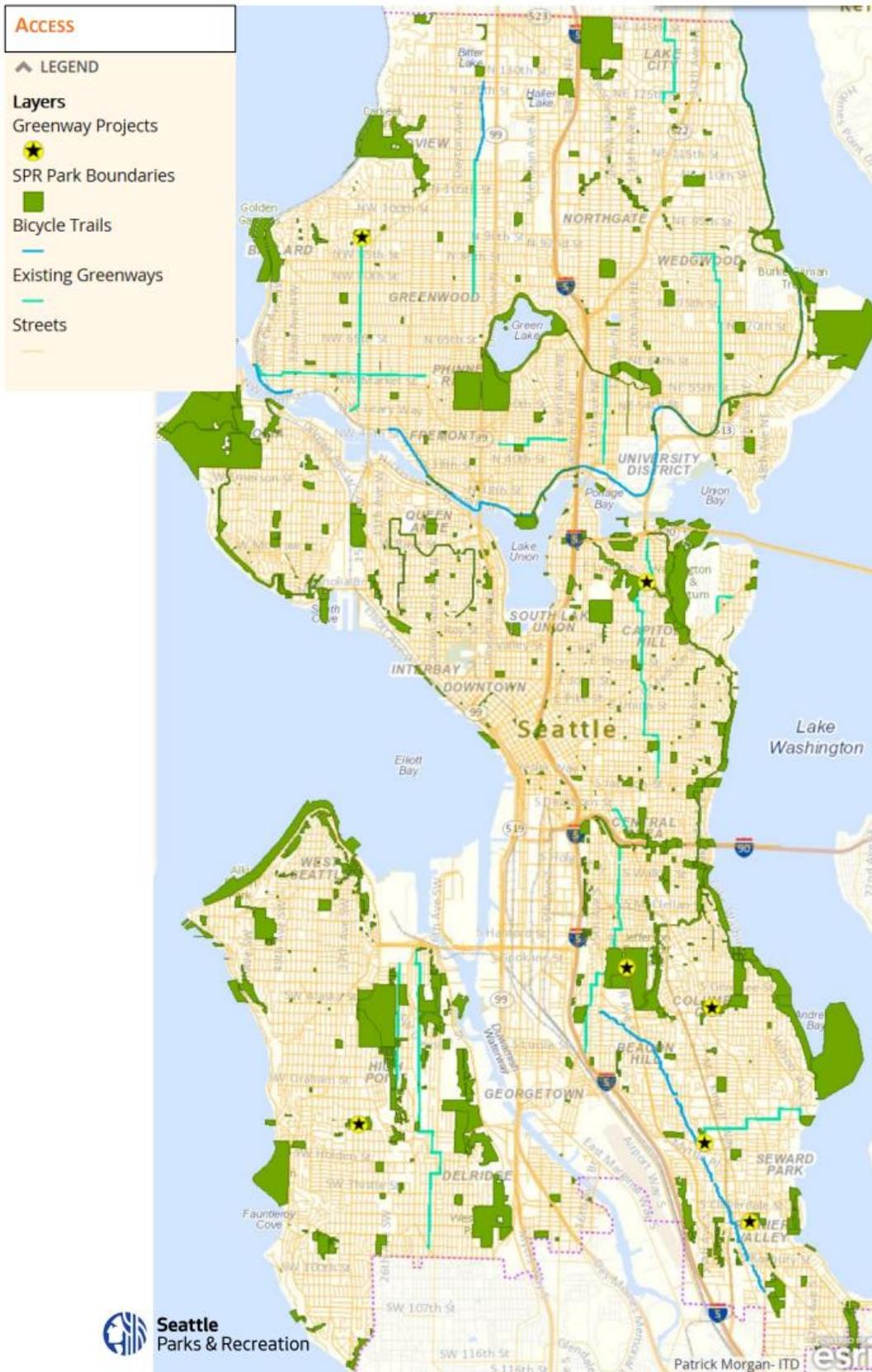
None.

## 12. RECREATION

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

Seattle has many designated and informal recreational opportunities within its boundaries. See Exhibit 2 for a map of the city's Park and Trail System.

## Exhibit 2. Seattle Park and Trail System Plan



Source: (City of Seattle 2017)

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

STP projects will not displace any existing recreational uses. Many projects identified in the STP network plan will likely improve access to park and recreation facilities in the city. In addition, walking, riding a bicycle, etc. are forms of recreation and exercise for many individuals in Seattle.

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

### **Applicable Plans and Regulations**

- The Seattle Comprehensive Plan contains a Parks and Open Space chapter including goals and policies guiding parks and recreation services and facilities.
- The City's 2017 Seattle Parks and Open Space Plan provides goals and policies, recreation needs, and a needs analysis discussing acceptable level or service goals.
- Per SMC 25.09.065 the City has established regulations and minimum requirements when needed to protect the ecological functions of steep slope erosion hazard areas and their buffers, wetlands, wetland buffers, fish and wildlife habitat conservation areas, and flood prone areas.

### **Other Potential Mitigation Measures**

- The City could pursue more aggressive grant and bond financing for parks and trails projects.

### **Summary**

STP projects are expected to increase recreational opportunities through the development of a safe, connected, and attractive network of facilities throughout Seattle. This topic will not be further evaluated in EIS.

## **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.*

Seattle has many places and objects listed on national, state, or local preservation registers.

*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.*

Seattle has several landmarks and evidence of historic, archeological, scientific, and cultural importance within its boundaries.

*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.*

SDOT will evaluate any potential impacts to historic and cultural resources during the environmental review of individual Transportation Master Plan projects. Projects will be designed to avoid impacts to historic and cultural resources to the extent possible and, if necessary, appropriate mitigation measures will be used to minimize any potential impacts.

*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.*

### **Incorporated Plan Features**

- The City Comprehensive Plan includes policies that support historic preservation and cultural resources to maintain the City's cultural identity and heritage.

### **Applicable Plans and Regulations**

- The City has established eight historic districts. The appearance and historical integrity of structures and public spaces within each district are regulated by a citizens board and/or the Landmarks Preservation Board in accordance with processes and criteria established by City ordinance.
- The City's Design Guidelines (Chapter CS3) encourage development in most zones that is sensitive to the context and surroundings and would take into consideration nearby historic resources and lands.
- Through the SEPA process for individual projects, impacts on historic and archaeological resources would be considered.
- The following federal laws would be applicable:
  - The Archaeological Resource Protection Act of 1979 protects archaeological resources and sites that are on public and tribal lands and assists in information sharing among entities seeking to preserve these resources.
  - The National Historic Preservation Act of 1966, as amended, establishes national standards for designating historic and culturally significant properties and establishes the authority of the State Historic Preservation Officer. Section 106 USC 470(a)(d) of this law establishes a program that requires federal agencies to consider effects to historic properties caused by federally sponsored undertakings.
  - The Archaeological and Historic Preservation Act of 1974 governs archaeological and other historic and cultural resources found in federal construction activities, including the construction of dams.
  - The Native American Graves and Repatriation Act governs the protection, preservation, and repatriation of Native American remains and cultural artifacts found in Native American burial sites.
- The following state laws and directives would be applicable:

- Under SEPA, DAHP is the specified agency with the technical expertise to consider the effects of a proposed action on cultural resources and to provide formal recommendations to local governments and other state agencies for appropriate treatments or actions. DAHP does not regulate the treatment of properties that are found to be significant; a local governing authority may choose to uphold the DAHP recommendation and may require mitigation of adverse effects to significant properties.
- The Governor’s Executive Order 05-05 requires state agencies with Capital Improvement Projects to integrate DAHP, the Governor’s Office of Indian Affairs, and concerned tribes into their capital project planning process. This Executive Order affects any capital construction projects and any land acquisitions for purposes of capital construction.
- RCW 27.44 Indian Graves and Records provides protection for Native American graves and burial grounds, encourages voluntary reporting of said sites when they are discovered, and mandates a penalty for disturbance or desecration of such sites.
- RCW 27.53 Archaeological Sites and Resources governs the protection and preservation of archaeological sites and resources and establishes DAHP as the administering agency for these regulations.
- RCW 68.60 Abandoned and Historic Cemeteries and Historic Graves provides for the protection and preservation of abandoned and historic cemeteries and historic graves.

**Other Potential Mitigation Measures**

- The City could work with other groups to acquire and/or restore key historic properties or their development rights.
- Non-site-specific mitigation could involve finding other opportunities in the community for mitigation measures that are not specific to the affected site(s). Some of the options for non-site-specific mitigation include developing an educational program, interpretive displays, design guidelines that focus on compatible materials, and professional publications.

**Summary**

STP projects are not anticipated to have significant impacts on historic and cultural resources. This topic will not be further evaluated in EIS.

**14. TRANSPORTATION**

This topic will be addressed in the STP EIS.

*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 topic will be addressed in the Transportation Plan EIS.

*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 topic will be addressed in the Transportation Plan EIS.

*c. How many additional parking spaces would the completed project or nonproject proposal have? How many would the project or proposal eliminate?*

The topic will be addressed in the Transportation Plan EIS.

*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).*

The topic will be addressed in the Transportation Plan EIS.

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

The topic will be addressed in the Transportation Plan EIS.

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

The topic will be addressed in the Transportation Plan EIS.

*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.*

The topic will be addressed in the Transportation Plan EIS.

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

The topic will be addressed in the Transportation Plan EIS.

## 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.*

Transportation Plan projects will not increase the need for public services.

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

Not applicable

## Summary

Transportation Plan projects are not anticipated to result in an increased need for public services. This topic will not be further evaluated in EIS.

## 16. UTILITIES

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

All the above mentioned utilities are available within Seattle.

### Electricity and Natural Gas

Seattle City Light provides electricity to homes and businesses principally from hydroelectric facilities (86%) and other sources through a network of transmission towers, substations, and distribution lines.

Puget Sound Energy (PSE) provides natural gas services in Seattle. PSE is the oldest local energy provider in Washington. While natural gas is a non-essential utility, the Washington Utilities and Transportation Commission (WUTC) requires providers of electricity to provide service on demand in support of growth that occurs in their service areas. As such PSE conducts its own ongoing capacity planning process to ensure their power supply and infrastructure are adequate to meet anticipated future needs.

### Water

To plan for long-term needs and meet regulatory requirements, Seattle Public Utilities (SPU) regularly updates its Water System Plan. The 2019 Water System Plan is the latest update. It describes near and long-term plans for the regional water system. It also focuses on updates to the water system and programs since the 2013 Water System Plan was completed.

The SPU water supply system consists of surface water reservoirs on the Cedar River and South Fork Tolt River and two wellfields providing groundwater. The system is operated primarily for water supply and protection of instream flows, but also used for hydroelectric power generation and flood management.

### Solid Waste Service

Seattle's 2022 Solid Waste Plan Update: Moving Upstream to Zero Waste (2022 Plan Update) prioritizes waste prevention in solid waste system planning. As part of their emphasis on waste prevention, Seattle will work to address the root causes of waste to reduce impacts on health and the environment. Under the State Environmental Policy Act (SEPA), SPU has conducted an environmental review of the Solid Waste Plan Update and issued a SEPA Determination of Non-Significance (DNS) on April 11, 2022.

### Telecommunications

Telephone service in Seattle is provided by CenturyLink (formerly Qwest Communications). CenturyLink commonly co-locates its facilities, including both underground and aerial lines, with the facilities of electric power providers, such as Puget Sound Energy. Telecommunication providers, such as CenturyLink and Sprint, provide their services upon demand from consumers and engage in their own capacity planning processes to ensure that they have adequate facilities to accommodate future growth in their service

areas. In addition, providers of essential utilities, such as landline telephone service, are required by the WUTC to regularly evaluate the capacity of their facilities.

### **Sanitary Sewer**

The City of Seattle has prepared a comprehensive strategy, called The Plan to Protect Seattle's Waterways, to reduce overflows and discharge of pollutants from combined sewers and the storm drain system. The City must control sewer discharges to protect public health and the environment, and to comply with the Clean Water Act, the United States District Court Consent Decree, and state regulations. The Plan proposes two alternatives to reach compliance. One alternative, the Long Term Control Plan, will control all combined sewer overflows by 2025. The second alternative, the Integrated Plan, will integrate the control of combined sewer overflows with the reduction of pollutants from stormwater discharges and defer some low priority combined sewer overflow control projects beyond 2025.

*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.*

Construction of Transportation Plan projects may relocate some above- and below-ground utilities. Once implemented, some projects would use the Seattle City Light electrical utility to operate traffic signals and lights. SDOT will evaluate any impacts to utilities during the environmental review of individual projects.

### **Applicable Plans and Regulations**

Utilities will monitor growth and demand through their regular capital facility planning and budgeting processes.

#### Electricity, Natural Gas, and Telecommunications

- The City should continue to implement the Washington State Energy Code.
- Seattle City Light and Puget Sound Energy will follow WUTC requirements. Seattle City Light will implement its Environmental Stewardship programs.

#### Water

- The Washington State Department of Health requires water systems with 1,000 or more connections to submit water system plan updates every six years.
- Ecology regulations apply to water rights and source development, including rules for the appropriate treatment of groundwater.
- The City has adopted the *2019 Water System Plan and Long Range Water Demand Forecast*.

#### Solid Waste Service

- The City has adopted the *2011 Solid Waste Management Plan*.

#### Sanitary Sewer

- The U.S. Environmental Protection Agency (EPA) regulates wastewater discharge under the Federal Water Pollution Control Act and the Clean Water Act. EPA administers the National Pollutant Discharge Elimination System, which requires permits for various types of discharge to streams and

ivers, including treated wastewater effluent. In Washington State, EPA delegates its permitting authority to the Washington State Department of Ecology (Ecology).

- The City has adopted the *2022 Stormwater Management Plan*.

### **Other Potential Mitigation Measures**

#### Electricity, Natural Gas, and Telecommunications

- The City should provide annual updated population, employment, development and trip projections to Seattle City Light so they can evaluate actual patterns and rates of growth, and compare these patterns to electrical demand forecasts.

#### Water

- The City should continue efforts to complete the planned improvements to long-range water supply, including construction of physical source improvements, additional wells, and the acquisition of additional water rights.

#### Solid Waste Service

- The City could support added public outreach efforts to increase awareness of recycling programs.

#### Sanitary Sewer

- The City could identify additional improvements for the 20-year planning period to address deficiencies projected in the long-term.

### **Summary**

Transportation Plan projects are not anticipated to result significant impacts on utilities. This topic will not be further evaluated in EIS.

## **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: June 10, 2022.

## **D. Supplemental Sheet for Nonproject Actions**

(do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

*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?*

See Part B.

*Proposed measures to avoid or reduce such increases are:*

See Part B.

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

See Part B.

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

See Part B.

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

See Part B.

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

See Part B.

*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, flood plains, or prime farmlands?*

See Part B.

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

See Part B.

*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?*

See Part B.

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

See Part B.

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

See Part B.

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

See Part B.

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

See Part B.