



# **Pioneer Square East West Pedestrian Improvements Project Seattle, Washington**

## **SEPA Checklist**

**September 13, 2020**

## STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

### A. BACKGROUND

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

Pioneer Square East West Pedestrian Improvements Project (the Project)

**2. Name of applicant:**

The Seattle Office of the Waterfront and Civic Projects (OWCP) and the Seattle Department of Transportation (SDOT)

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

Steve Pearce, Project Manager  
Seattle Office of the Waterfront and Civic Projects  
800 Fifth Avenue, Suite 3100  
P.O. Box 34996  
Seattle, WA 98124  
206-684-8371

**4. Date checklist prepared:**

September 13, 2020

**5. Agency requesting checklist:**

SDOT

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

Pending timely receipt of approvals and permits, Project construction is anticipated to begin in June 2022 and be substantially complete by September 2023.

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

The OWCP and SDOT Waterfront Main Corridor Project (WMCP) along Alaskan Way is currently under construction and will be completed before Project construction begins. WMCP's design at the intersections of Alaskan Way with S Main and S Washington Streets is being updated to reflect the 30% design of the Project. Two separate future projects, the Center City Connector Streetcar Project (CCCSP) along First Avenue S and the Yesler Protected Bike Lane Project (YPBLP) along the north side of Yesler Way between Alaskan Way and Second Avenue Extension S will be partially constructed within the Project's footprint. CCCSP is under design and will incorporate the 30% design of the Project at the intersections of First Avenue S with S Main and S Washington Streets. While design of YPBLP has not yet begun, the Project design takes YPBLP into account.

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

- SEPA Final Environmental Impact Statement (FEIS) issued for Alaskan Way, Promenade, and Overlook Walk (AWPOW) by SDOT (October 2016) along with supporting discipline reports (Appendices A and B of the FEIS (October 2016) and Appendices C through L of the SEPA AWPOW Draft Environmental Impact Statement (DEIS) (May 2015) and their errata sheets in Appendix C of the SEPA AWPOW FEIS (October 2016)).
- Waterfront Seattle Program Geotechnical and Environmental Data Report prepared for SDOT by Shannon & Wilson, Inc. (March 2018).
- Alaskan Way Promenade and Overlook Walk Project, Seattle, King County, Washington (070215-22-KI) Archaeological Resources Monitoring Plan / Inadvertent Discovery Plan prepared by Alicia Valentino, Ph.D., and Paula Johnson, M.A., Environmental Science Associates (October 2018).
- Draft technical memorandum “*Traffic Effects of Improvement Options*” prepared for the Project by Marni C. Heffron (November 2019).
- “*Pioneer Square East West Pedestrian Improvements Project, Cultural Resources Literature Review, Seattle, King County, Washington*” prepared for SDOT by Katherine F. Wilson, M.A., and Chris Lockwood, Ph.D., Environmental Science Associates (August 2020).
- “*Pioneer Square East West Pedestrian Improvements Project, Cultural Resources Literature Review – Additional Analysis, Seattle, King County, Washington*” prepared for SDOT by Katherine F. Wilson, M.A., and Chris Lockwood, Ph.D., Environmental Science Associates (September 2020).

**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 known applications are pending for government approvals of other proposals directly affecting the property covered by this proposal.

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

- City of Seattle Pioneer Square Preservation District Board Certificate of Approval (COA)
- Seattle Parks and Recreation Revocable Use Permit
- SDCI Shoreline Substantial Development Master Use Permit
- WDFW Hydraulic Project Approval
- Ecology NPDES Construction Stormwater General Permit
- Possible: King County Wastewater Discharge Authorization

**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 will make sidewalk, landscaping, paving, and crosswalk improvements to the following streets in the historic Pioneer Square area of Seattle, Washington: S King Street from Alaskan Way to east of First Avenue S, S Main and S Washington Streets from Alaskan Way to east of Second Avenue S, Yesler Way from Alaskan Way to east of First Avenue S, and Second Avenue S from north of S Main Street to south of S Washington Street. The Project will also limit some traffic flow directions and remove some vehicle travel lanes on all or parts of the same stretches of S Main Street, S Washington Street and Yesler Way. See Figure 1, Project Footprint, attached. Utility work, including possible replacement of water mains, sewer pipes, and stormwater catch basins and pipes, might occur in places in or throughout the project footprint.

The goal of the Project is to improve the connection of the core of Pioneer Square to the new waterfront by providing safe, convenient, graceful pedestrian connections on key Pioneer Square east-west oriented streets. Specifically, the Project will enhance S Main and S Washington Streets to become quiet, pedestrian-focused streets and create a green gateway to the Pioneer Square area on Yesler Way and S King Street. To achieve this result, Project designers are working to balance the multiple constraints of the presence of historic buildings and underground areaways, the desire to retain mature trees, the need to provide walkways meeting Americans with Disabilities Act (ADA) guidelines, the desire to retain parking and load zones, and the need to provide for traffic operations and safety.

The Project was originally presented as work on S Main and S Washington Streets in the East-West Connections section of the AWPOW SEPA FEIS published in October 2016. The work on S Main and S Washington Streets was to have occurred from Alaskan Way to Occidental Avenue S. Other Pioneer Square area work presented in the FEIS included work on S King and S Jackson Streets from Alaskan Way to about S Post Alley and on Yesler Way from Alaskan Way to Western Avenue. This work was to have allowed two-way traffic on each of these streets. After the FEIS was published, the East-West Connections work on S Main and S Washington Streets, as well as work on S King Street and Yesler Way, became a separate project, as described above and in the text below. Work on S Jackson Street is no longer being considered.

- 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 the following streets in the historic Pioneer Square area of Seattle, Washington: S King Street from Alaskan Way to east of First Avenue S, S Main and S Washington Streets from Alaskan Way to east of Second Avenue S, Yesler Way from Alaskan Way to east of First Avenue S, and Second Avenue S from north of S Main Street and south of S Washington Street. See Figure 1, Project Footprint, attached. The project is located within Township 24N, Range 4E, Sections 5 and 6.

## 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 in the Project footprint are 3 percent or less and slope generally to the west.

**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 Project footprint is generally covered by impervious surfaces, consisting of buildings, pavement and sidewalks. The USDA Natural Resources Conservation Service Web Soil Survey at <https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx> classifies the soil in the Project footprint as "Urban land," which is classified as not prime farmland. Surface geology mapping describes the Project footprint as "Modified land" consisting of silt, sand, debris and slag. Soil will be excavated during Project construction. Depending on its suitability, the excavated soil will be reused on site or hauled off site for disposal.

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

Surface indications of unstable soils in the immediate Project vicinity consist of sloping sidewalks and somewhat undulating pavement, likely due to settlement of fill used to raise the level of surface streets in the late 1800s. There is no history of unstable soils (e.g., steep slopes or potential or known slide areas) in the immediate Project vicinity. The majority of the Project footprint lies within potential liquefaction areas. The eastern half of the Project footprint lies within an area mapped as Environmentally Critical Area bog.

**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 Project will disturb about 101,785 square feet of ground, and possibly as much as 185,204 square feet of ground, by grading, excavating and filling. Grading, excavating and filling will extend up to 18 feet below ground surface for installation of catch basins; relocation and installation of catch basin connecting pipe; possible replacement of water mains, sewer pipes and stormwater pipes; other utility repair or replacement; and spot areaway structural repairs. Shallower grading, excavating and filling will occur for pole foundation installation; pavement and sidewalk repair, replacement, installation and resurfacing; planter and street tree installation; sign post installation; and bollard and street furniture installation. Any fill used on site would be required to satisfy the

applicable version of the City of Seattle Standard Specifications for Road, Bridge and Municipal Construction.

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

Erosion could occur during Project construction as a result of grading, excavation and filling work.

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

After Project construction, about 91% of the Project site will be covered with impervious surfaces.

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

To control or reduce erosion, or other impacts to the earth, the contractor will be required to comply with the applicable version of the Seattle Standard Plans and Standard Specifications for Road, Bridge and Municipal Construction and the Seattle Stormwater Code. In particular, the Project contractor will be required to perform the following measures and implement the following best management practices (BMP) at the Project construction site:

- Provide a Project-specific Spill Prevention Plan for City review and approval before beginning any Project site construction activities;
- Provide a Project-specific Stormwater Pollution Prevention Plan (SWPPP) with BMPs for City review and approval before beginning construction activities;
- Perform all paving and utility work in accordance with City requirements and the requirements of the utilities involved; and
- Use catch basin filters 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.**

The types of air emissions from Project construction would include:

- Minor fugitive dust generated during grading, excavation, filling and other construction activities;
- Engine exhaust emissions from construction equipment and vehicles and from work vehicles; and

- Increased motor vehicle emissions associated with increased traffic congestion during construction.

Project operation and maintenance, after Project construction completion, would not result in new air emissions.

**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:**

To control or reduce emissions, or other impacts to the air, the contractor must comply with the applicable version of the Seattle Standard Specifications for Road, Bridge and Municipal Construction, which require the contractor to comply with all provisions of federal, state and local statutes, ordinances, and regulations. The specifications specifically 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.**

While there is no surface water body within the Project footprint, Elliott Bay lies, at its closest point, approximately 170 feet to the west of the Project footprint. Elliott Bay is part of Puget Sound which opens into the Pacific Ocean.

**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.**

The Project will not require any work in or over Elliott Bay. Work within the western approximately 30 feet of S Washington Street and Yesler Way will be within 200 feet of Elliott Bay. See Figure 2, Project Vicinity Map, attached. This work will generally consist of paving and pavement marking; curb work; adding landscaping including trees; installing luminaires; adjusting the tops of and relocating storm drainage inlets and catch basins; and possibly replacement of water mains, sewer pipes and stormwater pipes. This work would require excavation up to about 18 feet below ground surface.

- 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.**

No fill or dredge material will be placed in or removed from surface water or wetlands.

- 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.**

While Project construction and operation generally will not involve discharges of waste materials to surface waters, Project construction could involve discharge of construction-generated wastewater (process water) to the combined or sanitary sewer, which drains to the King County West Point Treatment Plant where the water would be treated before being discharged to Puget Sound. Such discharge of process water to the sewer would be conducted pursuant to a King County Wastewater Discharge Authorization or Permit, with the water being treated and sampled as required by the authorization or permit before being discharged to the sewer.

**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.**

No waste material will be discharged into the ground.

**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.**

Runoff, consisting of stormwater, will be generated on the Project footprint from rain storms and from runoff from upslope areas. Runoff from the Project footprint will drain to areas having combined and separated sewers. Runoff draining to combined sewers will generally flow to the King County West Point Treatment Plant where the water will be treated and discharged into Puget Sound. Runoff draining to separated sewers will drain to the stormwater drainage system and discharge into Elliott Bay and Puget Sound. Project construction will not alter current runoff drainage paths: during Project construction and operation, runoff will flow into combined sewers or the stormwater drainage system as it does now.

Because the project is anticipated to disturb more than an acre of ground, the City expects to obtain an NPDES Construction Stormwater General Permit for project construction from Ecology and expects the Project contractor to prepare a Project-specific Stormwater Pollution Prevention Plan (SWPPP). During Project construction, the Project contractor will implement BMPs from the SWPPP as well as treatment, sampling and notification requirements from the NPDES permit to ensure runoff from the Project footprint is appropriately clean before entering combined sewers or the stormwater drainage system.

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

Waste materials, in the form of spilled deleterious or hazardous substances could enter ground or surface waters. However, the Project contractor will prepare and then, during Project staging and construction, implement a Project-specific Spill Prevention Plan to prevent, to the extent possible, waste materials from entering ground and surface waters.

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

The Project will install landscape planters and trees, which will increase the amount of rainfall on the Project footprint allowed to drain to groundwater instead of draining to the combined sewer or the stormwater drainage system.

While the Project will install and relocate catch basins and their connecting pipes, and while utility work could include replacement of water mains, sewer pipes, and stormwater pipes throughout the project footprint, the Project will not alter current drainage patterns on or in the vicinity of the Project footprint.

During Project construction and operation, runoff will flow into the combined sewer or the stormwater drainage system as it does now.

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

See Section B.1.h, as well as Sections B.3.a.6) and B.3.c.1), 2) and 3), 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?**

Throughout the Project footprint, some street trees will be removed and either replaced or relocated.

**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:**

The Project footprint currently has street trees and no ground level planting. During Project construction, the contractor will be required to protect the street trees that are to remain and must prepare and implement a Tree, Vegetation, and Soil Protection Plan. The Project will add some landscaping planters, replace or move some existing street trees, and add street trees, with the overall number of trees being greater after Project construction than before.

**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.

Peregrine falcons are known to fly over the Pioneer Square area; their closest nests are known to be only on buildings and bridges near Pioneer Square and in or beyond the downtown Seattle 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 the nearby Elliott Bay.

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

While no impacts to wildlife are anticipated and there are no known nests in the Project footprint, the City is coordinating with the Washington Department of Fish and Wildlife and the U.S. Fish and Wildlife Service to determine best practices to avoid and minimize impacts to migratory birds during construction.

- 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.**

Electricity will be used to operate upgraded and existing traffic signals and new and existing luminaires within the Project footprint.

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

No.

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

The plans of this proposal include several energy conservation features. First, the change from two-way to one-way vehicular travel on certain streets within the Project footprint will increase the efficiency of some vehicular flow in the general area, possibly reducing fuel use of vehicles traveling in the area. Second, the emphasis of the Project on creating landscaped, pedestrian-focused streets with ADA-compliant sidewalks is expected to increase pedestrian use of the streets in the Project area, reducing vehicle use in the area and therefore reducing vehicular fuel use. Third, once the trees added by the Project are mature, shade provided by them may reduce the need for adjacent buildings to use air conditioning leading to energy conservation. Measures to reduce energy impacts will also be taken during Project construction by encouraging workers to avoid leaving equipment and vehicles idling when not in use.

## **7. Environmental health**

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

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

Known or possible contamination at the site from present or past uses consists of contamination documented in portions of S Main Street, S Washington Street and Yesler Way and possible contamination from three State of Washington Department of Ecology Confirmed or Suspected Contaminated Sites List (CSCSL) sites and Leaking Underground Storage Tank (LUST) sites located at the west end of S King Street, southeast of the S Main St and Occidental Avenue S intersection, and south of Yesler Way. Special provisions will be added to the Project contract to notify the contractor of the existence and potential existence of this contamination and to direct the contractor about how to manage any soil excavated in, or groundwater pumped from, the vicinity of these sites.

- 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 development, design or construction. No known underground hazardous liquid or gas transmission pipelines exist in the Project area or in the vicinity. Four underground storage tanks in or adjacent to the Project footprint are identified as being

removed, having been removed, or having been decommissioned in place. Public and private utilities, including natural gas supply lines, will be identified and avoided during Project 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.**

Toxic or hazardous chemicals that might be used during Project construction include vehicle and equipment fuels, lubricants and additives such as gasoline, diesel fuel, motor oil, hydraulic oil, and antifreeze as well as pavement coatings and paint. These same chemicals might be used as part of maintenance during the Project's operating life.

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

No special emergency services might be required.

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

A Project-specific Health and Safety Plan and a Project-specific Spill Prevention Plan will be developed by the construction contractor before work commences. The Health and Safety Plan will provide information on any hazardous materials that may be associated with Project construction and will outline safety procedures for handling these substances. The Spill Prevention Plan will identify actions the construction contractor will take to minimize the potential for spills during construction. Project specifications regarding discoveries of contaminated materials, dangerous wastes and Federal Toxic Substances Control Act wastes will be followed if unanticipated contaminated materials are encountered during construction.

**b. Noise**

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

Noise that exists in the area consists of traffic noise and potential construction noise. This noise will not affect Project construction or operation.

**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 from Project construction would occur in each part of the Project footprint at various times during the approximately 16-month Project construction period. Such noise, which would be caused by construction equipment and vehicles, would not exceed levels established in the Seattle Noise Control Code (see SMC Chapter 25.08) and generally would not occur outside standard work hours, which are 7 a.m. to 10 p.m. on weekdays and 9 a.m. to 10 p.m. on weekends and holidays. When there is a need to work outside these times, for example to minimize traffic impacts,

OWCP and SDOT's contractor will request one or more temporary noise variances, as needed, to allow nighttime construction work.

Noise from post-construction Project operation would occur from traffic traveling on all streets within the Project footprint. Because the project is not expected to increase vehicle trips or vehicle speeds, traffic noise is anticipated to remain the same overall within the Project footprint.

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

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

- Installation and maintenance of effective mufflers on equipment;
- Location of equipment and vehicle staging areas as far from residential and hotel properties as possible; and
- Minimization of idling of power equipment and vehicles when not in use.

**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 current use of the site is city right of way developed with streets, sidewalks and driveways. The current use of adjacent properties is predominantly mixed use commercial and residential or business office though several parks and a fire station are also adjacent property uses. While the Project will alter city right of way to widen sidewalks, add curb bulbs, and narrow streets to be single lane rather than double lane, the Project will not affect current land uses on nearby or adjacent properties.

**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.**

Structures on the Project site, which is city right of way, generally consist of luminaires, bus strain poles, pedestrian luminaires, pedestal traffic poles, street signs, parking pay

stations and related signage, utility boxes, mail boxes, recycling and trash cans, bicycle racks, fire hydrants, planters, bollards, sidewalk café tables and seating, and underground utilities. Structures adjacent to the Project site are buildings and several parks.

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

There would be an evaluation of existing structures on the Project site, including water mains, sewer pipes, stormwater catch basins and pipes and other underground utility structures. Some may be removed, replaced or relocated. These changes would be coordinated with appropriate agencies and entities.

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

The Project footprint is located within an area zoned as Pioneer Square Mixed 100/100-120, with height restrictions generally ranging from 100 to 120 feet, as defined in SMC 23.49.178 D.

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

The current comprehensive plan designation of the Project footprint is "Urban Centers," which are the densest Seattle neighborhoods and act as both regional centers and local neighborhoods that offer a diverse mix of uses, housing, and employment opportunities.

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

The current shoreline master program designation of the western ends of the Yesler Way and S Washington Street portion of the Project footprint is "Urban Harborfront."

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

The city has classified most of the Project footprint as potential liquefaction critical area and roughly the eastern half of the Project footprint as a bog critical area.

**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:**

Measures that will be taken to ensure the Project is compatible with existing and projected land uses consist of designing the project to comply with the City of Seattle Pioneer Square Preservation District's (PSPD's) design guidance and obtaining a Certificate of Approval (COA) from the PSPD. The COA will address paving materials and pedestrian realm treatments, including street furniture and plant palettes. The city is also working with the Alliance for Pioneer Square, a nonprofit organization leading the revitalization of Pioneer Square, to maximize the benefits of the Project's improvements to Pioneer Square as a whole. Finally, because Pioneer Square is a mixed-use zone that requires active ground floor uses such as retail and restaurants, the city is working closely with fronting uses to accommodate their needs, such as for outdoor dining areas.

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

Not applicable.

**9. Housing**

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

None.

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

None.

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

Not applicable.

**10. Aesthetics**

**a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?**

The Project would primarily construct improvements at ground level. If installed as part of this Project, signal poles and luminaires would be the tallest structures, extending up to roughly 30 feet above grade. The Project will install street furniture, railings, bollards, and planters, which will extend up to about 4 feet above grade.

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

Project construction would likely occur in one- to two- block segments and would primarily be visible only to viewers in the immediate vicinity; views outside of the one- to two- block construction segments are not anticipated to be obstructed.

Yesler Way is a scenic route identified as protected view rights of way in the Seattle Mayor's April 1987 Open Space Policies Recommendation. Construction of the Project on Yesler Way will generally be modest enough to allow traffic movement to be maintained with temporary removal of parking and loading zones. Accordingly, the view and route of the portion of Yesler Way in the Project footprint are not anticipated to be obstructed or detoured around during Project construction. In general, that portion of Yesler Way would be enhanced with landscaping and planters as a result of construction though it is anticipated that as a result of the Project the section of Yesler Way from Alaskan Way to Western Avenue would be one-way eastbound.

Overall, the Project will increase the number of street trees in the Project footprint. While the trees are different from the existing condition and could, in their mature state, block portions of views, trees in general are thought to enhance views and be themselves aesthetically pleasing.

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

OWCP and SDOT will obtain a Certificate of Approval (COA) from the City of Seattle Pioneer Square Preservation District Board. The review by the board and the receipt of a COA will help ensure the Project will be compatible with the aesthetics of the Pioneer Square Preservation District.

**11. Light and glare**

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

The Project will likely install luminaires and accent lighting in places within the Project footprint. This lighting will operate at night. It will consist of three globe pedestrian lights like those already in use in the Pioneer Square area for lighting sidewalks for pedestrian visibility and safety. The lighting may also include street lights like those typically used to light city streets for safe vehicle operation and accent lighting for plantings.

The Project will also adjust and remove traffic signal heads at intersections within the Project footprint and may upgrade traffic signals. Traffic signals within the Project footprint will operate 24 hours per day.

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

No. Luminaires and traffic signal lights will be designed to improve safety. During the day, the lighting, including accent lighting for plantings, either will not be on or will not be bright

enough to be noticed except by the traffic it is controlling. At night, the lighting will not be sufficiently bright to interfere with views.

**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?**

Recreational opportunities in the immediate vicinity of the Project footprint consist of Pioneer Square, which abuts the north side of the east end of the Yesler Way portion of the footprint, and Occidental Square, which lies between and abuts the footprint on S Main and S Washington Streets. Recreational opportunities several blocks from the Project footprint consist of Union Station Square, Prefontaine Place and City Hall Park to the east and Elliott Bay to the west.

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

No. Construction work would generally be within the street right of way. There may be small areas of Occidental Square that will have temporary construction easements for utility and paving transitions. No impacts to recreational uses are expected.

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

Project construction would not affect the public's ability to use Pioneer Square or Occidental Square, though Project construction would temporarily block portions of the continuous sidewalk areas used to enter and exit the parks. Blocking such areas would be kept to a minimum and would not prevent access to the parks. Project operation will promote the public's use of Occidental Square by increasing the pedestrian focus of S Main and S Washington Streets and reducing the streets to carry single-lane, one-way traffic.

## 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.**

The Project footprint lies entirely within the National Register of Historic Places' (NRHP's) Pioneer Square-Skid Road Historic District and the City of Seattle's Pioneer

Square Preservation District. The area studied for this Project in *Pioneer Square East West Pedestrian Improvements Project, Cultural Resources Literature Review, Seattle, King County, Washington* (August 2020) and *Pioneer Square East West Pedestrian Improvements Project, Cultural Resources Literature Review – Additional Analysis, Seattle, King County, Washington* (September 2020) consists of 50 parcels (“buildings”), numbered and shown on the attached Figures 3, 4 and 5, Buildings and Areaways in the Project’s Cultural Resources Study Area. Of these 50 parcels, 43 are buildings or structures that are 25 years of age or older. Twenty-five years is the threshold age established by the Seattle Landmarks Ordinance for consideration as a potential landmark. Of the 43 buildings and structures, 35 are Contributing to the NRHP’s Pioneer Square-Skid Road Historic District. Of the 35 Contributing buildings and structures, three are also listed individually: the Washington Heritage Register’s (WHR’s) Grand Central Hotel / Squire-Latimer Block (Building 27 on Figure 3), the NRHP’s and WHR’s Iron Pergola (shown as Building 5 on Figure 5), and the National Historic Landmark Pioneer Building, Pergola, and Totem Pole (also shown as Building 5 on Figure 5). In most cases, the Project footprint extends to the building fronts along the streets of the footprint because most buildings were built to the property line.

Ninety historic areaways are located adjacent to, and possibly within, the Project’s areas of ground disturbance. These 90 areaways are identified and shown on Figures 3, 4, and 5. While the Project is being designed to avoid areaway impacts as much as possible, the areaway at the northwest corner of Occidental Avenue S and S Washington Street will likely need to be strengthened to support sidewalk improvements. Areaways might also be impacted by pole and pipe penetrations. While areaways are in public rights of way, they often can be entered only through the basements of the adjacent buildings. Accordingly, temporary construction easements might need to be acquired for the Project to allow such areaway access.

Three archaeological sites, 45-KI-1277, 45-KI-1314 and 45-KI-1233, are located adjacent to the Project footprint. All are historic-era resources associated with former building or street foundations. Site 45-KI-1277 consists of the intact remains of a portion of the former surface of one of the streets in the Project footprint. This former surface, though approximately 10 inches below the modern road surface, is outside of the actual Project footprint and has previously been determined by the Washington State Department of Archaeology and Historic Preservation (DAHP) to be not eligible for listing on the NRHP. Site 45-KI-1314 does not have a determination of eligibility for the NRHP and is well outside of the Project footprint. It consists of partial foundations and an outer brick wall of a former building. The building was demolished and converted into an alley. Site 45-KI-1233 also does not have a determination of eligibility for the NRHP. Its boundaries, as depicted in its site form, follow the footprint of a former building and do not appear to extend into the Project’s proposed areas of ground disturbance.

- 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.**

As is stated in *Pioneer Square East West Pedestrian Improvements Project, Cultural Resources Literature Review, Seattle, King County, Washington* (August 2020) and *Pioneer Square East West Pedestrian Improvements Project, Cultural Resources Literature Review – Additional Analysis, Seattle, King County, Washington* (September 2020), the Project footprint is located in Seattle’s Pioneer Square area. Pioneer Square is the location of the former Duwamish village of *sdZéédZulʔaleech* (“crossing over place”) and played a central role in the formation of Seattle. A detailed discussion of the environmental and cultural setting of this location is presented in Chapter 9 of the SEPA AWPOW FEIS (SDOT 2016) and in Appendices H, I, and L of the SEPA AWPOW DEIS (SDOT 2015) and their errata sheets in Appendix C of the SEPA AWPOW FEIS.

- 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 potential impacts to cultural and historic resources on or near the Project footprint were assessed through the preparation of two cultural resources literature reviews, *Pioneer Square East West Pedestrian Improvements Project, Cultural Resources Literature Review, Seattle, King County, Washington* (August 2020) and *Pioneer Square East West Pedestrian Improvements Project, Cultural Resources Literature Review – Additional Analysis, Seattle, King County, Washington* (September 2020). DAHP has reviewed and concurred with the results and recommendations of the August 2020 literature review and will be receiving the September 2020 literature review. The following sources were reviewed to prepare the literature reviews: the SEPA AWPOW DEIS (SDOT 2015), the SEPA AWPOW FEIS (SDOT 2016), the Alaskan Way Promenade and Overlook Walk Archaeological Resources Monitoring Plan / Inadvertent Discovery Plan (October 2018), DAHP’s Washington Information System for Architectural and Archaeological Records Data (WISAARD) (DAHP 2020), Seattle Landmarks List (Seattle Department of Neighborhoods 2020), SDOT Areaways GIS layer (SDOT 2020), *Native Seattle: Histories from the Crossing-Over Place* (published local histories) (2007), and geotechnical borings from the Waterfront Seattle Program Geotechnical and Environmental Data Report (March 2018). Potential resource impacts arising from property or permanent easement acquisition were also considered; no such impacts will occur because there will be no permanent impacts to properties adjacent to the Project footprint. Tribal consultation was conducted during the development of the SEPA AWPOW DEIS, the SEPA AWPOW FEIS and Waterfront Seattle projects as a whole. No new Project-specific consultation has been made with the tribes given the conclusions from those earlier consultations

- 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.**

To avoid, minimize, or compensate for loss, changes to, and disturbance of resources, OWCP and SDOT will

- Obtain a Certificate of Approval (COA) from the City of Seattle Pioneer Square Preservation District Board;

- Obtain any necessary approvals from DAHP for work in areaways; and
- Perform archaeological monitoring during project construction as recommended in *Pioneer Square East West Pedestrian Improvements Project, Cultural Resources Literature Review, Seattle, King County, Washington* (August 2020) and *Pioneer Square East West Pedestrian Improvements Project, Cultural Resources Literature Review – Additional Analysis, Seattle, King County, Washington* (September 2020).

#### 14. Transportation

- **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 footprint is within the Pioneer Square area of Seattle's downtown core, which is generally served by Alaskan Way S on the west, Yesler Way and James Street on the north, Second Avenue Extension S and Second Avenue S on the east and S Jackson Street and S King Street on the south. Alaskan Way S is a principal arterial that connects the Port of Seattle district to the south to the Belltown neighborhood to the north. James Street, Second Avenue Extension S, and S Jackson Street are principal arterials, with James Street connecting to Interstate 5 on- and off- ramps to the east. See Figure 2, Project Vicinity Map.

- **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?**

While the Project footprint itself contains no public transit stops, the greater Pioneer Square area is served by a number of public transit modes and associated stops. The First Hill Seattle Streetcar line extends into the Pioneer Square area, beginning on S Jackson Street east of First Avenue S and traveling east from there. Numerous King County Metro buses travel on Alaskan Way west of the Project footprint and on Third and Fourth Avenues S east of the Project footprint. After the currently on-going reconstruction of Alaskan Way is completed, a pair of bus stops will be located at S Jackson Street and Alaskan Way. Sound Transit's Sounder commuter trains and Amtrak's passenger trains stop at King Street Station, located east of the Project footprint on King Street just west of Fourth Avenue S. Sound Transit's Link light rail has two stations in the area: the International District Chinatown Station located east of the Project footprint along Fifth Avenue S between S King and S Jackson Streets and the Pioneer Square Station located northeast of the Project footprint with its nearest entrance being on Yesler Way east of Second Avenue. Pier 50, roughly across Alaskan Way from the west end of Yesler Way, is the Seattle terminal dock for the King County water taxis serving Vashon and West Seattle and the Kitsap Transit Fast Ferries serving Bremerton and Kingston. Both the water taxis and fast ferries serve only walk-on passengers. Pier 52, roughly two blocks northwest of the west end of Yesler Way, is the Seattle terminal dock, known as Colman Dock, for the Washington State Ferries' routes to Bremerton and Bainbridge Island. These routes serve vehicles and walk-on passengers.

While all of the above described public transit modes are currently operating, a number of the routes of these modes are operating at reduced service, and some have been temporarily discontinued, due to the Covid-19 pandemic. Neither Project construction nor post-construction Project operation is expected to affect operation of any public transit modes or routes currently serving the greater Pioneer Square area.

- **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 area of the Pioneer Square neighborhood bounded roughly by Yesler Way on the north, Fourth Avenue S on the east, the stadiums to the south and Elliott Bay to the west has, as of the end of July 2020, a total of about 581 on-street paid parking spaces, which are short-term paid parking spaces, and 98 on-street load zones, which are commercial vehicle, general, and passenger load zones. Of these, about 103 paid parking spaces, 2 disabled parking spaces, and 22 load zones are within the Project footprint. Utilization of the paid parking spaces, based on 2019 data, range from 63% to 86% throughout the day. The Project, as currently designed, will add about 5 on-street disabled parking spaces to, and remove about 4 on-street paid parking spaces and 6 on-street load zones from, the Project footprint. The City will work to relocate the removed load zones as close to their current locations as possible in order to facilitate deliveries, and other access to the curb, for nearby businesses. Replacement of the removed load zones will likely require removal of about 1 to 2 on-street paid parking spaces per load zone, resulting in a total of about 6 to 12 on-street paid parking spaces removed for replacement of removed load zones. This would result in the loss of up to a total of about 16 on-street paid parking spaces across the Project footprint. It is the City's general policy to replace short-term parking only when the project results in a concentrated and substantial amount of on-street parking loss. The City has concluded that the Project will not result in a concentrated and substantial loss of on-street short-term parking and therefore will not replace the paid parking removed by the Project, which is short-term paid parking. This is also consistent with City policies that encourage the use of public transit and nonmotorized modes of travel and discourage the use of, and dependence on, single occupancy vehicles (SOVs) in the downtown area.

- **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 Project will not require any new roads, streets, or bicycle or state transportation facilities. The Project will widen, add landscaping to, and otherwise improve public sidewalks and make paving and crosswalk improvements to adjacent public roads. The Project will also reduce the number of vehicle travel lanes and limit traffic flow directions on some of those roads, as described below, to move vehicles away from structurally vulnerable areaways and optimize traffic operations and circulation in the Pioneer Square area. See Figure 6, Vehicle Travel Directions circa 2024, without Project, and Figure 7, Vehicle Travel Directions circa 2024, with Project.

- S King Street from Alaskan Way to east of First Avenue S will have two-way traffic, as it currently does. Under the preferred alternative in the AWPOW SEPA FEIS, S King Street was to be two-way from Alaskan Way to S Post Alley.
- S Main Street from Alaskan Way to east of Second Avenue S will change to a single, eastbound lane from its current condition of having two lanes of eastbound traffic between Alaskan Way and First Avenue S and two-way traffic from First Avenue S to Second Avenue S. Under the preferred alternative in the AWPOW SEPA FEIS, S Main Street was to be two-way from Alaskan Way to Occidental Avenue S.
- S Washington Street from Alaskan Way to east of Second Avenue S will change to a single, westbound lane from its current condition of being two-way. Under the preferred alternative in the AWPOW SEPA FEIS, S Washington Street was to be two-way from Alaskan Way to Occidental Avenue S.
- Yesler Way from Alaskan Way to east of First Avenue S is anticipated to change from being two-way to having a single, eastbound lane from Alaskan Way to Western Avenue and to retain two-way traffic from Western Avenue to First Avenue S. Under the preferred alternative in the AWPOW SEPA FEIS, Yesler Way was to be two-way from Alaskan Way to Western Avenue.
- Second Avenue S from north of S Main Street to south of S Washington Street will change from being two lanes of southbound traffic to having two-way traffic. Traffic changes on this street were not considered in the AWPOW SEPA FEIS.

The Project is not anticipated to install traffic signals where none currently exist. Existing signals would be altered or upgraded where necessary to manage the revised traffic flow directions and reduced traffic lanes.

Project work will specifically include installation of traffic signal, luminaire, and pedestrian push button pole foundations; altering or upgrading traffic signals; adding, removing and altering traffic signal heads; adding luminaires; performing utility work, including possible replacement of water mains, sewer pipes, and stormwater catch basins and pipes in places in or throughout the project footprint; performing spot areaway structural repairs and possibly impacting areaways with pole and pipe penetrations; replacing, repairing, resurfacing and marking pavement; improving crosswalks by raising intersection pavement, replacing and installing curb bulbs to shorten crossing distances, installing and upgrading curb ramps, and restriping; grading for ADA accessibility, replacing and widening sidewalks; replacing and installing curb; installing planters, tree soil structure cells, and trees; installing sign posts and signs; and installing bollards and street furniture. The sidewalks along S Main and S Washington Streets from Alaskan Way S to Occidental Avenue S will have a curbless design. The Project will also remove the non-historic trolley tracks on Main Street between Alaskan Way and Second Avenue S.

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

The Project will not use, or occur in the immediate vicinity of water, rail or air transportation during construction or during post-construction operation. See B.14.b., above, for information on water and rail transportation in the greater Pioneer Square area.

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

The completed Project is not anticipated to generate any vehicular trips per day. However, changes to vehicle travel routes within the Pioneer Square area are expected to result from the Project's changing of

- S Main Street to a single, eastbound lane from Alaskan Way to Second Avenue S;
- S Washington Street to a single, westbound lane from Alaskan Way to Second Avenue S;
- Yesler Way to a single, eastbound lane from Alaskan Way to Western Avenue; and
- Second Avenue S to two-way traffic from S Main to S Washington Streets.

These vehicle travel route changes would include requiring westbound traffic on Yesler Way west of First Avenue S to turn right onto Western Avenue. See Figure 6, Vehicle Travel Directions circa 2020, before Project Construction, and Figure 7, Vehicle Travel Directions circa 2024, after Project Construction.

The *Traffic Effects of Improvement Options Technical Memorandum* (November 2019) describes the detailed traffic and vehicle flow analyses performed to assess multiple operating scenarios for the Project. To capture the cumulative impacts of planned projects in the area of the Project footprint, all traffic analyses for the Project were performed for conditions anticipated to exist in 2030. Each traffic analysis for the Project assumed that the following changes affecting traffic flows through the Pioneer Square area would be completed before 2030: operation of the new SR 99 Tunnel, demolition of the Alaskan Way Viaduct, reconstruction of the Alaskan Way surface road in the Viaduct's footprint (i.e., construction of the WMCP), and construction of the CCCSP and the YPBL. In assessing the "worst case" traffic impacts caused by these changes, by turn restrictions caused by these changes, and by turn restrictions anticipated to be made to optimize traffic flow in the area, the *Traffic Effects of Improvement Options Technical Memorandum* (November 2019), demonstrates that the Project's one-way flow pattern is the option that will least affect local circulation and routing while still providing substantial benefit to pedestrian mobility and safety. While analysis of such a worst-case condition is common practice for transportation analysis, it should be noted that before the CCCSP or YPBL is completed, Project-related traffic operations are expected to be better than evaluated.

The analysis determined that 10 of the 23 evaluated intersections in the Pioneer Square area would operate at poor levels of service (LOSs) (grades E or F) without any Project changes, and that the Project would reduce delay and improve operations at 7 of those

10 intersections. The intersection with the greatest delay reduction, 52.20 seconds, is the Alaskan Way S and Yesler Way intersection, which serves the vehicles entering and exiting Colman Dock. That intersection would improve from LOS F to LOS D. The intersection with the greatest increase in delay, about one minute per vehicle, is the Second Avenue Extension and Yesler Way intersection. That intersection, which is expected to operate at LOS F without the Project, would remain at LOS F. The increased congestion at that intersection would be due to a combination of turn prohibitions at the First Avenue S and Yesler Way intersection installed for the CCCSP and YPBL projects plus one-way westbound flow on S Washington Street, which would increase turns to the Second Avenue Extension S. All of the other evaluated intersections would experience small increases in delay or would operate at LOS D or better.

The Second Avenue S and S Washington Street intersection would have the greatest level of service loss, dropping from LOS A to LOS C. The change of Second Avenue S to a two-way street in the segment between S Washington and S Main Streets would cause this operational degradation. However, the change would shorten the overall distance traveled and prevent vehicles from having to cross to Fourth Avenue S to circulate within the neighborhood. The Project would also prevent motorists from circulating between Washington and Main Streets due to left turn restrictions on Alaskan Way and First Avenue S.

The Project also, in converting S Washington Street and S Main Street to one-way streets with a single lane for vehicular travel, would allow all locations in the area to be reached with a one-block loop, would provide more space for pedestrian and streetscape needs, would retain more on-street loading or parking, and would likely reduce vehicular traffic in the heart of the neighborhood around Occidental Square.

The above analysis was performed using PM peak hour traffic volumes for 2030. PM peak hour is the time when traffic volumes are typically highest. The 2030 traffic volumes, planned geometry, and signal operations were estimated using the following models and documents prepared for other projects and studies:

- Seattle CBD Signal Operations Model (for SDOT 2016, includes use of Synchro models)
- Alaskan Way, Promenade, and Overlook Walk (AWPOW) Environmental Impact Statement (for SDOT 2016, includes use of Vissim and Synchro models)
- Columbia Street Transit Way (for SDOT 2017)
- Center City Connector (Streetcar) (for SDOT 2014 & 2018, includes use of Synchro model)
- One Center City / Pedestrian Safety Improvements (for SDOT, includes Leading Pedestrian Intervals)
- SR 99 Tolling Study (for Washington State 2018)

LOSs were determined using procedures in the Highway Capacity Manual 6<sup>th</sup> Edition, with all LOS calculations performed using the Synchro 10.1 traffic operations analysis software and reported from the Synchro LOS module for signalized intersections.

- **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.

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

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

- The construction contractor will submit a traffic control plan, for approval by OWCP and SDOT, pursuant to the applicable version of the Seattle Standard Specifications for Road, Bridge and Municipal Construction. The contractor will implement the traffic control plan during Project construction.
- Because S Main and S Washington Streets are not arterial streets, the construction contractor will implement detours necessary for local property access on those streets but not detours for other traffic using those streets.
- Because construction on S King Street and Yesler Way is modest enough, the contractor will allow traffic movement to be maintained on those streets during Project construction with temporary removal of parking spaces and loading zones.
- All traffic control will be in accordance with the appropriate version of the City of Seattle Traffic Control Manual for In-Street Work.
- Except as stated above, OWCP and SDOT will work to minimize disruptions and maintain adequate access during Project construction.
- OWCP and SDOT will inform adjacent property owners of work progress.
- OWCP and SDOT will conduct public outreach before and during project construction to notify residents, businesses, local agencies, transit agencies, and other stakeholders of expected traffic flow disruptions or changes.
- Temporary road closures will be minimized, and detour routes will have proper signage.
- Alternative routes for pedestrians, bicyclists and those with disabilities will be identified and marked clearly.
- Any proposed effects to transit turn arounds or trolley lines will be coordinated with King County Metro and other appropriate agencies in advance.

## 15. Public services

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

The Project would not result in an increased need for public services.

**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
- Telephone
- Other (identify)
- Natural gas
- Sanitary sewer
- Water
- Septic system
- Refuse service

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

The Project will relocate and add stormwater catch basins in addition to pipes to connect the catch basins to existing Seattle Public Utilities (SPU) drainage and sewer lines. SPU water mains, stormwater pipes and sewer pipes of varying diameters, including diameters 12 inches or less and greater than 12 inches, might be replaced in all or parts of the project footprint to depths of up to 18 feet below ground surface. Associated appurtenances and maintenance holes might also be replaced. CenturyLink, Comcast, and other utility conduit and handholes will likely be installed as part of sidewalk and street work. The Project will also reset covers of existing SPU stormwater treatment systems and of Seattle City Light vault access lids to match the Project's finished grade. Additional utility relocations, repairs, replacements or installations may be made to conform to the new curb lines and surface streets.

**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: September 13, 2020 .....

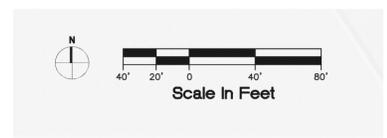
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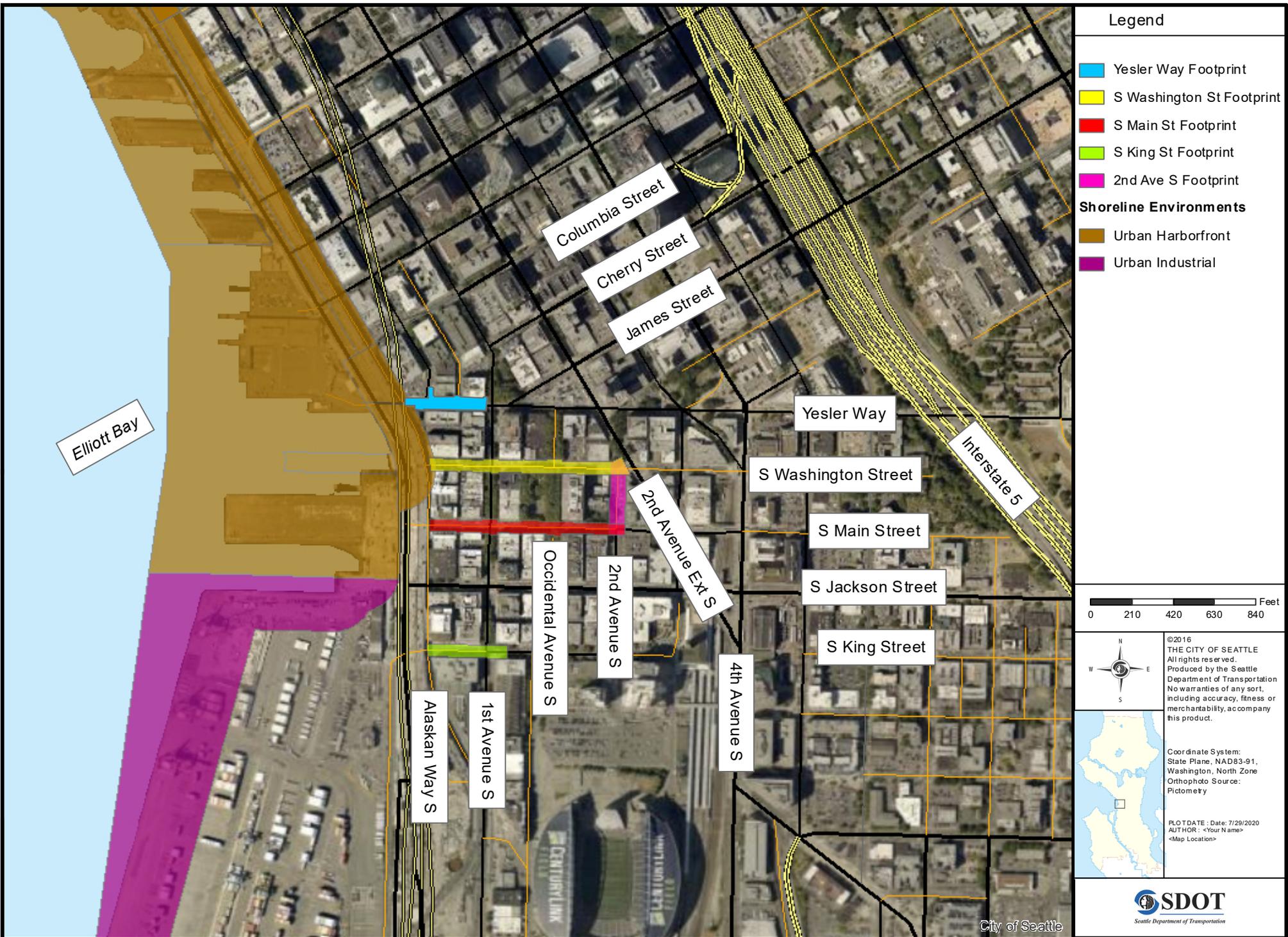
- Figure 1 – Project Footprint
- Figure 2 – Project Vicinity Map
- Figure 3 – Buildings and Areaways in the Project's Cultural Resources Study Area - South
- Figure 4 – Buildings and Areaways in the Project's Cultural Resources Study Area - Central
- Figure 5 – Buildings and Areaways in the Project's Cultural Resources Study Area – North
- Figure 6 – Vehicle Travel Directions circa 2020, before Project Construction
- Figure 7 – Vehicle Travel Directions circa 2024, after Project Construction

FIGURE 1 - PROJECT FOOTPRINT, FROM 30% DESIGN

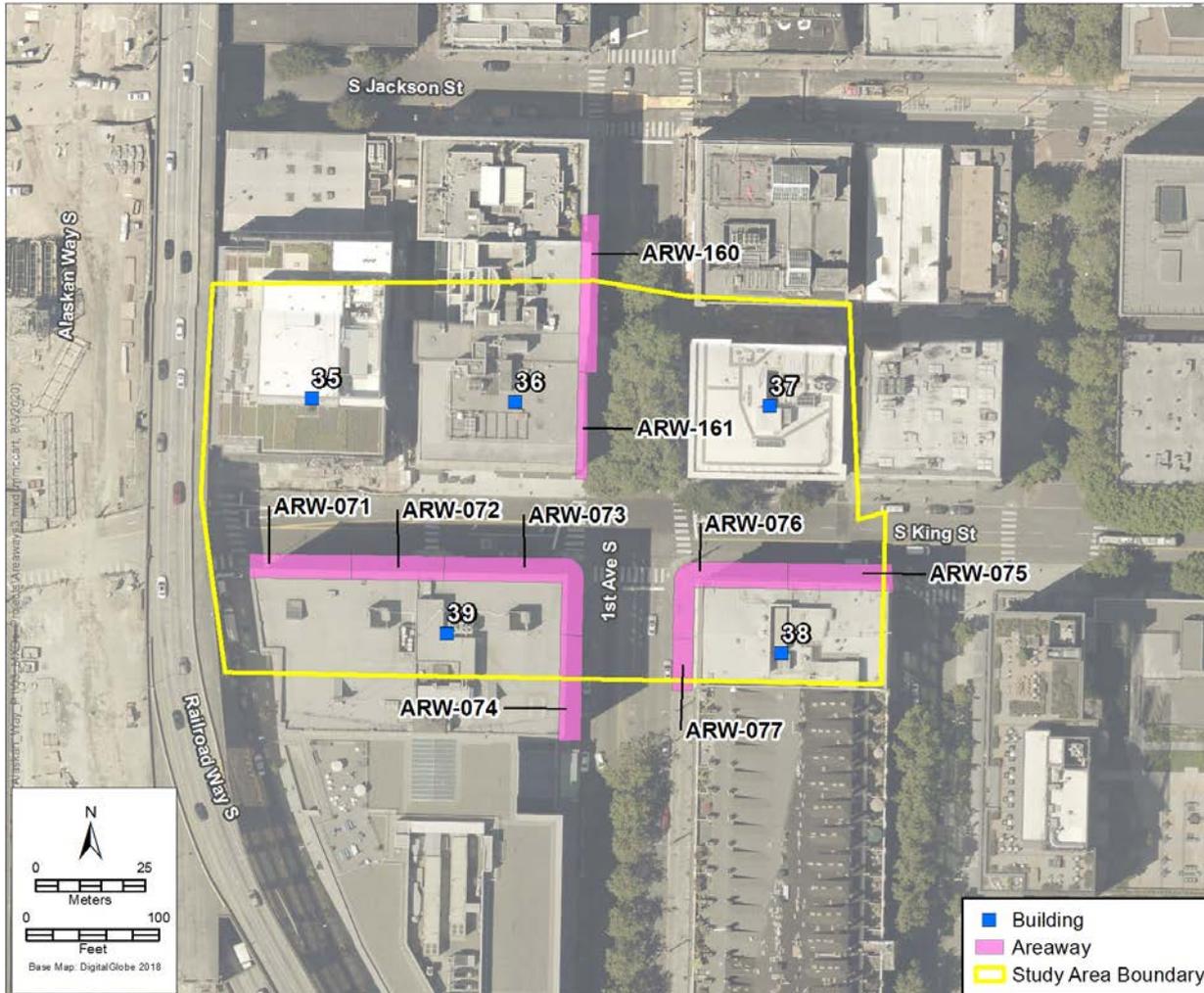


30% DESIGN PROJECT EXTENTS (INCLUDES CHANNELIZATION / STRIPING)

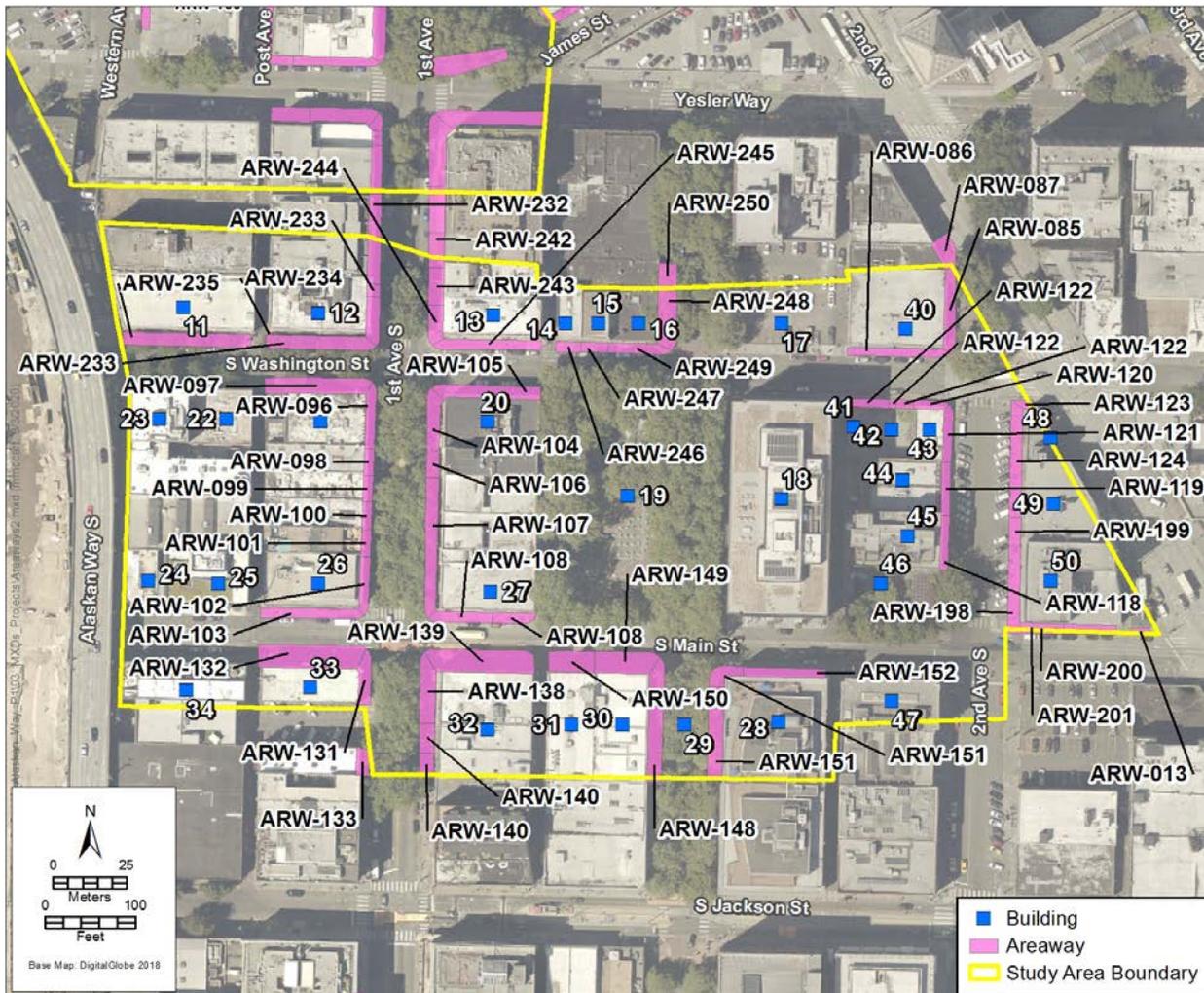




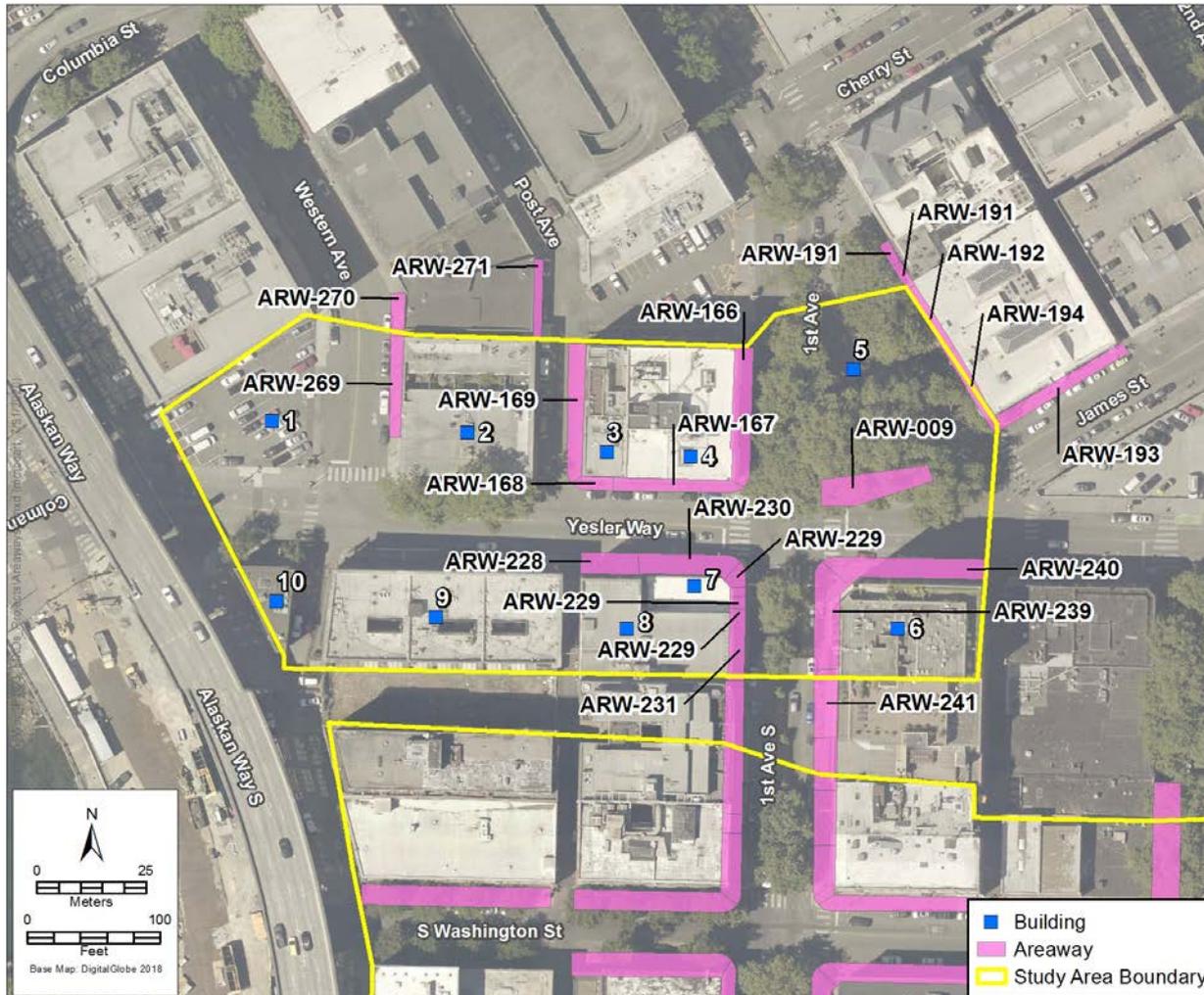
**Figure 2 - Project Vicinity Map**



**Figure 3 – Buildings and Areaways in the Project’s Cultural Resources Study Area - South**



**Figure 4 – Buildings and Areaways in the Project’s Cultural Resources Study Area - Central**



**Figure 5 – Buildings and Areaways in the Project's Cultural Resources Study Area - North**

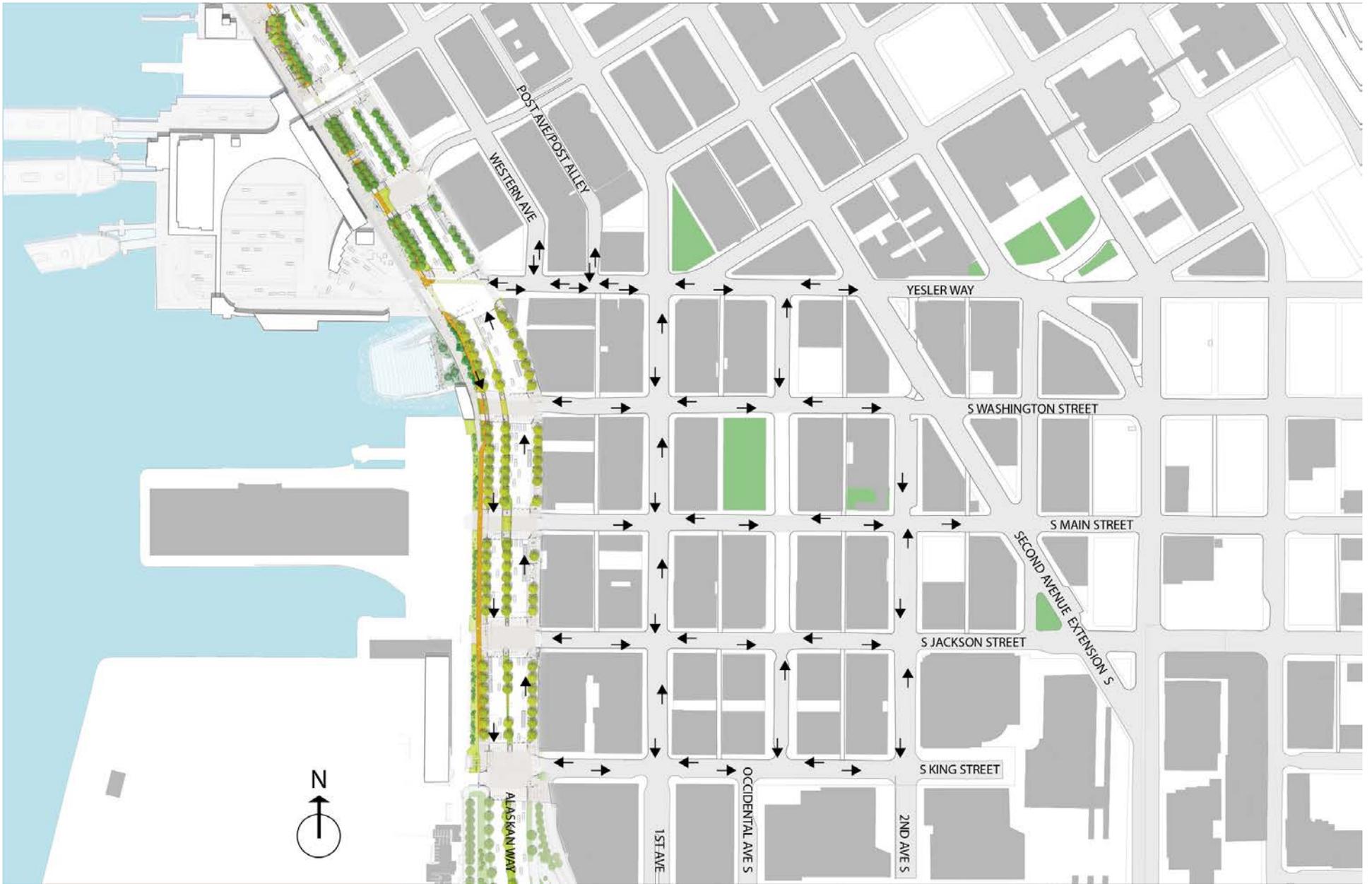


Figure 6 – Vehicle Travel Directions circa 2024, without Project

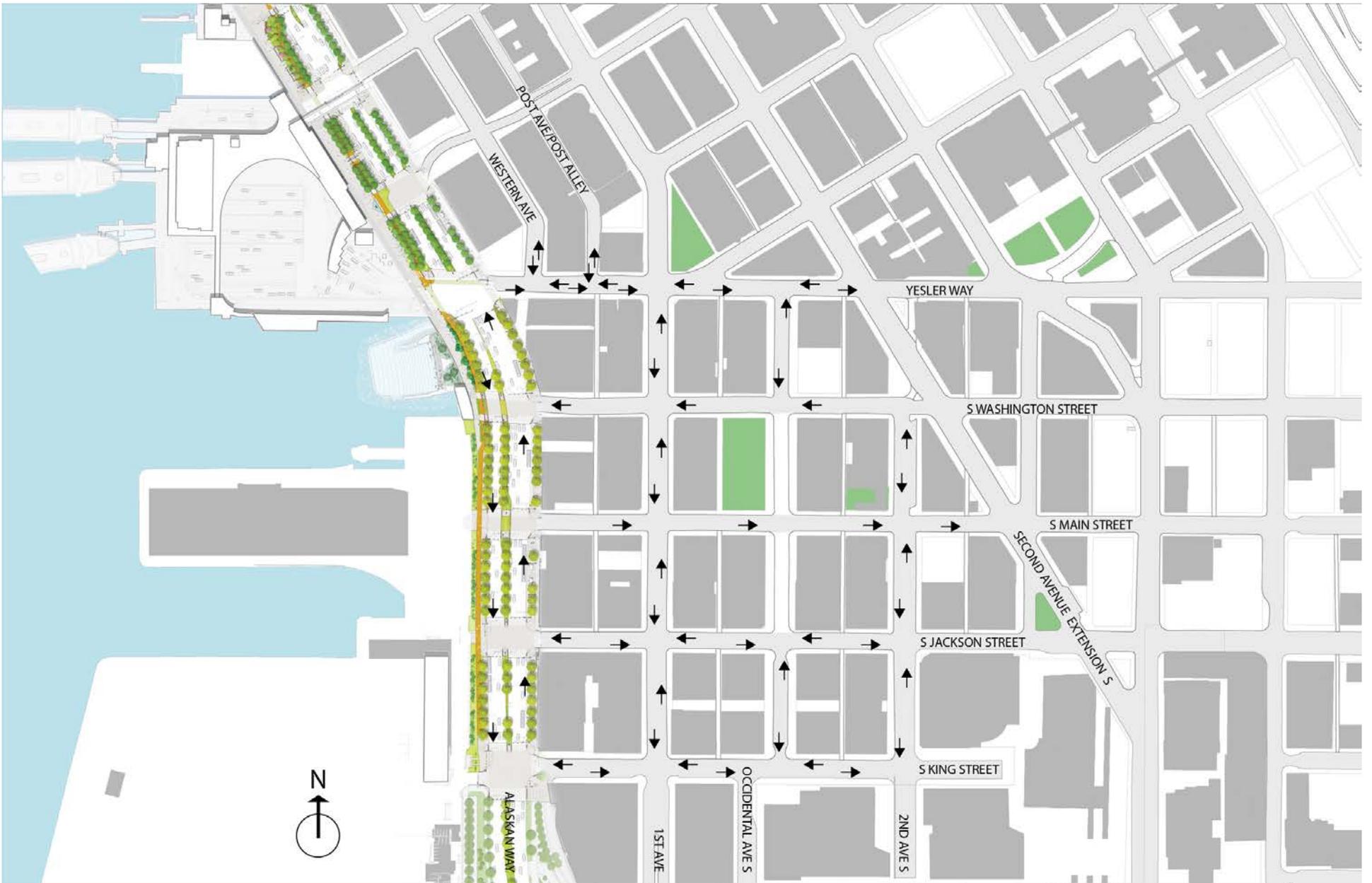


Figure 7 – Vehicle Travel Directions circa 2024, with Project