

ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of proposed project, if applicable:
South Atlantic Street Road Improvements from Utah Avenue South to First Avenue South
2. Name of applicant:
Washington State Department of Transportation
3. Address and phone number of applicant and contact person:
**Allison Hanson, Urban Corridors Office Deputy Director of Environmental Services
Washington State Department of Transportation
999 Third Avenue, Suite 2424
Seattle, WA 98104 Phone: 206-716-1136**
4. Date checklist prepared: **May 30, 2008**
5. Agency requesting checklist:
Washington State Department of Transportation (WSDOT)
6. Proposed timing or schedule (including phasing, if applicable):
Construction of this project is anticipated to begin in September 2008 and be completed by June 2009.
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
There are no future additions or expansions directly related to the proposed project. The following roadway improvements to South Atlantic Street are being planned by WSDOT adjacent to the proposed project:
 - **The South Holgate Street to South King Street Viaduct Replacement Project would occur adjacent to and directly west of the proposed project and would tie into the South Atlantic Street/Utah Avenue South intersection.**
 - **The SR 519 Intermodal Access Project Phase 2: Atlantic Corridor includes improvements to other portions of the First Avenue South and South Atlantic Street intersection and is adjacent to and directly east of the proposed project.**
8. List any environmental information you know about that has been prepared, or would be prepared, directly related to this proposal.

Information that has been prepared that is directly related to this proposal:

In accordance with Executive Order 05-05, a technical report has been prepared for the project to characterize archaeological and historical resources in the area.

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.

There are no known applications pending that directly affect the property covered in the proposal, except as described in the answer to Question A.10 within this SEPA Checklist.

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

The following permits are anticipated to be required:

- **Street Use Permit – City of Seattle**
- **Noise Variance(s) – City of Seattle**
- **Demolition Permit (to demolish small buildings on south edge of project) – City of Seattle**
- **Wastewater Discharge Authorization or Permit (for discharge of construction dewatering) – King County**

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site.

The proposed project consists of road improvements to South Atlantic Street near its intersection with First Avenue South. The work would generally extend from Utah Avenue South to First Avenue South and would encompass an area of approximately 20,000 square feet. The project location is shown on Figure 1, Vicinity Map.

South Atlantic Street would be widened by approximately 24 feet to the south. The new roadway would maintain the two existing westbound lanes on South Atlantic Street and would incorporate four eastbound lanes. These lanes would consist of a dedicated left-turn lane onto First Avenue South, two through lanes, and one through/right turn lane.

The proposed project would include construction of a sidewalk that would be at least 12 feet wide on the south side of South Atlantic Street. The existing curb on the north side of South Atlantic Street would remain in place, and a curb bulb would be added at the intersection of South Atlantic Street and First Avenue South to create a shorter pedestrian crossing over South Atlantic Street. The existing pedestrian crossing over South Atlantic Street would be realigned to match the new curb bulb location. A pedestrian crossing would be maintained on First Avenue South, south of its intersection with South Atlantic Street. The project would eliminate 11 angle-in spots along the northern curb of South Atlantic Street to allow an adequate turning radius for trucks entering South Atlantic Street from First Avenue South. Five parallel parking spaces would be provided in that same area.

Street lighting (at specific locations to be determined) and new traffic signal poles at the intersection of South Atlantic Street and First Avenue South would be installed. The existing traffic signal on South Atlantic Street is connected to its power supply and to the rest of the intersection signals via an overhead wire system. The new traffic signal for this project would be installed using an underground conduit rather than overhead wires. In order to maintain connectivity of this signal to the rest of the intersection, the signals at the other legs

of the intersection would also be replaced, which involves placement of new poles and conduits to install wiring between all four signals at the intersection.

A detention vault would be installed within the project area, most likely beneath the sidewalk on the south side of South Atlantic Street. Two power poles would need to be relocated to facilitate construction of the project. Landscaping would also be provided. Figure 2, Conceptual Site Plan, provides detail on site layout.

12. Location of the proposal.

The proposed project is located in south downtown Seattle on South Atlantic Street between Utah Avenue South and First Avenue South, in Section 5 Township 24N Range 4E. The attached Figure 1, Vicinity Map provides additional detail on location of the proposal.

B. ENVIRONMENTAL ELEMENTS

1. Earth

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

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

The steepest slope on the project site is approximately 1 percent.

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 prime farmland.

Soils in the project area consist primarily of human-placed fill, both engineered and non-engineered. The fill consists of various materials, including debris (timbers, sawdust, coal slag, timber piles, railroad construction debris, and other materials) and cobbles and boulders. This type of soil is generally dense or stiff if engineered, but very loose to dense or very soft to stiff if non-engineered.

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

The project work would occur in an area that has been classified as a Liquefaction-Prone Area by the City of Seattle.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Grading work would occur as part of constructing the new roadway surface and sidewalk. The primary fill used for the project would be roadway bedding material consisting of approximately 370 cubic yards of asphalt-treated base course. Trenches approximately 2 feet to 3 feet deep would be excavated at all four sides of the South Atlantic Street intersection with First Avenue South to install the electrical feeds to the new traffic signal system at the intersection, and backfill would be included around these electrical lines. Vertical drilling would occur to install the signal, light, and power poles. Excavation of an

area approximately 72 feet long, 7 feet deep and 12 feet wide would occur to install the stormwater detention vault described in Item B.3.d below.

An area approximately 4 feet wide, 4 feet long, and 2 feet deep would be excavated for each proposed tree pit. The total number of tree pits remains to be determined.

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

Erosion is not likely to occur at this site since the majority of the project site and surrounding area is currently paved or nearly level. The most likely mechanism to transport sediment off-site would be track-out from tires of construction vehicles or stormwater flows through the project site to area sewers. It is anticipated that the use of construction best management practices (BMPs), as described in the answer to Question B.1.h within this SEPA Checklist, would prevent or minimize erosion and sedimentation.

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

The site would be 100 percent covered with impervious surface. The site is currently approximately 97 percent impervious.

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

A Temporary Erosion and Sediment Control (TESC) Plan would be developed to establish BMPs for control of potential erosion and sedimentation during construction. The plan would be prepared using the 2006 WSDOT Highway Runoff Manual and WSDOT's 2008 Standard Specifications and in compliance with all applicable codes and regulations. Although the specific BMPs to be employed remain to be determined, it is anticipated that they could include but not be limited to measures such as catch basin inserts, silt fence, and street sweepers.

2. Air

- a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Vehicle emissions and fugitive dust would be short-term and would be generated by construction equipment to be used for the project, such as trucks, excavators, drilling equipment, and paving equipment. The project is not expected to degrade existing air quality or have a negative effect on vehicle emissions. The project may improve air quality due to reduced vehicle delay and associated reduced idle times at this intersection.

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

There are no known sources of emissions or odors that would affect this proposal.

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

To control fugitive dust from construction, BMPs would be implemented in accordance with the December 1999 Memorandum of Agreement between WSDOT and the Puget Sound Clean Air Agency, Section 425.05(7) of the WSDOT Environmental Procedures Manual, and State Fugitive Dust Regulations in WAC 173-400-040. The project would also comply with National Ambient Air Quality Standards, the State Implementation Plan for carbon monoxide, and all requirements of the federal Clean Air Act and the Washington Clean Air Act.

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.

Elliott Bay is located approximately one-quarter mile west of the project area. There are no surface water bodies in the immediate project vicinity.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

No work would be required over, in, or adjacent to (within 200 feet) Elliott Bay.

- 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 would 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 surface water withdrawals or diversions are required.

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

No, the proposal does not lie within a 100-year floodplain.

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

No, the proposal does not involve any discharges of waste materials to surface waters.

b. Ground:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

Construction dewatering would most likely be required to install the stormwater detention vault discussed in Item B.3.d below. Quantities are not currently known. No discharge to groundwater is proposed.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any. 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 is proposed to 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.

The stormwater from streets and sidewalks in the project area is collected in a combined sewer system that conveys both stormwater and sanitary sewage. Most of this flow is via the Elliott Bay Interceptor (EBI) pipeline to the regional wastewater treatment plant at West Point. However, occasional intense rainstorms can result in flows that exceed the capacity of the EBI. These excess flows, referred to as combined sewer overflows, are discharged to Elliott Bay via the Connecticut Street Outfall, which is located west of South Royal Brougham Way. Item B.3.d below describes surface runoff at the completion of the project.

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

Inadvertent releases of waste materials could enter surface waters during construction. In the event of a release, construction personnel would follow the approved Spill Prevention Control and Countermeasures (SPCC) Plan, exercising BMPs and removing debris.

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

WSDOT would prepare and implement an SPCC Plan to control any accidental spills of materials that could occur and prevent impacts to surface water or groundwater during construction.

In its final configuration, South Atlantic Street would be crowned. Stormwater from the street would flow to the curbs, then from east to west into catch basins located near the intersection with Utah Avenue South. The project design incorporates stormwater management features to control surface water flows. A detention vault would be installed to help prevent combined sewer system overflows to Elliott Bay during storm events. The detention vault is currently anticipated to be 10 feet wide, 70 feet long, and 5 feet deep. Following detention, the stormwater would be discharged to the combined sewer system and the EBI, eventually receiving treatment at the wastewater treatment plant at West Point.

4. Plants

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

deciduous tree: alder, maple aspen, Flowering Pear tree

evergreen tree: fir, cedar, pine, Leyland Cypress tree

shrubs

grass

pasture

crop or grain

wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

water plants: water lily, eelgrass, milfoil, other

other types of vegetation

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

Approximately 500 square feet of landscaping along the south side of South Atlantic Street would be removed. The vegetation to be removed consists of ornamental shrubs, one Leyland Cypress tree, and six ornamental fruit (flowering pear) trees.

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

No threatened or endangered plant species are known to be 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:

Landscaping, including trees, would be provided. The final locations and configuration of landscaping areas, including number and specific locations of trees, remain to be determined. Final landscaping plans would be developed by WSDOT and approved by the City of Seattle.

5. Animals

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other:

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

No threatened or endangered species are known to be on or near the site.

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

The project area is within the general area of the Pacific Flyway migration route used by various waterfowl and songbirds. The lack of suitable habitat within the immediate vicinity of the proposed project is not amenable to usage by wildlife.

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

None are anticipated to be required at this highly urbanized paved project 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.

Petroleum products would be used to power construction equipment. Electricity would be used for construction lighting and miscellaneous equipment needs and to power the proposed new traffic signal and street lights.

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

No, the project 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:

No energy conservation features are required for this proposal.

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.

Based on historical land uses in the project vicinity and geotechnical borings completed for other area projects, it is possible that soils and groundwater in the project area could contain metals and petroleum products.

- 1) Describe special emergency services that might be required.

No special emergency services are anticipated to be needed with regard to environmental health. Traffic control and detours would be coordinated with the City of Seattle to maintain the ability for emergency vehicles to move through the area.

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

All designs, specifications, and construction practices would ensure public and worker safety. WSDOT would follow applicable safety requirements at all times. Construction contract specifications would include protocols for managing any contamination that may be encountered. The SPCC Plan to be prepared for the project would also help address

potential risks. Any contaminated material would be handled and disposed of in accordance with applicable laws and regulations.

b. Noise

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

No existing noises in this highly urbanized area would affect the proposed project.

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

During construction, noise levels would temporarily increase near the project site from the use of heavy equipment and transport of construction materials. For the proposed project, some nighttime construction could be required. After construction, the proposed project would not generate noise over and above that which currently exists.

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

WSDOT performance standards require construction noise levels to be below local, state, and federal thresholds. If nighttime work were anticipated to generate noise exceeding the City of Seattle's maximum permissible noise levels, a noise variance would be requested and would need to be obtained from the City of Seattle prior to start of that work. As part of the variance process, nearby residents and other sensitive noise receptors would be considered. The variance would specify the noise minimization measures and notice procedures to be implemented.

8. Land and shoreline use

- a. What is the current use of the site and adjacent properties?

The majority of the site is existing roadways (South Atlantic Street and First Avenue South). The area south of the existing South Atlantic Street roadway is a surface parking lot (Home Plate Parking). Adjacent and to the north of the site is the Great Floors or Carpet Exchange Building, which houses carpet sales and warehousing. First Avenue South is located directly adjacent to the project site on the east side. Across First Avenue South to the east are Safeco Field and warehousing, office, and commercial properties. To the west of the project site, South Atlantic Street continues and intersects with Alaskan Way South. Land uses to the northwest of the site, beyond Utah Avenue South, are terminal/warehousing and some vacant land. To the southwest of the project area, beyond Utah Avenue South, land uses are terminal/warehousing and mixed use.

- b. Has the site been used for agriculture? If so, describe.

No, the site has not been used for agriculture.

- c. Describe any structures on the site.

On the parking lot site on the south side of South Atlantic Street, the following structures currently exist:

- One 26 x 9 foot restroom/storage building
- One small attendant booth
- One plaza area with trellis and signs

There are two power poles located along the south side of South Atlantic Street and a traffic signal pole on South Atlantic Street at its intersection with First Avenue South. There are also traffic signal poles at the other three legs of this intersection.

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

The restroom/storage building, the small attendant booth, the trellis, and the signs would be removed. The power poles would need to be relocated within the project area, and all four of the traffic signal poles would be replaced.

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

The areas adjacent to the project on both the north and south sides of South Atlantic Street, as well as across First Avenue South, are zoned as Industrial Commercial with the Stadium Transition Area Overlay District.

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

The roadway itself is not subject to a specific comprehensive plan designation. The surrounding land use designated by the Seattle Comprehensive Plan is terminal/warehouse.

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

No part of the project area is designated under the shoreline master program.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

The project work would occur in an area that has been classified as both a Seismic Hazard Area and a Liquefaction-Prone Area by the City of Seattle.

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

No people would reside or work in the completed project.

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

No people would be displaced as a result of the completed project.

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

No measures to avoid or reduce displacement impacts are proposed.

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

Project design is being coordinated with the City of Seattle to help ensure that local codes are met and that appropriate land use policies are implemented.

9. Housing

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

No housing units are proposed.

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

No housing units would be eliminated.

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

No measures to reduce or control housing impacts are proposed.

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 replacement power poles would be approximately 40 feet tall. The proposed street light poles would be 12 to 15 feet tall, and the traffic signal poles would be approximately 35 feet tall. There are no other new structures proposed as part of this project.

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

No views in the immediate vicinity would be altered or obstructed.

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

No measures to reduce or control aesthetic impacts are proposed.

11. Light and glare

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

In the short-term, construction lighting associated with nighttime work could occur.

Design of the project includes street lighting to meet City of Seattle standards. Final design and coordination with the City of Seattle would confirm the number and location of light poles.

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

The finished project would not produce glare, would not be a safety hazard, and would not interfere with views.

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

No existing off-site sources of light or glare would affect the proposed project.

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

WSDOT's construction contract would require light and glare impacts to adjacent properties to be controlled during nighttime work. City of Seattle standards address glare from street lighting by specifying type of luminaire to be used and angle of installation.

12. Recreation

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

The following designated and informal recreational opportunities are in the immediate vicinity of the proposed project:

- **Safeco Field: First Avenue South and South Atlantic Street**
- **Qwest Field and Qwest Event Center: Occidental Avenue South and South King Street**
- **East Marginal Way Bicycle/Pedestrian Facility: along the west side of East Marginal Way**
- **Waterfront Bicycle/Pedestrian Facility: along the east side of Alaskan Way**

The two bicycle/pedestrian facilities mentioned above are transportation facilities within the City of Seattle, but are also used for recreational purposes.

A portion of the Mountains to Sound Greenway Trail is proposed to be routed along the northern side of South Atlantic Street and across First Avenue South through this intersection.

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

No, the project would not displace any existing recreational uses. During project construction, lane closures and detours may affect nearby recreational facilities, particularly the two nearby stadiums.

The project would not negatively affect the proposed location of the Mountains to Sound Greenway Trail through the area.

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

There would be no impacts to the two bicycle/pedestrian facilities, and WSDOT would continue its ongoing coordination with the City of Seattle Traffic Management Division and representatives from Safeco Field and Qwest Field and Qwest Event Center to address the

project's traffic impacts related to events at the stadiums and event center. WSDOT would implement a traffic management plan to reduce impacts related to events at the two stadiums and the event center. The location and schedule of all traffic impacts, including lane closures and detours, would be planned to avoid or minimize impacts to recreational facilities.

13. Historic and cultural preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

No. The building on the northwest corner of the intersection of First Avenue South and South Atlantic Street is known as the Great Floors or Carpet Exchange Building (historically as the International Harvester Motor Truck Branch). This building was evaluated and determined not eligible for listing on the National Register of Historic Places and it does not meet City of Seattle Landmark criteria. The Bemis Building, which is eligible for Seattle Landmark status and determined eligible for listing on the National Register of Historic Places, is located at the southeast corner of the intersection of South Atlantic Street and Colorado Avenue South, one block west of the farthest extent of this project. It would not be affected by the project. There are no recorded archaeological sites in the project area.

- b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

There are no landmarks known to be on or next to the site.

WSDOT archaeologists have evaluated potential impacts to archaeological sites under the terms of Governor's Executive Order 05-05. A cultural resources assessment was prepared by WSDOT for 05-05 compliance. No archaeological sites are located in the project area, but there is some potential for significant sites to be present in the project's impact area.

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

Installation of the street light poles, tree pits, and stormwater vault will disturb the ground in an area of archeological interest known as the Shantytown shacks. Ground disturbance elsewhere in the project's impact area is unlikely to encounter significant archaeological remains. Given the low probability that work under the South Atlantic Street Road Improvements from Utah Avenue South to First Avenue South project will encounter significant archaeological deposits, WSDOT has determined that no significant cultural resources will be affected by the project.

However, there is still a possibility that the work planned on the south side of South Atlantic Street may encounter archaeological materials. Therefore, any work disturbing from 2-7 feet below the surface in that area will be archaeologically monitored under the terms of a Monitoring Plan. The Monitoring Plan will be developed in consultation with the Department of Archeological and Historical Preservation and interested and affected tribes, and will describe how previously unidentified potentially significant archaeological deposits will be treated during construction.

14. Transportation

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

Figure 1, Vicinity Map, shows the streets and highways in the project vicinity.

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

King County Metro Transit (Metro) operates bus routes in the vicinity of the proposed project. The following Metro buses travel north and south on First Avenue South through the intersection at South Atlantic Street: 116, 118, 119, 21, 22, 37, 56, 57, and 85. Metro Route 132 buses travel northbound on First Avenue South and turn east onto Edgar Martinez Drive South, with the return trip west on Edgar Martinez Drive South to southbound First Avenue South. There is a northbound bus stop on the northeast corner of the First Avenue South and South Atlantic Street intersection and a southbound stop at the southwest corner of that intersection.

- c. How many parking spaces would the completed project have? How many would the project eliminate?

The project would eliminate 11 angle-in spots along the northern curb of South Atlantic Street to allow an adequate turning radius for trucks entering South Atlantic Street from First Avenue South. Five parallel parking spaces would be provided in that same area.

Approximately 12 parking stalls in the existing lot adjacent to the project on the south could be removed as a result of this project. Additionally, the owner of the parking lot has an approved Master Use Permit issued by the City of Seattle for an office development at this location. That development would include a parking garage. WSDOT estimates that the project would most likely reduce the number of parking stalls that can be included in that garage by 30 spaces.

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

The project is an improvement to a portion of an existing road. This road project does not require improvements to any other existing roads or streets.

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

The proposed project occurs in the vicinity of the Port of Seattle to the southwest, several rail lines to the west of the project, and the Seattle Ferry Terminal at Colman Dock on Alaskan Way. The project would not use any of those modes of transportation.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

No vehicle trips would be generated by the completed project. Proposed changes to the western segment of the First Avenue South and South Atlantic Street intersection would increase localized capacity for this west approach to the intersection, but would not increase capacity on the rest of the area roadways.

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

WSDOT would work with local agencies to develop a traffic management plan, which would be implemented by WSDOT during construction to maintain traffic flows through and around the project area. Construction would be coordinated with the City of Seattle and other affected parties to maintain through-traffic, including bus service, vehicles accessing local businesses and recreational facilities, and truck traffic to Port of Seattle and railroad facilities. Please also see the response to Item B.12.c above.

15. Public services

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

No.

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

A traffic management plan would be prepared in coordination with local agencies and other affected parties. The plan would address construction detours, traffic flow, and emergency service access needs.

16. Utilities

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

Site evaluation to confirm the location of all underground utilities in the project vicinity is in progress. Above-ground electrical lines are also located within the project area.

- 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 Seattle City Light overhead span wires that currently provide power to the existing traffic signal poles around the intersection of First Avenue South and South Atlantic Street would be replaced with an underground electrical power supply to the new signal poles. The new signal poles are also discussed in Item A.11 of this checklist. The project would involve relocation of two Seattle City Light power poles on the south side of South Atlantic Street. WSDOT would coordinate with all area utilities if impacts to those utilities are anticipated during construction.

C. SIGNATURE

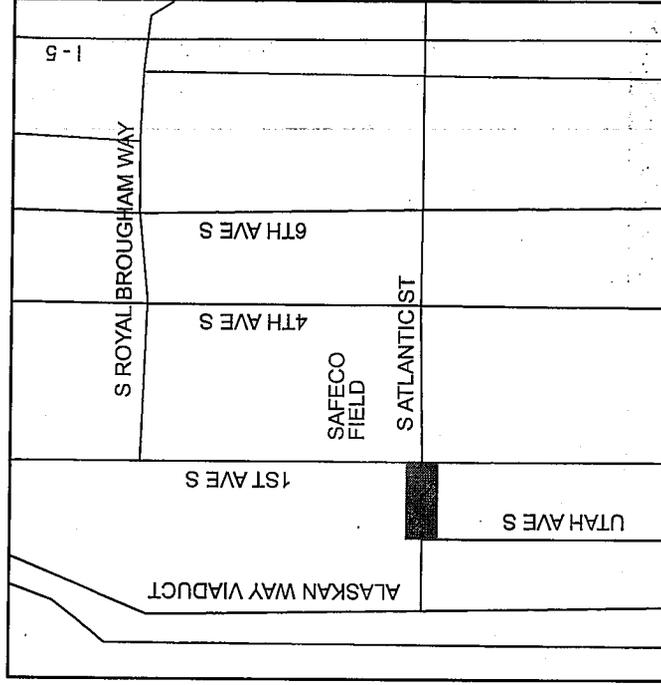
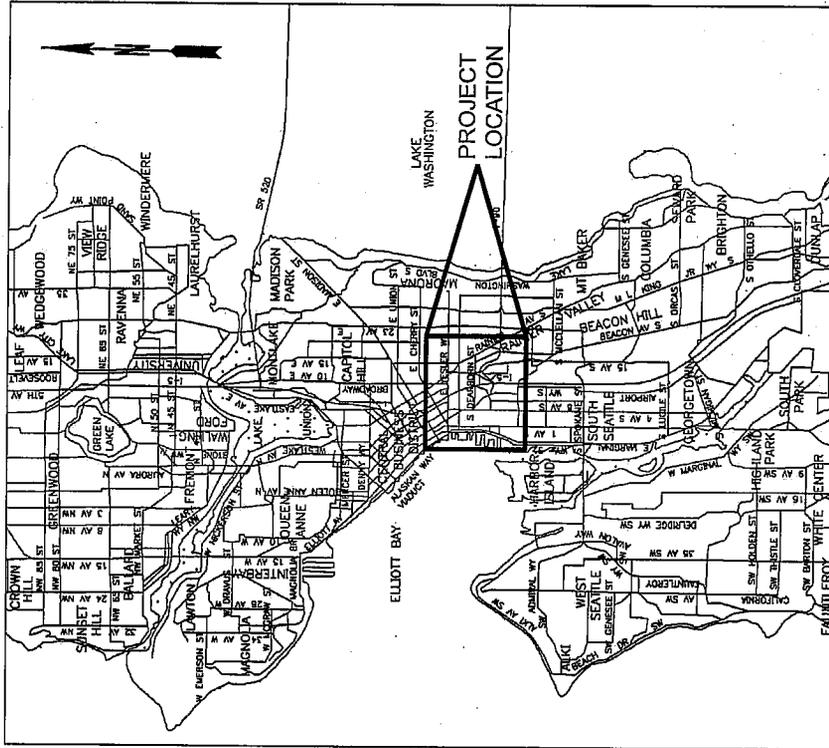
The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: AMISH HANSEN

Date Submitted: 5/30/06

**DRAFT
NOT FOR CONSTRUCTION**

FIGURE 1 - VICINITY MAP
SOUTH ATLANTIC STREET ROAD IMPROVEMENTS FROM
UTAH AVENUE SOUTH TO FIRST AVENUE SOUTH
MAY 23, 2008

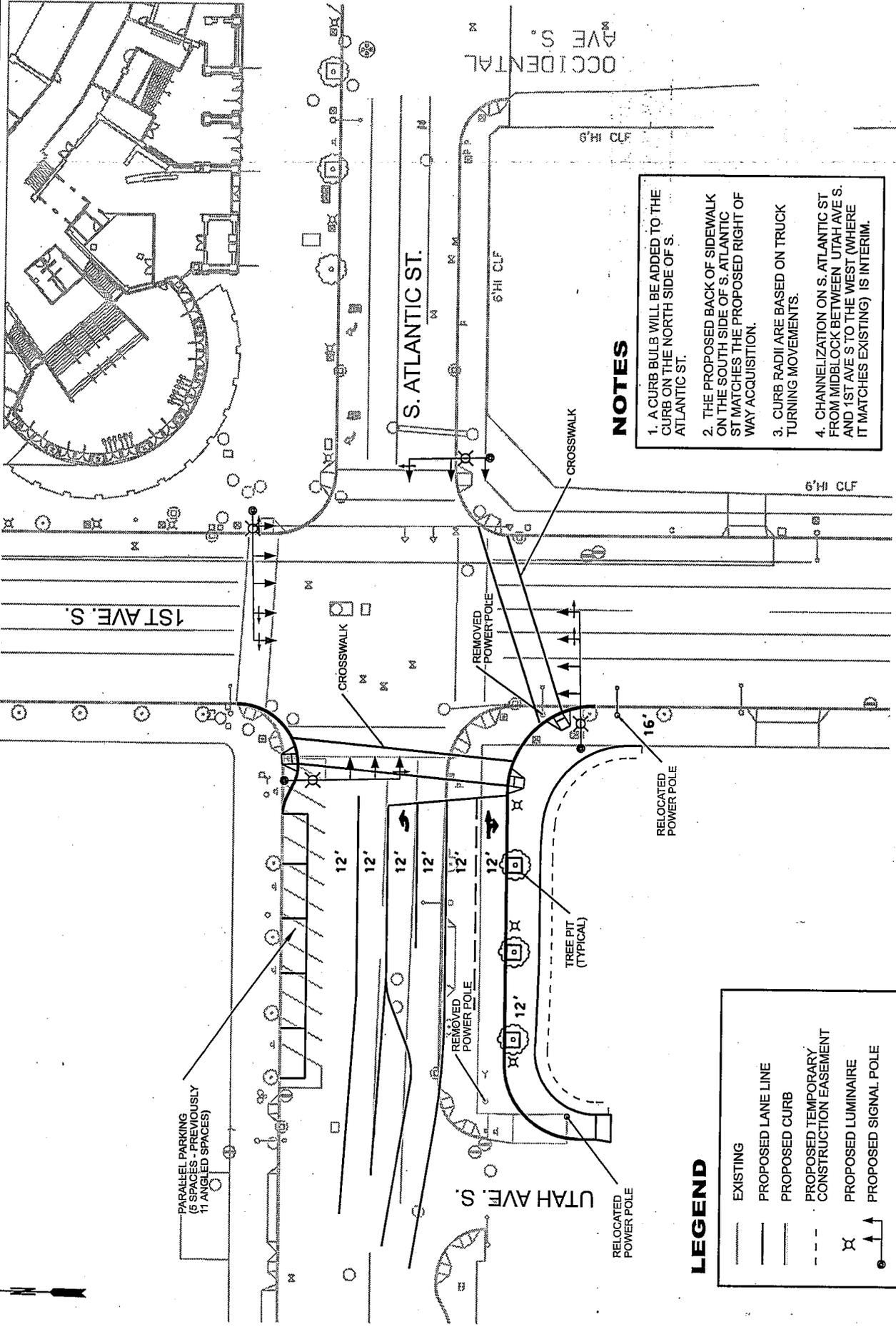


LEGEND



FIGURE 2 - CONCEPTUAL SITE PLAN
 SOUTH ATLANTIC STREET ROAD IMPROVEMENTS FROM
 UTAH AVENUE SOUTH TO FIRST AVENUE SOUTH
 MAY 28, 2008

**DRAFT
 NOT FOR CONSTRUCTION**



- NOTES**
1. A CURB BULB WILL BE ADDED TO THE CURB ON THE NORTH SIDE OF S. ATLANTIC ST.
 2. THE PROPOSED BACK OF SIDEWALK ON THE SOUTH SIDE OF S. ATLANTIC ST MATCHES THE PROPOSED RIGHT OF WAY ACQUISITION.
 3. CURB RADII ARE BASED ON TRUCK TURNING MOVEMENTS.
 4. CHANNELIZATION ON S. ATLANTIC ST FROM MIDDLEBLOCK BETWEEN UTAH AVE S. AND 1ST AVE S TO THE WEST (WHERE IT MATCHES EXISTING) IS INTERIM.

- LEGEND**
- EXISTING
 - PROPOSED LANE LINE
 - PROPOSED CURB
 - - - PROPOSED TEMPORARY CONSTRUCTION EASEMENT
 - ⊗ PROPOSED LUMINAIRE
 - ↑ PROPOSED SIGNAL POLE

