King County
Department of Transportation
Metro Transit Division
Design and Construction Section
201 S. Jackson Street
KSC-TR-0431
Seattle, WA 98104-3856

October 15, 2018

Sean Conrad, Land Use Planner
City of Seattle
Department of Construction and Inspections
P.O. Box 34019
Seattle, WA 98124-4019

Subject: Type IV Land Use Application for Metro Transit Eastlake Layover Facility

Sean:

Further to our meeting with you in September and our subsequent call to discuss the process for approval of the Eastlake Layover Facility, we are submitting our letter application and supporting documentation.

The package we are submitting consists of the following materials in PDF:

Technical Memorandum in Support of Land Use Type IV Decision application:

- Executive Summary
- Detailed Narrative
    - Background Context, Location
    - Project Description
    - Public Outreach
    - Environmental Review
    - Description of Existing Conditions
    - Construction Activities
    - Consistency with City of Seattle Policies

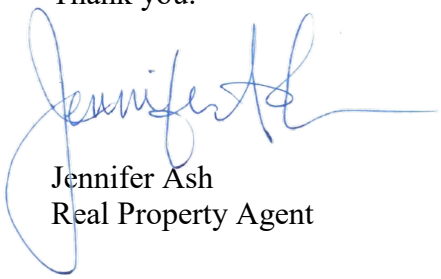
Supporting Documents:

- Site Plan
- 30% Design Plans
- Existing Conditions Assessment (2017)

- Eastlake Layover Facility 30% Design Submittal – Notes to Reviewers Memorandum
- Traffic Assessment Memorandum
- Draft Drainage Technical Memorandum
- Wall Assumptions for 30 Percent Design Memorandum
- 30% Architectural Basis of Design Memorandum
- Mechanical Design Memorandum
- Illumination Standards Memorandum
- Draft Letter of No Effect Determination for ESA Listed Species
- Cultural Resources Inventory for Eastlake Avenue Bus Layover Facility, City of Seattle, King County, Washington (Draft)
- Request for Relief from Environmentally Critical Area—Steep Slope Prohibitions
- Eastlake Layover Facility Steep Slope Review
- Arborist Report

Please call me at (206) 477-5975 if you have any questions or need additional information.

Thank you.



Jennifer Ash
Real Property Agent

EXECUTIVE SUMMARY

Request: King County Metro Transit ("Transit") respectfully requests approval of a proposal to allow the use and construction of an off-street bus "layover" facility on a portion of State-owned property (right-of-way) through the Type IV land use decision process under SMC 23.76.040.

The current zoning in this area is Seattle Mixed – South Lake Union, and "parking" as a use is prohibited. The County is requesting this permit as a Type IV decision which allows the Council to waive and modify development standards as part of the approval process.

Location: On WSDOT right-of-way on the east side of Eastlake Avenue E (abutting the Interstate 5 [I-5] viaduct) between Lakeview Boulevard E just north of Roy Street and the Harrison Street intersection to the south. Between Harrison and Stewart Streets the roadway will be resurfaced. Part of the WSDOT right-of-way is mapped as an environmentally critical area (ECA) for steep slopes, and King County is seeking relief from the ECA provisions for this project through SDCI. Adjacent uses on Eastlake Avenue E are generally commercial, office, and multi-family residential, in a mix of newer and older structures. Heights range from single-story to multiple-story buildings. Illegal camping on the WSDOT right-of-way slopes accessed through holes cut into the chain-link fence is an ongoing issue. There are pedestrian crosswalks and bike sharrows in this area.

Project description: This project will construct an off-street bus layover facility within WSDOT right-of-way. The layover facility will remove a portion of the slope that abuts the I-5 viaduct and an existing northbound lane of Eastlake Avenue. The Eastlake Layover Facility will consist of the following features:

- 11 stalls for Metro coaches, 6 off-street and 5 on-street
- new sidewalk and landscaping,
- a northbound/right-turn only entrance to the site,
- a reconstructed intersection with Lakeview Boulevard with a vehicle egress slightly to the east
- two retaining walls to replace the existing engineered slope
- a "comfort station" building for operators at the south end of the site with bathrooms, a maintenance room, an operations room, and a lounge area
- two parking spaces for non-revenue vehicles
- lighting, signage, and utilities.

Eastlake Avenue will be converted from four lanes—two in each direction—to two lanes, one in each direction. Left-turn pockets will be provided at the cross-streets and new or replacement signals on signal mast arms at three intersections: Roy Street/Lakeview Boulevard, Mercer Street and Republican Street. Existing parking on the west side would be removed by SDOT's project to install separated bike lanes on each side of Eastlake Avenue. Existing parking does not need to be removed for Metro's project.

Reason for the project: A transit system needs places for buses to "lay over" between the end and the start of subsequent trips. The layover allows drivers to recoup time lost yet still start the next leg on time. Sometimes the layover is longer to avoid the expense of trips back to a transit facility when there are longer gaps between service, as is the case with "peak-only" bus service that lays over throughout the midday. The bus layover time also serves to provide breaks for the driver and access to restrooms, and allow time for a shift change between drivers.

King County and SDOT work together to find layover spaces for buses along City streets. However, increased competition for curb space along with a projected 50% increase in demand for bus layover spaces by 2040 demonstrates a clear need for development of additional, off-street layover spaces. This project is the first off-street layover that King County is proposing to develop that is not connected to a larger transit facility. Transit has been coordinating with the City of Seattle since 2016 to find and develop such a facility.

Reason for the Type IV request: King County Metro Transit is requesting a Type IV review for this request because the zoning for the project does not specifically allow the use. The closest use is bus bases which is much more intensive than what is proposed. Concurrent with this effort is the effort by SDOT, King County Metro Transit and SDCI to amend the land use code to allow similar layover facilities in other zones.

Anticipated Construction Activities: Transit will construct the Eastlake Layover Project over 9 months, beginning in January and finishing in September of 2020. The project will repurpose travel lanes on Eastlake Avenue to one lane in each direction, and it is anticipated that this re-channelization will occur at the beginning of construction. The project will leave space on the roadway for SDOT to later build protected bike lanes in accordance with SDOT's Master Bike Plan long-range projects. There may be a need to temporarily occupy the parking lane on Eastlake Ave for construction activities, but it is anticipated that one lane in each direction will remain open throughout construction except for occasional or overhead work. Striping and overhead signal work may require short closures mid-day or this work could be pushed to weekends or nights by SDOT traffic.

Public Outreach: King County Metro Transit developed a phase plan for public outreach. Phase 1 outreach occurred from October 2017 through early February 2018. The outreach included residents, businesses and key community groups and organizations in the broader north downtown area, including the Belltown, Cascade, Uptown/Lower Queen Anne, South Lake Union, and Denny Triangle neighborhoods. Methods to contact these groups consisted of 25 Metro staff presentations (to major employers, chambers of commerce, community councils and advisory boards), an online open house, door-to-door conversations, press releases, project websites, social media channels, flyers, and Metro Matters blog. Metro also conducted an online survey that solicited community preferences for certain design elements for the Eastlake facility.

Phase 2 outreach will begin in early 2019 and will focus on re-engaging key stakeholder groups to share updates and give a preview of how feedback has been incorporated into the early design of

the Eastlake Layover Facility. Metro will also inform the public about the site-specific permitting process and progress. The public will receive updates at around 60% design, currently estimated for mid-2019. This will include a second online open house but no additional input on the design will be solicited.

Environmental Review: The project is subject to environmental review under the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA). The project is subject to federal agency review under NEPA because the project breaks the limited access line associated with I-5. The lead agency is the Federal Highway Administration with delegation of review to WSDOT. Metro is in the process of completing Categorical Exclusion checklist and request for concurrence from WSDOT.
Metro anticipates that WSDOT will concur that the project qualifies as categorically exempt from further environmental review.
No significant impacts are anticipated. There will be short-term, temporary disruption to traffic flows during construction.

Consistency with Seattle Comprehensive Plan: This application demonstrates the project's consistency with the land use code, Seattle Comprehensive Plan Policies, Neighborhood Character goals, the Seattle Transit Master Plan 2016 update, and other agreements.

Supporting documentation: Additional information to support this application are provided separately.

- Technical Memorandum in Support of Land Use Type IV Decision application (October 15, 2018)
- Site Plan
- 30% Design Plan
- Existing Conditions Assessment (2017)
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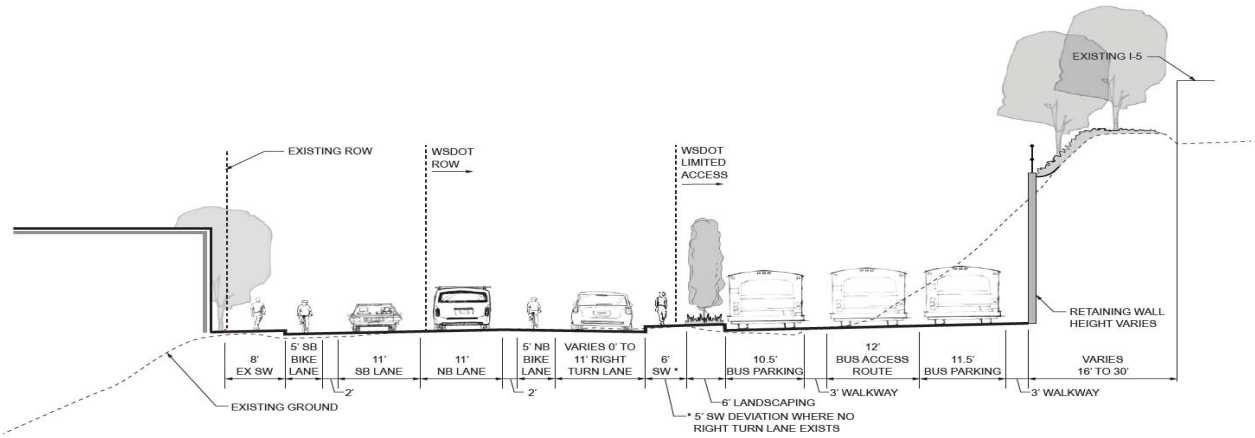
King County
Department of Transportation

Type IV Land Use Decision request
Eastlake Bus Layover Facility
King County Metro Transit
October 15, 2018



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REQUEST

King County Metro Transit ("Transit") respectfully requests approval of a proposal to allow the use and construction of an off-street bus "layover" facility on a portion of State-owned property (right-of-way) through the Type IV land use decision process under SMC 23.76.040.

The current zoning in this area is Seattle Mixed – South Lake Union, and "parking" as a use is prohibited. This facility is intended to address growing competition for curb space in the northern downtown area. The County is requesting this permit as a Type IV decision which allows the Council to waive and modify development standards as part of the approval process. "Bus base" is an allowed use in this zone but is much higher-impact than the facility proposed, and the proposed site is largely undevelopable because it sits in the State Limited Access right-of-way for I-5, adjacent to Eastlake Avenue East (the site is grade-separated from the highway by a steep slope).

BACKGROUND, NEED

Bus layover is crucial to efficient transit operations. Buses come in to Seattle from south King County in the morning, discharging passengers as they head north and end their routes in the north downtown area. Currently those buses remain in north downtown during the day, "laying over" curbside, and begin their routes again in the afternoon peak. Bus layover also serves a crucial function in the reliability of transit – at the ends of routes, the bus layover time serves to make up time between trips, provide breaks for the driver and access to restrooms, and allow time for a shift change between drivers.

King County saves a significant amount of operating dollars by not "deadheading" the empty buses from north downtown back to a base, and then deadheading back north again for the afternoon service to start their routes. Buses operating from the north act similarly and lay over in south downtown; however, this request focuses on the north downtown and the request is limited to a proposed project site that will serve the north downtown layover needs.

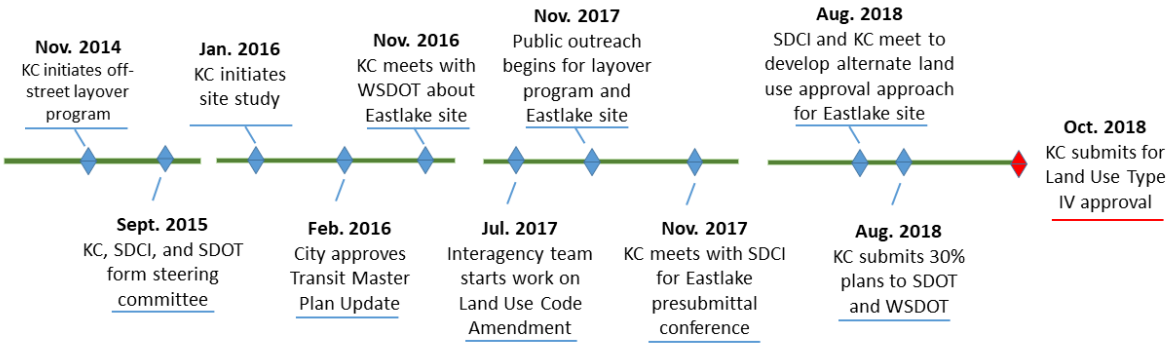
In 2017, Seattle led the nation for growth in the number of people choosing public transit – 4.7 million additional trips – which adds up to 191.7 million transit trips in the Puget Sound region. The City's and County's continued investments in affordable, frequent and reliable transit means more buses and fewer cars on the roads downtown. Operational savings can be invested instead in more frequent and reliable service, which benefits everyone, and into future extensions of bus

service into new neighborhoods. Finally, the specific neighborhood housing the layover facility benefits because the bus service can be extended further into that neighborhood and provide more convenient or new connections to the residents there.

King County and SDOT work together to find layover spaces for buses along City streets. However, development, deliveries, and vehicles in and near the downtown Seattle core are increasingly competing for this limited on-street space, as are increased demands for bicycle and pedestrian facilities, landscaping, parklets, and other uses.

King County's and SDOT's long-range plans both assert the need for on-street and off-street bus layover to ensure efficient transit operations. A number of agreements and policies referenced in the final section of this document, including the Metro Connects long-range transit plan and Seattle's 2016 update to the Transit Master Plan, demonstrate that commitment. Transit's off-street layover program is led by a Steering Committee that includes the heads of OPCD, SDOT, and Transit, along with representative staff who are closely coordinating agency actions related to on- and off-street bus layover in Seattle.

King County will obtain a lease for the property from WSDOT and has done extensive design consultation with WSDOT, SDOT, and SDCI to ensure that the project will meet the standards for all jurisdictional stakeholders. This project falls under King County's off-street bus layover program, which is overseen by a steering committee formed by representatives from SDCI, SDOT, and King County, including Transit General Manager Rob Gannon and SDOT Director (formerly Scott Kubly).



King County has also proposed an amendment to the Land Use Code which will allow bus layover facilities to locate on properties in northern Downtown in the DMC, SM-SLU or SM-UP zones. A new section, 23.42.039, would create the general standards for this use type and establish a Type I and Type II (both would be Director decisions, with appeals allowed for the Type II) approval and waiver process to allow flexibility in site design. The legislation would provide options for locating these facilities as a stand-alone use or to co-locate the facilities within new buildings. It would also create incentives in Section 23.58A.41 to promote co-locating the bus layover facilities within new developments by providing extra floor area and height to the structure as well as making a facility exempt from floor area limits. Due to grant funding deadlines tied to the design milestones for this Eastlake project, SDCI staff recommended that King County pursue this Type

IV decision specific to the Eastlake facility at the same time as pursuing the larger Land Use Code amendment. SDCI and SDOT staff input into this project has been critical in keeping this project moving and viable.

As part of that Land Use Code amendment process, Transit, SDOT and Seattle DCI staff engaged in five months of public outreach, further discussed below, including holding a number of meetings with organizations and neighborhood groups and an online open house to discuss the proposed changes.

LOCATION

The project site is in the City of Seattle, generally on the east side of Eastlake Avenue E (abutting the I-5 viaduct) between Lakeview Boulevard E just north of Roy Street and the Harrison Street intersection to the south. The project will resurface and restripe only between Harrison Street and the Stewart/John Street intersections. The proposed curb ramp and utility improvements will also affect the northwest and southwest corners of the intersections of Eastlake Avenue E with Roy Street, Mercer Street, Republican Street, and Harrison Street.

The principal area of impact is within the right-of-way owned by the Washington State Department of Transportation (WSDOT). The WSDOT right-of-way limit extends to the approximate centerline of Eastlake Avenue and includes the Roy Street/Lakeview Boulevard intersection over the Mercer Street tunnel; therefore, improvements to intersections on the west side will be within right-of-way owned by the Seattle Department of Transportation. A site plan is attached.

The project site is in the southwest quarter of Section 29, Township 25 North, Range 04 East. Thomas Guide coordinates are map 565, A5. The project location is at I-5 milepost 166.53 – 166.85.

Lake Union is approximately 1,335 feet north of the project and Puget Sound is approximately 2 miles west. The project is within the Cedar-Sammamish watershed, (Water Resource Inventory Area 8) and Lake Washington-Sammamish River sub-basin (6th level Hydraulic Code 171100120400).

PROJECT DESCRIPTION

Physical Changes

This project will construct an off-street bus layover facility within WSDOT right-of-way. The layover facility will remove and build on area currently occupied by the slope that abuts the I-5 viaduct and an existing northbound lane of Eastlake Avenue. Because the site is within right-of-way, the project limits are established on the site plan by both temporary construction easements (TCEs) and a permanent easement area that will be defined by a WSDOT Airspace Lease Agreement, not yet concluded.

Site Features

The Eastlake Layover Facility will consist of the following features:

- 11 stalls for Transit coaches,
- new sidewalk and landscaping,
- a northbound, right-in only entrance to the site,
- a reconstructed intersection with Lakeview Boulevard with a vehicle egress slightly to the east,
- a retaining wall to replace the existing engineered slope,
- a "comfort station" building for operators at the south end of the site with two parking spaces for non-revenue vehicles, and
- lighting, signage, and utilities.

Comfort Station

The comfort station for the Eastlake Layover Facility is an approximately 1,000 sf building with Service Quality and Driver work areas, IT infrastructure, a janitor's closet, and (4) unisex toilet rooms. An exterior storage area is provided, along with (2) parking spaces. The building is a CMU structure, with exterior insulation, furring, and metal panel and composite panel siding. The roof is a steel framed metal roof. The building is located inside of a structural retaining wall. Part of the building abuts the sidewalk and part is set back approximately 6 feet to provide a covered entrance where doors then swing out to the side. The area between the retaining wall and the building is secured with architectural screening and fencing and will be provided with sand-set pavers and building electrical and mechanical equipment will be located beyond the fencing for security and visual screening.

Retaining Walls

Two retaining walls are proposed east of Eastlake Avenue adjacent to the I-5 mainline for the bus layover facility. The north wall is approximately 500 feet long and has a maximum height of about 15 ft. The south wall, located at the Comfort Building, is approximately 130 feet long and has a maximum height of about 14 ft. These walls will be cut into the existing hillside and will utilize deep foundations consisting of steel soldier piles to laterally support the hillside. Along a portion of the north wall, the layover facility passes over the existing I-5 ramp buried tunnel structure that connects I-5 to Mercer Street. In this area, a different wall system will be required.

The proposed bus layover site is in an area of historical slope instability and numerous slides occurred during the construction of I-5 in the 1960's. The soils consist of glacially over-consolidated clays that can lose lateral strength if disturbed and allowed to deform laterally. As a result, soil borings are currently planned to assess the soil properties and confirm the proposed

wall types. For the 30% design, it is assumed that cantilever cylinder pile walls are needed to provide a stiff wall system. Cylinder pile walls consist of closely-spaced steel soldier piles with a concrete facing wall in front of the piles. Ground anchors were considered to laterally support the wall as tiebacks; however, due to the presence of the nearby pile-supported footings for the existing I-5 viaduct structure, the use of ground anchors is not feasible. During 60% design, the wall types will be confirmed, and size and length of soldier piles will be determined.

The face of the wall will be finished by using a standard form-line finish, with the pattern not yet determined. The wall is likely to be visible from the street at street level, except where screening at the sidewalk is installed. The wall will be visible from windows in buildings on the west side of Eastlake Avenue. Based on a public survey conducted during the project outreach by Metro and the City of Seattle, respondents recommended plantings to soften the appearance and enhance compatibility with the surrounding vegetated slopes.

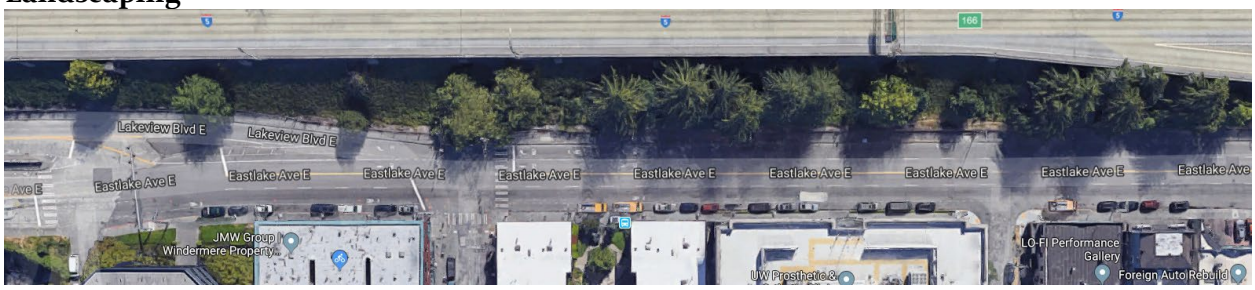
SDOT Improvements

Related future SDOT improvements include protected bike lanes north- and southbound on Eastlake Avenue. Parking on the west side of Eastlake Avenue will be removed to accommodate the southbound bike lane.

Channelization and Signalization

Eastlake Avenue will be converted from four lanes—two in each direction—to two lanes, one in each direction. Left-turn pockets will be provided at the cross-streets and new or replacement signals on signal mast arms will be installed at three intersections: Roy Street/Lakeview Boulevard, Mercer Street and Republican Street. This includes two new controllers and interconnects for the three signals. The signal designs do not include but will not preclude the addition of bike signal heads needed for the future bike lanes.

Landscaping



Landscape design is a combination of King County Metro landscape planting adjacent to Eastlake Avenue East, WSDOT restoration planting for existing landscape areas disturbed by construction, and WSDOT mitigation planting to meet WSDOT requirements for significant trees and other vegetation removed to accommodate proposed improvements. Plant selection includes drought-tolerant and low maintenance planting, adapted to the local climate and site conditions. Visibility into the site for safety and security, screening of proposed retaining walls, location of existing and proposed utilities, and sight lines at intersections, driveways and crosswalks will also be considered as part of the final design process. A list of proposed plant options can be found on Sheet LD 06 of the 30% plan set.

King County Metro Planting

King County Metro planting adjacent to Eastlake Avenue East will consist of trees in large continuous planting areas with low growing shrubs and groundcovers. Street tree selection will meet SDOT requirements with space allocated for future growth and adequate soil volume provided through a combination of amended soil in planting areas and soil cells used to augment planting areas at individual tree locations. The extent and location of soil cells will be adjusted as the design evolves. The planting area at the corner of Eastlake Avenue East and Lakeview Boulevard East and Roy Street will be enhanced as a pedestrian amenity, with an informal sitting area, and planting for seasonal interest and color. King County Metro planting areas will receive permanent automatic irrigation.

Corner of Eastlake Ave E and Lakeview Blvd E and Roy St

WSDOT Restoration Planting

Existing landscape areas disturbed by construction are all located within WSDOT limited access right-of way, thus WSDOT requirements are followed for landscape restoration. WSDOT restoration planting is generally limited to areas adjacent to the new retaining walls, the comfort station, and new sidewalk improvements. This area is assumed to be an average of 5 feet wide and will be planted with drought-tolerant and low maintenance shrub and groundcover plantings. A one foot wide planting area is shown at the base of the retaining wall with vine planting to screen the wall. WSDOT restoration planting areas will receive temporary irrigation for plant establishment.

WSDOT Mitigation Planting

Proposed improvements require removal of 9 existing trees. Additional site preparation, including invasive removal, will be necessary to help establish mitigation planting. Tree and vegetation mitigation will be provided per WSDOT Roadside Policy Manual, Chapter 2:

- Category 2 vegetation: trees between 4 and 30 inches in diameter (measured 4.5 feet from the ground) need to be replaced at a ratio of one 1-gallon tree for each 1-inch of trunk diameter removed. If larger trees/container sizes are used, the plant quantity will be adjusted down accordingly.
- Category 3 vegetation: trees less than 4 inches (measured 6 inches from the ground) and all shrubs need to be restored using a 1:1 ratio with a mix of trees and shrubs.

The estimated total number of diameter inches for trees removed from the site is 173". With mitigation trees assumed to be 5-gallon size, the total number of trees required for mitigation is estimated to be 35 trees. The project area between I-5 and Eastlake Avenue East from Roy Street to Stewart Street will be needed for mitigation tree planting. As an alternative, larger trees at time of planting could be used if less space for tree mitigation is ultimately available. WSDOT prefers that the required mitigation trees be planted within the same highway corridor or if that is not an option, onto WSDOT Resource Conservation Areas. Other mitigation planting required by the project will be located in the same area as the tree mitigation. Clearances and tree offsets will need to be considered adjacent to the I-5 structure and sidewalk edge. These will be clarified with WSDOT during the final design and mitigation planting will be adjusted accordingly.

Temporary irrigation will be provided for plant establishment on WSDOT mitigation planting areas.

Utilities

Transit is coordinating with Seattle City Light (SCL), SDOT signal operations, Seattle Public Utilities (SPU), Seattle Information Technology (SEA-IT), Puget Sound Energy (PSE), WSDOT, and Century Link. Seattle DOIT has provided the fiber connection route from Seattle's existing fiber network to the new proposed signal at the Eastlake Ave E/Republican St intersection.

Service locations for the three traffic signals, street lighting and Transit Comfort Station still need to be confirmed with SCL. The existing SCL pole on the east side of the intersection of Mercer Street and Eastlake Ave E will need to be relocated about 10 feet away from the current location because it conflicts with the Bus Holding Driveway on the proposed plan. Transit currently assumes all the services will come from this new SCL pole. Service connections are expected to be shown on the 60% submittal after SCL confirms service locations.

Drainage

Standards

The project will discharge directly into a City of Seattle drainage system. The design will follow the City of Seattle Title 22.800 Stormwater Code and the specific requirements in Director's Rule DWW-200 City of Seattle Stormwater Manual (Seattle Stormwater Manual). Since this project adds new roadway and replaces existing roadway within the public right-of-way, it is classified as a Roadway Project for the purposes of stormwater drainage design. In addition, the City requires projects to use of Onsite stormwater Best Management Practices (BMPs), Green Stormwater Infrastructure (GSI). Because the project will replace more than 2,000 square feet of impervious surface, implementing GSI to the maximum extent feasible is required.

Existing Conditions

Within the project area, stormwater generally sheet flows off the pavement, is collected in inlets and catch basins, and flows into a combined sewer system at two different locations, Mercer Street and Roy Street. The two flows eventually combine at the intersection of Terry Avenue N and Republican Street and are conveyed to the West Point Treatment Plant, treated and discharged into Puget Sound.

Proposed Conditions

The project will create new impervious surfaces in the form of new pavement, a new pedestrian island in place of current sidewalk, and the roof on and pavements around the comfort station. The project will also replace existing asphalt pavement pedestrian ramps and build new planter strips. Some pavement areas will be replaced due to pavement or curb transitions, drainage structure installation, or as a result of SDOT's concrete panel replacement policy. In addition to the new and replaced impervious surfaces, approximately 22,300 square feet of pavement on the west side of Eastlake Ave will be overlayed.

Table 1 summarizes landcover conversion estimates (existing and new impervious surface areas) within the project limits. In summary, the project will add and replace impervious area totaling approximately 57,000 square feet, (of which 14,500 square feet is added).

Table 1. Summary of Landcover Conversions

Drainage Basin	Area (square feet)				
	Total Area	Existing Impervious (Non-PGIS/PGIS)	Proposed Impervious (Non-PGIS/PGIS)	Change Impervious (Non-PGIS/PGIS)	New + Replaced Impervious
Combined Sewer: Mercer Tunnel/ Denny Regulator	79,345	9,410/54,275	13,830/62565	+4420/+8,290	57,050

Proposed Stormwater Management

Since the added impervious area exceeds 10,000 sf, a detention vault is proposed. It will be located within the pullout area, detaining runoff to the peak rate standard from Eastlake Ave and the pullout area. Since it discharges to the combined sewer system, a water quality system is not proposed. New storm drains serving Eastlake Ave E and the new pullout will be installed conforming to City of Seattle standards. Stormwater from the new comfort station and its parking area will be directed to the new storm drain and detention vault. In addition, opportunities for Onsite Stormwater management (GSI) have been examined. The site is near landslide prone soils, congested utilities and nearby buildings, so large sale infiltration-based GSI is not proposed. However, porous pavers at the comfort station, soil cells beneath some street trees, and soil amendments in landscaped areas are GSI techniques that are proposed in select areas. (Refer to Drainage Technical Memorandum for details.)

A separate flow control structure will be located on the traffic island between the vault and Eastlake Ave E. A portion of the project area's new and replaced impervious surface is located on Lakeview Blvd, north of the WSDOT tunnels under Eastlake Avenue E. This area drains to the City's combined sewer via Roy Street, while the rest of the project drains to the combined sewer via Mercer St and Republican. Low cover conditions will prevent conveyance of those flows to the proposed vault. Consequently, a compensatory equivalent area is proposed to be captured from the west side of Eastlake Avenue between Roy and Republican Streets. (Refer to the Site Plan for more details.)

Water quality treatment is not required because flows will be conveyed to the Westpoint wastewater treatment plant.

Illumination and ITS
Site and street illumination have not been established on the plans, but the locations are proposed as follows:

- Facilities: Eastlake Ave E Layover area and Comfort Facilities Building [King County Metro]
- Roadway Locations: Eastlake Ave E [SDOT -Collector] and Lakeview Blvd E [SDOT – Collector]
- Intersections: Eastlake Ave E at Roy St and Lakeview Blvd intersection [SDOT – Collector to Local]; Eastlake Ave E at Mercer St [SDOT – Collector to Collector], Eastlake Ave E at Republican St [SDOT – Collector to Local]

Metro's consultants have provided a technical memorandum—Illumination Standards—detailing the standards that will be used for the 60% design submittal. The goal will be to ensure safety and security for Metro staff and the public in the right-of-way while limiting spillover light and glare effects onto surrounding land uses, particularly residential buildings on the west side of Eastlake Avenue E.

The layover facility is planned to have an electronic monitoring system that will tell bus operators as they enter the site which layover spaces are available. The space availability would be shown on an electronic reader board that would face south, perpendicular to the street. The purpose of the system is to avoid having operators circle the site looking for an empty space.

Operations
Buses would arrive from their originations in Renton, Kent, Bellevue and south Seattle and their routes would terminate downtown or in North Downtown. Buses will continue northbound on Eastlake Avenue E and pull into the facility at a curb cut just south of the Mercer Street intersection. An electronic sign would indicate which parking stalls are open, whether on- or off-street. The use of this layover will be prioritized for all-day routes. Layover length averages between 5 and 20 minutes per bus, other than for peak-only service that lays over all midday. Buses will exit at the north end of the site, turning left onto Lakeview Boulevard and left again onto Eastlake Ave E to head south to their routes. King County policy prohibits buses idling in place. Operators will be able to rest and refresh themselves in the comfort station. Other operators will be waiting in the operations/lounge room and will be able to leave for their routes immediately upon arrival of their bus ("fallback operations," which removes the need for buses to remain in place while the operators take their breaks). King County Sheriffs and field service supervisors will also be using the facility for paperwork, connection to the County's IT network, or other short-term office uses.

Some routes that lay over elsewhere would move to the Eastlake facility, which could add service to the SLU neighborhood. Closer to the time when the facility opens there would be adjustments to schedules that could change which routes might use the facility. For example, southbound Zone 9300 (Eastlake Ave E & Mercer St) is one of the existing stops Transit would be able to serve by extending service to an Eastlake facility. Further south, zones 9320 and 905 would be other candidates. Depending on routes moved to Eastlake, these new stops could change. Transit will

likely prioritize the use of this facility by bus routes losing on-street layover, so as to minimize the number of changes to customers.

Maintenance
Transit will be responsible for most of the off-street improvements constructed by this project, including the comfort station/operation building; however, WSDOT will likely take maintenance responsibility for the retaining wall (since it will relate structurally to the I-5 viaduct). SDOT will likely maintain the street improvements, including the new sidewalk, signals, and street trees. Maintenance responsibility details and any property dedications, turnbacks, or other agreements will be negotiated between the 60% design submittal and the acceptance of constructed improvements, between all appropriate stakeholder agencies (primarily SDOT, WSDOT, and Transit).

SCHEDULE

Construction is planned for 2020 and timed to open with the September 2020 Transit service change.

PROPOSED LAYOUT REFLECTS SPECIFIC NEEDS AND GUIDANCE

The facility was located specifically to provide layover as close to the ends of routes as possible while utilizing public property. Transit's original proposed project location was further south; however, there are several significant large evergreens that WSDOT declared off-limits: They help screen the highway from the residences across the street. King County and Washington State Labor & Industries requires the provision of adequate restrooms for bus drivers, so the facility must include a restroom facility with a sufficient number of "seats" based on the level of projected demand for the facility. The comfort station must be within a certain walking distance (1,000 feet) from all layover spaces, so the proposed building location reflects both that standard as well as the goal of protecting the significant conifers on-site.

The width of the site is restricted so as to avoid any impact to the supports of the I-5 structure itself. SDOT's Bike Master Plan shows eventual protected bike lanes on Eastlake Avenue, and Transit's design team was directed to leave sufficient street space to allow for the installation of bike lanes in the future.

The parking spaces are laid out to allow for "independent" bus movement, which means buses can pull into and out of the layover spaces in any order (rather than "first in/first out" operation). The additional sidewalk, crosswalks, sidewalk ramps, signals, and channelization changes all reflect input from SDOT staff and reflect the requirements of Streets Illustrated and other City design requirements for public spaces in the right-of-way.

PUBLIC OUTREACH

Transit developed a phased plan for public outreach. The objectives of Phase 1 were to educate the community about the general need for and benefits of off-street layover facilities and to obtain public input on the design of the Eastlake Layover Facility. In addition, Transit and SDCI staff coordinated outreach efforts to lay the foundation for the Land Use Code amendment discussed above. That proposed land use amendment has been forwarded to the Mayor's office by SDCI staff for further consideration.

Phase 1

Phase 1 outreach occurred from October 2017 through early February 2018. The outreach included residents, businesses and key community groups and organizations in the broader north downtown area, including the Belltown, Cascade, Uptown/Lower Queen Anne, South Lake Union, and Denny Triangle neighborhoods. Methods to contact these groups consisted of 25 Transit staff presentations (to major employers, chambers of commerce, community councils and advisory boards), an online open house, door-to-door conversations, press releases, project websites, social media channels, flyers, and Metro Matters blog. Transit also conducted an online survey that solicited community preferences for certain design elements for the Eastlake facility. The survey encouraged users to identify their preferences and concerns about layover facilities in the context of overall land use. A second set of questions asked for feedback on options for site features such as paving, onsite operations offices, screening, and other amenities. Users were prompted with photo examples of the distinct options. The online open house was an interactive web tool similar to a website that provided both information to the public as well as a method for obtaining community input.

Results of the Phase 1 Outreach

Generally, community groups were pleased to receive early notification about the bus hubs program and Eastlake project. Most groups offered positive feedback and understood the benefits of removing bus layover from the street. Groups near the Eastlake project site were particularly pleased to understand the design possibilities of the facility. Groups with constituents or interests in neighboring communities (e.g. Cascade Neighborhood Council, SLU Community Council, and Belltown Business Association) were pleased that off-street layover would free up curbside space and have the potential to alleviate congestion on their neighborhood streets.

Approximately 1,500 users clicked through the online open house. Postcards were mailed to over 33,000 addresses.

The bus facilities and land use survey asked three questions: First, which layover features are most important to respondents, *in general*. The options offered were: screening, lighting, landscaping, and other (with space for open-ended explanation). Fifty-seven respondents chose landscaping as most important, followed by lighting (48 respondents), screening (45 respondents), and other (16 – such as artwork, housing, seating).

The second question (open-ended) asked respondents to identify the most important aspect of design for bus layover facilities. The most common aspects were driver comfort, safety (traffic, pedestrian, and cyclist), neighborhood fit, and avoidance or mitigation of noise and environmental pollution.

The third question requested respondents' concerns about a bus layover facility. The comment themes were safety, congestion and parking removal, pollution mitigation and construction impacts.

With respect to design of layover facilities, respondents were asked to select preferred options for paving, onsite operations facilities, screening at the sidewalk, appearance of the retaining wall along I-5, and other public amenities. The results are summarized as follows:

Paving (209 responses):

- **Colored concrete – 50% of responses** (nearly a quarter of respondents preferred plain concrete and nearly a quarter preferred textured concrete)
- *Comment themes:* Modern; more visible; adds color to grey Seattle days; cheerful; visual interest

Onsite operations facility (207 responses):

- **Artistic – 41% of responses**
- *Comment themes*: Art tied to community; community impact; fun; inspiring; color; community murals

Screening at sidewalk (205 responses):

- **Vegetation only – 50% of responses**
- *Comment themes*: cost effective; least obtrusive; more visibility; friendly; living; natural

Retaining wall (along I-5) texture (208 responses):

- **Vegetation from top of wall – 62% of responses**
- *Comment themes*: green is pretty; more vegetation; discourages graffiti; absorbs pollution and noise; natural

Neighborhood amenities (192 responses)

- **Seating – 61% of responses**
- *Comment themes*: weather protection; drinking fountain; garden; rest areas

A follow-up question asked respondents to identify which of the above 5 features was most important to them. Screening at the sidewalk was most important (ranked #1 by 29% of respondents). Neighborhood amenities was ranked #1 by 24%, followed by onsite operations (23%), paving features (14%) and texture of retaining wall (9%).

More information about the outreach methodology, demographics of respondents, activities, and results can be found in the Phase 1 Outreach Engagement Report, February 2018.

Phase 2

Phase 2 outreach will begin in early 2019 and will focus on re-engaging key stakeholder groups to share updates and give a preview of how feedback has been incorporated into the early design of the Eastlake Layover Facility. Transit will also inform the public about the site-specific permitting process (this Type IV land use decision application) and project progress. The public will receive updates at around 60% design, currently estimated for mid-2019. This will include a second online open house but no additional input on the design will be solicited.

ENVIRONMENTAL REVIEW

NEPA Categorical Exclusion

This project is subject to federal agency review under the National Environmental Policy Act. There is no federal funding, but the project crosses the limited access line associated with I-5. The lead agency is the Federal Highway Administration with delegation of review to WSDOT. Transit is in the process of completing a Categorical Exclusion checklist and request for concurrence from WSDOT. Supporting documentation includes a review of historical and archaeological resources, searches of the Department of Ecology suspected and confirmed contaminated sites, traffic analysis, geotechnical investigations, Endangered Species Act "no effect" letter, ambient noise readings and analysis, and public outreach. Transit anticipates that WSDOT will concur that the project qualifies as categorically exempt from further environmental review.

SEPA Determination of Nonsignificance

The project is also subject to the Washington State Environmental Policy Act (SEPA). Transit is its own lead agency for the project. A SEPA checklist and Determination of Nonsignificance will be prepared following the confirmation of the NEPA categorical exclusion. A draft version of the checklist will be provided to the City reviewers by early November.

Cultural Resources

Historical Research Associates, Inc. (HRA) evaluated cultural resources in the project's Area of Potential Effect (approved by WSDOT) to support the requirements of Section 106 for federal projects. The Draft Cultural Resources Inventory Report (October 2018) is provided. HRA's pedestrian survey revealed no archaeological resources within the APE. HRA archaeologists excavated six shovel probes in the vicinity of the former Pontius Court apartments at the request of WSDOT archaeologist Jason Cooper. Only architectural debris was encountered in these shovel probes, likely from the apartments and nearby staircase. No temporally diagnostic archaeological resources were encountered during archaeological inventory.

HRA completed a reconnaissance-level survey and identified three historic-period architectural resources within the APE. Of these, one is a designated City of Seattle Landmark eligible for listing in the NRHP (the Jensen Block Building at 601–611 Eastlake Ave. E); one is recommended eligible for listing in the NRHP as part of the MPD for Seattle Apartment Buildings, 1900–1957 (the Carolina Court Apartments at 527 Eastlake Ave. E); and the last is recommended not eligible for listing in the NRHP, WHR, or as a City of Seattle Landmark due to an irretrievable loss of integrity (433 Eastlake Ave. E).

The construction of the facility will introduce a visual element into the viewshed of the eligible historic resources. However, I-5 cuts through the Cascade neighborhood on a north–south axis, paralleling Eastlake Ave. E. The construction of I-5's elevated freeway corridor diminished the historic buildings' integrity of setting and feeling (Dougherty 2010). As the area underwent a dramatic change with the construction of the freeway, new visual elements introduced by the installation of the bus layover facility will not further diminish the historic buildings' integrity of setting and feeling to such an extent as to disqualify the property for inclusion in the NRHP. HRA recommended a finding of "no adverse effect to historic properties".

Hazardous Materials
A review of Department of Ecology databases revealed the presence of 102 hazardous materials and waste sites within 0.5 mile of the proposed project site. Of these, only 9 are likely up gradient (east to southeast) from the proposed project site. The remaining listed sites are either down gradient or cross gradient from the proposed project site. It is not anticipated any contamination from the up gradient sites, or from other listed sites in the vicinity would have reached the project area.

Noise
Vehicle noise from I-5 and local streets is the main source. A noise meter reading on October 1 at 2 pm showed ambient noise levels fluctuating between 70 and 80 dBA. Noise impacts are typically assessed when "sensitive receptors"—residences, parks/open space, schools, churches and libraries are common receptors—are nearby. Residential buildings on the west side of Eastlake Avenue E near the project site are "sensitive receptors" for this project. Because there is already a high level of ambient noise, Transit does not expect a noticeable change in ambient noise levels as a result of buses arriving and leaving the layover site. Further analysis will be conducted for the NEPA submittal to WSDOT.

Traffic Analysis

Existing Conditions
Traffic operations were analyzed at five intersections on Eastlake Avenue E:

- Lakeview Blvd E & Eastlake Avenue E
- Mercer St & Eastlake Avenue E
- Republican St & Eastlake Avenue E
- Harrison St & Eastlake Avenue E
- Thomas St & Eastlake Avenue E

Turning movement counts were collected on Tuesday, June 27, 2017, for each intersection in the AM and PM peaks (7-9 AM & 4-6 PM). The counts include pedestrian volumes, bicycle volumes and heavy vehicle percentage data. The data collection date is representative of an average traffic day for the corridor. The counts determined the AM peak hour to be 8:30 – 9:00 and the PM peak hour to be 4:30 – 5:30. The results are summarized in the Existing Conditions Assessment memorandum.

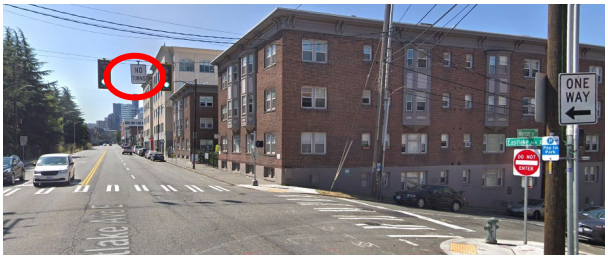
None of the five intersections operated below LOS B in the AM peak hour or below LOC C in the PM peak hour.

Side street stop locations show higher delay due to relatively fewer cars attempting cross-street eastbound left turns. The signals at Mercer St and Lakeview Blvd are both pre-timed, with all-red time used to ensure there is no queue spillback through upstream intersections.

The analysis accounts for vehicles making illegal turns. Despite Lakeview Blvd vehicles travelling southwest being presented with a "No Left Turn" sign at the Eastlake intersection, 54 vehicles

make an illegal right turn to head northbound on Eastlake Avenue in the AM peak hour, and 13 do so in the PM peak hour. The Mercer St intersection also displays signage indicating no turns for northbound traffic, yet 4 U-turns were performed in the peak hours.

SW on Lakeview Blvd and Eastlake Ave E



SB on Mercer St and Eastlake Ave E

Future Conditions

Future baseline volumes were analyzed in the same way as the existing conditions; using Synchro and referring to average vehicle delay. Three future scenarios were created after discussions with SDOT:

- 2030 Baseline
- 2030 Baseline with SDOT Projects (protected bicycle lanes)
- 2030 Preferred Alternative

The main difference between the first two scenarios is the removal of travel lanes to accommodate a protected bike lane in each direction. The addition of the bicycle facility, and subsequent lane removal along Eastlake Avenue, led to some noticeable differences between the two baseline scenarios in the PM peak, while the AM peak was relatively unaffected. In the PM peak, vehicles are experiencing even more delay at side street stops. The reduction in lanes to one in each direction, while the volume of vehicles remains the same as the 2030 baseline, leads to a much denser roadway in the NB and SB direction. This results in even fewer gaps in which to safely cross, and the intersection of Republican Street and Eastlake Avenue E to fail.
Under the 2030 Preferred Alternative, changes to the geometry of the intersection at Lakeview Blvd. and added signalizations were needed to address queue lengths, delays, efficiency of bus movements out of the layover, and conflicting movements creating safety hazards. As a result, the Lakeview intersection is proposed to be altered slightly, removing the slip ramp, and signalization changed at Roy Street, and new signals added at Mercer Street and Republican Streets. The resulting operations are predicted to allow LOS B at the signalized intersections and LOS E at the stop-sign-controlled Harrison and Thomas Street intersections. (Refer to the Traffic Assessment technical memorandum, March 9, 2018.)

Geotechnical

Transit's consultants evaluated topography of the site pre- and post-construction of I-5. The analysis was summarized in a memorandum to support a request for relief from the prohibition of development on the environmentally critical area—steep slopes that are mapped at the south end of the site. The December 2017 topographical survey for the project area indicates slopes on the east side of Eastlake Ave E from the approximate back of sidewalk to I-5 that range from 40% to 50%. The area south of Republican St contains slopes less than 40%. The design plans for the original I-5 Seattle Freeway construction between Republican St and Roy St show 5-ft contour

intervals between Eastlake Ave E and I-5 prior to I-5 construction (pre-I-5). The pre-I-5 contours were evaluated to approximate the elevation of each contour and determine the grade of the slope prior to I-5 construction.

Based on the findings of the contours, cross sections, and review of the as-built plans, the average slope in the project area prior to I-5 construction was between 10% and 40%. This suggests that the existing slope, as surveyed in December 2017, was constructed as part of I-5 and that it was steepened using fill material to achieve the currently observed maximum 2H:1V slope (i.e. 50% slope).

In one isolated area, there appears to be a pre-existing isolated steep slope between Republican St and Mercer St. However, the steep slope does not appear to have a vertical elevation change greater than 10 feet or horizontal distance of 25 feet from the nearest steep slope. This isolated steep slope is not in the area proposed to be re-graded by the construction of the layover facility.

A brief review of the available materials suggest that various mapped geologic units and fill are anticipated to be present and can vary substantially with location and depth. Existing subsurface information in areas of proposed cuts or fills should be examined in detail once project-specific subsurface exploration information is available.

Additional subsurface coring and potholing on the site in October-November will provide additional information to support the ECA request and the design going forward.

Potential Effects on Threatened and Endangered Species

An analysis of existing listed species, habitats and the project's likely effects was conducted by Transit's consultant. A No Effect Letter on behalf of the Federal Highway Administration (FHWA) to document was prepared, and demonstrates that there will not be any potential effects from the proposed project on federally listed species protected by the Endangered Species Act (ESA). Protection and management of federally listed species fall under the jurisdiction of the National Marine Fisheries Service (NMFS) or U.S. Fish and Wildlife Service (USFWS). As a federal action, the project is subject to the rules of Section 7(c) of the ESA, which calls for federal action agencies (agencies providing funding or permits to a project) to consult with NMFS and/or USFWS to determine if a proposed project has the potential to affect listed species.

The analysis concluded that the proposed Project will have no effect on any listed species, based on the following rationale:

- The Project will meet all local, state, and federal water quality regulations during construction and operation, including compliance with the City of Seattle's NPDES municipal stormwater permit at the WPWTP for runoff originating within the project boundary. Therefore, runoff from both PGIS and non-PGIS will be subjected to water quality treatment much more effective than any treatment that could be provided on-site.
- The amount of wastewater generated at the driver rest area will be sent to, and treated at, the WPWTP.
- The Project's construction noise will not result in any in-air disturbance to any listed species.

- The implementation of TESC and SPCC plans during construction will substantially minimize or eliminate the potential for increased turbidity and sedimentation entering the CSS.
- The Project occurs in the highly developed urban area of Seattle, which hasno habitat for listed terrestrial species other than flyover habitat. No changes in land use will occur that will change habitat into suitable habitat for listed terrestrial species.

For these same reasons, the Project will have no effect on the designated critical habitat for Chinook salmon, bull trout, orca, or marbled murrelet.

Social and Environmental Justice

The immediate area to the west of the project site contains no known public community resources. The Low-Income Housing Institute owns and operates the Jensen Block Apartments, 1320 Mercer Street, a low-income residential development of 30 units. U.S. Census Bureau information was reviewed to identify minority and low-income populations adjacent to (west of) the project, which is within Block 1 of Census Tract 73. Data from the 2011-15 American Community Survey estimates a minority population concentration of 33.1 percent and a low-income population concentration of 19.6 percent. Seattle's corresponding ratios for minority and low-income populations are estimated as 34.1 and 13.5 percent, respectively, so the low-income population in Census Tract 73 is proportionally higher. Two public involvement representatives canvassed door-to-door at residential and commercial buildings within an area bounded by Pontius Ave N, Mercer St, Eastlake Ave E, and John St. to inform the community and encourage use of the outreach tools to provide feedback. A second outreach effort will look at ensuring that vulnerable populations are included.

EXISTING CONDITIONS

Site

The site for the layover facility is on WSDOT right-of-way for I-5, which consists of roadway to the centerline of Eastlake Avenue E, sidewalk, retaining slopes fenced at the sidewalk by a chain-link fence, and abutments supporting the I-5 viaduct. The slopes have a mix of groundcover, invasive blackberry, and coniferous and deciduous trees. Illegal camping on the retaining slopes has left trash in certain locations.

Zoning

The site is zoned Seattle Mixed-South Lake Union (SM-SLU) 100/95. Part of the WSDOT right-of-way is mapped as an environmentally critical area (ECA) for steep slopes. Transit has applied for relief from prohibitions on development within the buffer for the steep slopes, and is in the process of conducting additional geotechnical investigations.

Eastlake Avenue E

Eastlake Avenue E is classified by SDOT as a principal arterial. The segment of Eastlake Avenue E between Stewart Street and Roy Street has two lanes in each direction, with a signal at Mercer Street only. Side streets are controlled by stop signs. The speed limit is 30 miles per hour in both directions.

Bike sharrows are on the right travel lane between Thomas and Mercer streets. North of Mercer Street there is a protected bike lane northbound onto and over Lakeview Boulevard. On-street curb space on the west side of Eastlake Avenue between Mercer Street and Thomas Street is allocated to 2-hour parking and bus layover for southbound Community Transit coaches. Buses may park in the northbound curb lane between Stewart Street and Republican Street 24 hours a day. Buses are parked in the right travel lane, allowing a single lane of northbound travel during off peak times.

Bus stops are present on both sides of Eastlake Avenue E. A far side stop for southbound buses exists at the Mercer St. intersection, serving route numbers 304 and 355. The bus stop is in the parking lane, enabling boarding and alighting without greatly affecting southbound vehicle operations. Northbound Sound Transit buses numbered 590, 592, 594 and 595 stop at Eastlake Avenue E and Harrison Street. Buses arrive from the south and eastern parts of the city and county and currently layover in various locations in the North Downtown area, including Convention Place and some existing on-street layover spaces.

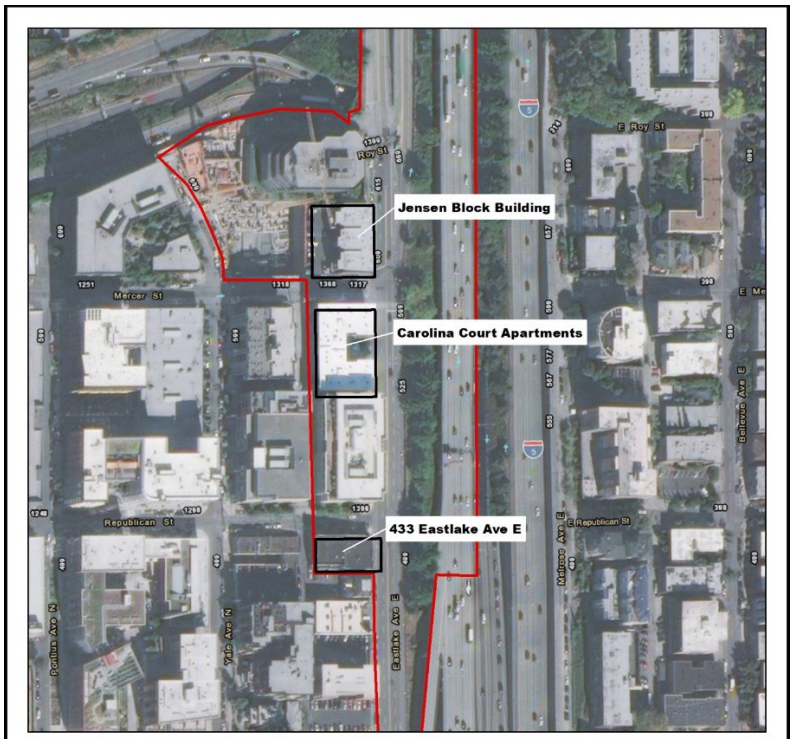
Pedestrian crosswalks are present at the north leg of the Eastlake Avenue E and Lakeview Boulevard intersection and at the south and west legs of the Eastlake Avenue E and Mercer Street intersection. Pedestrians may also cross Eastlake Avenue E south of the study area at Stewart Street. There are continuous sidewalks along the west and east sides of Eastlake Avenue within the study area. The northbound curb lane of Eastlake Avenue E is also used for bus layover.

The roadway along Eastlake Avenue E and Lakeview Boulevard E is maintained by SDOT through a maintenance agreement with WSDOT, and includes the signals at Lakeview Boulevard and Mercer Street.

Neighborhood

Adjacent uses on Eastlake Avenue E are generally commercial, office, and multi-family residential in a mix of newer and older structures. Heights range from single-story to multiple-story buildings.

There are three historic-period architectural resources within the APE. Of these, one is a designated City of Seattle Landmark eligible for listing in the NRHP (the Jensen Block Building at 601–611 Eastlake Ave. E); one is recommended eligible for listing in the NRHP as part of the MPD for Seattle Apartment Buildings, 1900–1957 (the Carolina Court Apartments at 527 Eastlake Ave. E); and the last is recommended not eligible for listing in the NRHP, WHR, or as a City of Seattle Landmark due to an irretrievable loss of integrity (433 Eastlake Ave. E).



Eastlake Bus Layover
Architectural Resources

Parcel
Area of Potential Effects (APE)

Architectural Overview
Date: 10/1/2018

Historical Research Associates, Inc.

Coord/Projection	Datum	Scale
NAD 1983 UTM Zone 10N Transverse Mercator	NAD83	1:2,500
Township/Range: T25N R4E	Quadrangle: Seattle South, WA	

Service Layer Credits: Esri, HERE, Garmin, © OpenStreetMap contributors
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

0 75 150 300 Feet
0 25 50 100 Meters

CONSTRUCTION ACTIVITIES

Transit will construct the Eastlake Layover Project in 9 months, beginning in January and finishing in September of 2020. The facility will be open to serve buses by the time CPS requires action. Most of the construction will be in WSDOT right of way. The project will repurpose travel lanes on Eastlake Avenue to one lane in each direction, and it is anticipated that this re-channelization will occur at the beginning of construction. The project will leave space on the roadway for SDOT to later build protected bike lanes (PBL), so the Eastlake Layover project will not preclude future PBL implementation. That said, the environmental and community engagement work to remove parking for the PBL was not addressed as part of the Eastlake Layover project.

It is early in the project development to definitively discuss lane closures, but most of the construction will occur in WSDOT right of way behind the existing curb on Eastlake. There may be a need to temporarily take the parking lane on Eastlake Ave for construction activities, but it is anticipated that one lane in each direction will remain open throughout construction except for occasional or overhead work. Striping and overhead signal work may require short closures mid-day or this work could be pushed to weekends or nights by SDOT traffic. To accommodate bus egress at the Lakeview/Roy Street intersection, and to facilitate the interface of Lakeview Blvd with the layover facility, a portion of this intersection will be widened towards I-5. Lakeview Blvd near the intersection of Roy Street will be regarded slightly. Much of the regrading will occur outside of the existing roadway and can be accomplished without impacting travel lanes. To complete the paving and intersection construction, there may be a need to temporarily restrict lanes for short durations such as evenings or weekends. Transit will work with SDOT to identify detour routes for the closures, if needed, and will provide community outreach communication in advance of any closures.

CONSISTENCY WITH SEATTLE POLICIES

The following references to land use code, Neighborhood Character goals, the Seattle Transit Master Plan 2016 update, and other agreements and policies attached to this application demonstrate the consistency of the goals and projected outcomes of this project with City of Seattle land use, environmental, social, and transit policies, agreements, and guidelines. Generally speaking, the Seattle Transit Master Plan ("STMP"), which was a collaborative effort that included an inter-agency technical advisory committee and which was updated in 2016, prioritizes the throughput of transit on the streets of Seattle. The STMP proposed that King County and Seattle work together to find operational savings within the City of Seattle that could then be re-invested in increased transit service frequency and reliability. Certainly layovers achieve that goal by saving the "dead head" operating costs if buses were required to return to base when not in use. Indeed, long bus routes are simply not feasible without the appropriate rest break facilities for operators that this project will provide, in addition to allowing more efficient "fallback operations" described above.

Land Use Compatibility

LU 1.6 Consider and seek to reduce the potential health impacts of air pollution on residential populations and other sensitive uses near corridors with high volumes of vehicle traffic, the King County Airport, major rail yards, freight routes, and point sources of pollution.

Response: The air quality emissions in the project area come primarily from vehicles on I-5 and surrounding streets. Metro's layover project is a use that supports mass transit, which reduces the impacts on air quality by providing alternatives to the use of single-occupant vehicles. Metro's current practice is to replace diesel fueled buses with electric hybrid buses, so that, over time the emissions of the entire fleet are declining. In addition, King County has committed to a zero-emission fleet by 2040 at the latest, possibly as early as 2034. Metro will purchase only zero-emission buses starting in 2020. This commitment supports the County's Equity and Social Justice Strategic Plan by prioritizing deployment of new zero-emission buses to routes originating at South Base, which tend to serve low-income and minority communities which historically have borne an undue share of vehicle emission and health impacts. The project is consistent with the policy.

LU 2.1 Allow or prohibit uses in each zone based on the zone's intended function as described in this Land Use element and on the expected impacts of a use on other properties in the zone and the surrounding area. Generally allow a broad mix of compatible uses in the urban centers and urban villages.

Response: The intended function of the SM-SLU is to provide "a focus for the surrounding neighborhood and that encourage new businesses, provide stability and expansion opportunities for existing businesses, and promote neighborhood vitality, while also accommodating residential development in livable environments." The immediate vicinity of the project is a mix of residential, office, retail and entertainment uses. The Eastlake layover facility would not displace any of the businesses or residents, and would occupy land that is already dedicated to a transportation use as right-of-way and would not be permitted to be used for commercial or residential uses by WSDOT. Its conversion to a

bus layover facility would allow continuation of, and promote planned future transit services between the South Lake Union neighborhood and points south of downtown. Therefore, the project is consistent with this policy.

Compatibility of Design with Neighborhood/Surrounding Development

LU 3.1 Regulate public facilities and small institutions to promote compatibility with other developments in the area.

LU 3.2 Allow public facilities and small institutions to depart from development standards, if necessary to meet their particular functional requirements, while maintaining general design compatibility with the surrounding area's scale and character. Require public facilities and small institutions to adhere to zoned height limits, except for spires on religious institutions. Consider providing greater flexibility for schools in recognition of their important role in the community.

LU 5.1 Allow for flexibility in development standards so existing structures can be maintained and improved, and new development can better respond to site-specific conditions.

LU 5.3 Control the massing of structures to make them compatible with the area's planned scale, provide a reasonable ratio of open to occupied space on a site, and allow the building to receive adequate natural light.

LU 5.6 Establish setbacks in residential areas as needed to allow for adequate light, air, and ground-level open space; help provide privacy; promote compatibility with the existing development pattern; and separate residential uses from more intensive uses.

LU 5.10 Regulate signage to encourage reasonable identification of businesses and to communicate information of community interest while limiting visual clutter, protecting the public interest, and enhancing the city's appearance and safety.

T 1.4 Design transportation facilities to be compatible with planned land uses and consider the planned scale and character of the surrounding neighborhood.

SLU-P2 Promote diversity of building styles and support the diverse characters of neighborhood subareas.

Response: Development standards of the underlying zone do not appear applicable to the project, since the bus layover is a prohibited use in SM-SLU and the property upon which the project is proposed is state right-of-way. However, the project's design is intended to be as compatible with the neighborhood as is feasible, given that the use is a bus layover facility. The building is one story high and under 1500 square feet, set immediately back of the street, similar to other structures on Eastlake Avenue E. The layover spaces will be screened by new trees and other landscaping. The project is consistent with LU 3.2 and LU 5.1 because the use directly benefits transit service, and some of the routes that will use the layover may be able to extend service farther north than it does currently. The building would not impact other structures' access to light and air, and will eliminate the debris and camping opportunities that are currently occurring. Signage will consist of the electronic information sign facing northbound travel, and wayfinding signage on the site.

The style of the proposed building will be simple and have a small mass because of the limitations of the site, but is intended to reflect input received from the community on design, with a preference for vegetative screening and colorful aspects of the structure.

LU 5.14 Establish controls on the placement, direction, and maximum height of lighting and on the glare from reflective materials used on the exterior of structures in order to limit impacts on surrounding uses, enhance the character of the city, and encourage energy conservation.

Response: Lighting will be developed consistent with the City's standards per the consultant's memorandum on regulated standards and design parameters.

Environmental Protection

LU 5.8 Establish tree and landscaping requirements that preserve and enhance the City's physical and aesthetic character and recognize the value of trees and landscaping in addressing stormwater management, pollution reduction, heat island mitigation, and other issues.

LU 5.9 Enhance the visual quality of an area through standards for screening and landscaping appropriate to each zone in order to limit the visual impact of new development on the surrounding neighborhood, the streetscape, and development in areas with less intensive zoning.

Response: Proposed landscaping is based on WSDOT and SDOT standards, as described under the Landscaping section, above. There will be a net gain in the number of trees following construction and will improve the aesthetics of the streetscape by replacing slopes containing homeless encampments and chain-link fencing.

LU 5.11 Establish maximum permitted noise levels that account for both the function of the noise-producing area and the function of areas where the noise may be heard in order to reduce the health hazards and nuisance factors associated with some uses.

Response: Existing ambient noise levels of up to 80 dBA were recorded on a noise meter over a half-hour period between 1:30 and 2 pm on Monday, October 1, 2018 on the west side of Eastlake Avenue E. Because the future fleets will contain more hybrid or all-electric buses, noise levels in general will tend to decline over time. Transit will use the Federal Transit Administration formulas for predicting the potential change in ambient noise levels post-construction. However, given the high levels of noise that currently exist, no noticeable impacts on sensitive receptors are expected.

Transportation

LU 9.8 Limit the creation or expansion of uses that generate high volumes of vehicle traffic by reviewing proposals for such uses in order to control the associated traffic impacts and ensure that the uses are compatible with the character of the commercial area and its surroundings.

T 1.1 Provide safe and reliable transportation facilities and services to promote and accommodate the growth this Plan anticipates in urban centers, urban villages, and manufacturing/industrial centers.

T 1.5 Invest in transportation projects and programs that further progress toward meeting Seattle's mode-share goals, in Transportation Figures 1 and 2, and reduce dependence on personal automobiles, particularly in urban centers.

Response: The bus layover facility will host bus routes already in existence or planned and will not generate high volumes of additional vehicle traffic but rather will change the locations where those routes circulate to reach an on-street layover in other parts of North Downtown. Adequate layover facilities are integral for providing reliable transit and for accommodating planned future services in Seattle. The City's approval will be consistent with investing in transportation projects to promote the increasing share of travel by transit.

SLU-P19 Collaborate with businesses, developers, housing providers, and transit providers to reduce demand for automobile trips by making transit and other alternative modes attractive choices for residents and commuters.

SLU-P17 Work with transit agencies to provide transit service to and through South Lake Union to meet growing demand and changing markets.

Response: While the Eastlake Layover Facility will not directly provide access to transit at the facility, some buses may be able to use the existing southbound stops once the layover is constructed. This is a service decision that would be made closer to the service date. In general, however, the proximity of layovers directly affects costs of service and the more economically Metro can run service, the more service can be provided. The project is consistent with this policy.

Historic Preservation and Cultural Resources

LU 14.7 Protect the scale and character of the established development pattern, while encouraging compatible and context-sensitive infill development.

LU 14.10 Identify, preserve, and protect archaeological resources.

Response: Historical Research Associates, Inc. (HRA) evaluated cultural resources in the project's Area of Potential Effect (approved by WSDOT) to support the requirements of Section 106 for federal projects. The Draft Cultural Resources Inventory Report (October 2018) is provided. HRA's pedestrian survey revealed no archaeological resources within the APE. HRA archaeologists excavated six shovel probes in the vicinity of the former Pontius Court apartments at the request of WSDOT archaeologist Jason Cooper. Only architectural debris was encountered in these shovel probes, likely from the apartments and nearby staircase. No temporally diagnostic archaeological resources were encountered during archaeological inventory.

HRA completed a reconnaissance-level survey and identified three historic-period architectural resources within the APE. Of these, one is a designated City of Seattle Landmark eligible for listing in the NRHP (the Jensen Block Building at 601–611 Eastlake Ave. E); one is recommended eligible for listing in the NRHP as part of the MPD for Seattle Apartment Buildings, 1900–1957 (the Carolina Court Apartments at 527 Eastlake Ave. E); and the last is recommended not eligible for listing in the NRHP, WHR, or as a City of Seattle Landmark due to an irretrievable loss of integrity (433 Eastlake Ave. E).

The construction of the facility will introduce a visual element into the viewshed of the eligible historic resources. However, I-5 cuts through the Cascade neighborhood on a north–south axis, paralleling Eastlake Ave. E. The construction of I-5's elevated freeway

corridor diminished the historic buildings' integrity of setting and feeling (Dougherty 2010). As the area underwent a dramatic change with the construction of the freeway, new visual elements introduced by the installation of the bus layover facility will not further diminish the historic buildings' integrity of setting and feeling to such an extent as to disqualify the property for inclusion in the NRHP. HRA recommended a finding of "no adverse effect to historic properties". Consequently, the project is consistent with the protection of historic resources in LU 14.7 and 14.10.

SLU-P3 Encourage public and private developers to consider existing neighborhood character when designing projects adjacent to parks and historical sites.

Response: The design of the building is a combination of site and financial considerations, with details responding to community preferences obtained during public outreach. While the building does not have a historic character, the street is a mix of modern and historic structures. By its small mass and clean design lines, the building fits with this mix. The project is consistent with this policy.

Environmentally Critical Areas

LU 17.3 Regulate the design and siting of structures and land-disturbing actions associated with development projects in environmentally critical areas and buffers to protect the ecological functions and values of environmentally critical areas and their buffers and to protect public health and safety on development sites and neighboring properties.

LU 17.4 Permit modification of development standards in environmentally critical areas and buffers to protect the ecological functions and values of the critical areas while allowing reasonable development.

Response: Two efforts demonstrate consistency with these two policies.

Steep Slope ECA. A portion of the slope between Eastlake Avenue and I-5 in this project area has been mapped by the City of Seattle as a "steep slope erosion hazard area" and is shown on its interactive GIS map as Environmental Critical Area (ECA1). The Seattle Zoning Code prohibits development on ECA1 areas unless an applicant can demonstrate that the property and proposed development meet specific criteria that relieves the restriction. Metro's consultant, Jacobs, researched as-built plans, survey maps, and geotechnical information to determine site conditions prior to and after the construction of I-5 and also to provide an opinion on the suitability of constructing the facility in the area containing the existing steep slope. Jacobs' Geotechnical Memorandum of March 6, 2018 describes their analysis of subsurface conditions and their conclusion that the steep slope within the project area was created by I-5 construction, and the pre-I-5 slope was not an Environmentally Critical Area - Steep Slope. Additional geotechnical investigations will be done in late October to support Metro's request for relief from the prohibition of development within the steep slope ECA. In expectation of approval for development in the buffer, Metro believes the project to be consistent with these policies.

As required by federal rules for federal projects, the NEPA CE needs to discuss potential impacts to threatened and endangered species. Jacobs, Metro's consultant, prepared a No Effect Letter on behalf of the Federal Highway Administration (FHWA) to document that there will not be any potential effects from the proposed Eastlake Layover Facility Project

(proposed Project) on federally listed species protected by the Endangered Species Act (ESA). The consultant concluded that the proposed Project will have **no effect** on any listed species, based on the following rationale:

- The Project will meet all local, state, and federal water quality regulations during construction and operation, including compliance with the City of Seattle's NPDES municipal stormwater permit at the WPWTP for runoff originating within the project boundary. Therefore, runoff from both PGIS and non-PGIS will be subjected to water quality treatment much more effective than any treatment that could be provided on-site.
- The amount of wastewater generated at the driver rest area will be sent to, and treated at, the WPWTP.
- The Project's construction noise will not result in any in-air disturbance to any listed species.
- The implementation of TESC and SPCC plans during construction will substantially minimize or eliminate the potential for increased turbidity and sedimentation entering the CSS.
- The Project occurs in the highly developed urban area of Seattle, which has no habitat for listed terrestrial species other than flyover habitat. No changes in land use will occur that will change habitat into suitable habitat for listed terrestrial species.

For these same reasons, the Project will have **no effect** on the designated critical habitat for Chinook salmon, bull trout, orca, or marbled murrelet.

Therefore, the project is consistent with these policies.

Public Input and Community Involvement

CI 1.2 Create systems that are reflective of and accessible to communities throughout the city to equitably involve community members in City decision-making.

CI 1.3 Develop well-designed, responsive, culturally-relevant community involvement plans.

CI 1.4 Build community capacity for meaningful and authentic community involvement, enhance the ability of community members, including those of marginalized communities, to develop the knowledge and skills to effectively participate in planning and decision-making processes.

CI 1.6 Seek greater equity and more meaningful involvement by diverse community members (homeowners, renters, businesses, employees, property owners, institutions, youth, seniors, etc.), and especially members of marginalized communities in decision-making processes.

SLU-G3 A neighborhood that serves as a regional center for innovative organizations and that supports a diverse and vibrant job base.

SLU-P4 Work with the community to develop strategies to make the neighborhood safe for all community members.

Response: Metro's public involvement consultant, Stepherson & Associates Communications, developed a phased plan for public outreach. Phase 1 was from October 2017 through early February 2018. Phase 2 is planned for early 2019 to mid-2019. Phase 1 was designed to educate the community about the need for and benefits of off-street layover facilities and to obtain public input on the design. Details of the program are provided above. The outreach included residents, businesses and key community groups and organizations in the broader north downtown area, including the Belltown, Cascade, Uptown/Lower Queen Anne, South Lake Union, and Denny Triangle neighborhoods. Methods to contact these groups consisted of 25 Metro staff presentations (to major employers, chambers of commerce, community councils and advisory boards), an online open house, door-to-door conversations, press releases, project websites, social media channels, flyers, and Metro Matters blog. Phase 2 is intended to reconnect with the stakeholders involved in Phase 1 to keep them informed of the project's progress.

The multiple means of communication that were employed for outreach—internet, community meetings, knocking on doors---were designed to reach as many community members as possible. The net impact of the project is expected to be positive for all community members because it will provide benefits in terms of transit reliability, will remove opportunities for homeless encampments in the WSDOT right-of-way, and will reduce operating costs that are caused by layovers farther away. The project will allow Metro to continue to expand service in general and by placing the layover in this location, makes return service to lower income and minority communities south of downtown more reliable.

Livability and Neighborhood Character

SLU-G6 A livable, walkable community that is well served by transit and easy to get around by foot, bike, or transit.

SLU-P12 Provide for a livable community by encouraging artistic activities that create a positive street presence.

SLU-P13 Seek to incorporate the arts into the design of public projects and the use of public spaces.

SLU-G7 A transportation system that provides safe, convenient access to businesses, residences, and other activities in the neighborhood.

Response: The project promotes the reliability of transit service which encourages livability for residents and workers in general. The development of the land in the WSDOT right-of-way removes opportunities for homeless encampments and will provide a new amenity for pedestrians at the intersection of Lakeview Blvd. and Eastlake Avenue E. No existing neighborhood uses will be displaced by the project and no otherwise developable private property would be used. The public involvement process sought input from the community on the appearance of the proposed facility and Metro is in the early stage of determining how the design can incorporate those preferences for bright colors, colored paving, and screening of concrete can be accomplished. The project is consistent with this goals.

SLU-G8 A well-connected neighborhood with bicycle, pedestrian, waterborne, and vehicular access to adjacent neighborhoods.

SLU-G9 A neighborhood with principal arterials that move people and freight efficiently through the neighborhood, support local access, and provide circulation for all modes.

Response: The project will enhance connections by 2030 by providing for additional transit service stops, bike lanes, and better regulated intersections at Roy, Mercer, and Republican Streets that will reduce delays.

SLU-P24 Create a street network that enhances local circulation and access for all modes of travel by balancing the need to move people and freight efficiently through the neighborhood with the need for increased accessibility and safety for pedestrians and bicyclists.

Response: The traffic analysis for the future conditions showed that with SDOT's addition of bike lanes but without Metro's improvements to the intersections, including signalization, the level of service for vehicle traffic on Eastlake Avenue and the side streets would worsen. Thus, adding the layover and its improvements to the neighborhood street circulation will result in improved conditions by 2030. The project is consistent with this policy.

SLU-G10 Parks and open spaces provide an obvious and inviting purpose, accessible to and meeting the needs of an increasingly diverse neighborhood as it grows and changes.

Response: The pedestrian island adjacent to the norther egress from the project site will provide a small pedestrian amenity with informal seating and landscaping. Many pedestrians use the Lakeview Boulevard overpass to connect with transit stops or other destinations and even this relatively small amount of public open space can form a type of "gateway" to the neighborhood. The project is consistent with this goal.

2005 Seattle Transit Plan (Chapter 4, p. 115) acknowledges that transit layover is "critical to the success of Seattle's transit system" and that "it is important to have these facilities as close to revenue service to reduce transit operating costs."

2006 King Street Station Area Agreement, executed December 15, 2006, between King County and SDOT preserves on-street layover in South Downtown through 2026 "or until the County is able to secure sufficient off-street layover space in the area." The same agreement states that "the establishment and long-term maintenance of a set of bus layover zones in the south downtown Seattle area near King Street Station is critical to the provision of frequent all-day transit service levels, schedule adherence, and service reliability and is consistent with strategies identified in the City's Transportation Strategic Plan and the County's Six Year Transit Development Plan."

Metro Connects (2016 King County long-range transportation plan, p. 68-69) projects a 50% increase in demand for layover spaces by 2040, but notes that increased demand for curb space requires that King County begin to invest in off-street layover facilities to provide long-term stability and benefits for both riders and bus operators, while continuing to partner with jurisdictions to site on-street layover as appropriate.

2016 Seattle Transit Master Plan update discusses the importance of layover and suggests that operational savings created within Seattle could be reinvested in Seattle service frequency and reliability. The update also states that "City and Metro should continue to work together to

maintain an inventory of appropriate on-street layover locations." Supporting the Eastlake off-street layover facility is still supportive of the City's overall policy goals of ensuring adequate bus layover, both on- and off-street, is maintained where needed within the City of Seattle.

3032606 Council Action

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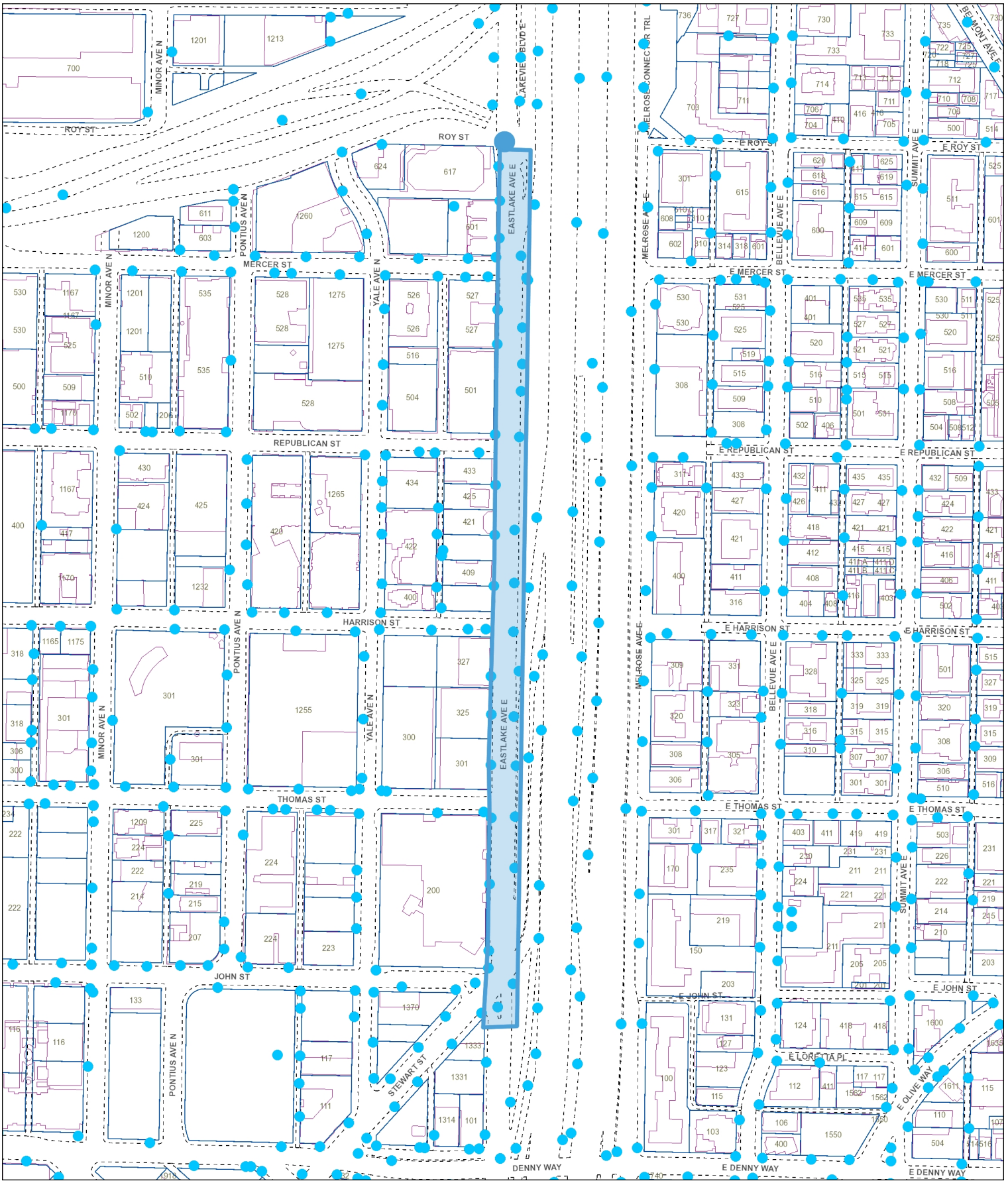

Coordinate System: State Plane, NAD 83-91, Washington North Zone | Vertical Datum: North American Vertical Datum of 1988 (NAVD88). Map produced by DPD GIS Viewer (DPD - IT GIS).

11/19/2018

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

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

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background

1. Name of proposed project, if applicable:

Eastlake Layover Facility

2. Name of applicant:

King County Metro Transit (Design and Construction Section)

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

King County Metro Transit, Design and Construction
201 S. Jackson Street, 4th Floor
Seattle, WA 98104
Contact: Gillian Zacharias, Environmental Planner (206-477-7915)

4. Date checklist prepared:

November 13, 2018

5. Agency requesting checklist:

King County Metro Transit (Metro)
Rob Gannon, General Manager

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

The Eastlake Layover Facility is proposed to be constructed from late 2019 through 2020.

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

No future additions or expansions are planned. The proposed off-street layover site is limited by Interstate 5 (I-5), Lakeview Boulevard, and Eastlake Avenue E and would not be able to accommodate additional features.

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

The project would be built on Washington State Department of Transportation right-of-way that is part of I-5. The right-of-way has a limited access line that, when interrupted, triggers environmental review by the Federal Highway Administration (FHWA) under the National Environmental Policy Act (NEPA). The FHWA delegates responsibility for NEPA review to the Washington State Department of Transportation (WSDOT). To assess whether the project would have impacts on the environment, Metro investigated cultural resources in and around the immediate project area, threatened and endangered species, possible hazardous waste from prior industrial activities, soil characteristics. WSDOT is in the process of determining whether the project is categorically excluded from further review under NEPA.

Supplemental environmental analysis by project consultants comprise the following:

- Letter of No Effect to Endangered Species
- Cultural Resources Report
- Traffic Assessment
- Steep slopes analysis
- Geotechnical investigations

The project's design engineers used the environmental information to inform the design. Design-related documents that contain existing conditions and engineering work include the following:

- Drainage Technical Memorandum
- Illumination Standards Memorandum
- Architectural Basis of Design (30 percent) Memorandum
- Mechanical and Plumbing Memorandum

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 pending applications for approval with proponents other than Metro.

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

Metro has applied to the City of Seattle for two land use entitlement approvals:
1) Relief from Prohibition on Steep Slope Erosion Hazard Area Development and
2) Type IV application for City Council approval of the layover facility, which is currently not a permitted use in the Seattle Mixed Use district (See Land Use Review Application Letter).

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

This project will construct an off-street bus layover facility within WSDOT right-of-way. The layover facility will remove a portion of the slope that abuts the I-5 viaduct and an existing northbound lane of Eastlake Avenue. The Eastlake Layover Facility will consist of the following features:

- 11 stalls for Metro coaches, 6 off-street and 5 on-street
- new sidewalk and landscaping,
- a northbound/right-turn only entrance to the site,
- a reconstructed intersection with Lakeview Boulevard with a vehicle egress slightly to the east
- two retaining walls to replace the existing engineered slope
- a “comfort station” building for operators at the south end of the site with bathrooms, a maintenance room, an operations room, and a lounge area
- two parking spaces for non-revenue vehicles
- lighting, signage, and utilities.

Eastlake Avenue will be converted from four lanes—two in each direction—to two lanes, one in each direction. Left-turn pockets will be provided at the cross-streets and new or replacement signals on signal mast arms at three intersections: Roy Street/Lakeview Boulevard, Mercer Street and Republican Street. Existing parking on the west side would be removed by SDOT’s project to install separated bike lanes on each side of Eastlake Avenue. Existing parking does not need to be removed for Metro’s project.

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.

On WSDOT right-of-way on the east side of Eastlake Avenue E (abutting the I-5 viaduct) between Lakeview Boulevard E just north of Roy Street and the Harrison Street intersection to the south.

B. Environmental Elements

1. *Earth*

a. General description of the site:

The site consists of a flat, paved roadway (Eastlake Avenue E) and vegetated fill slopes constructed to support the I-5 viaduct.

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

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

The steepest slopes are between 40-50%. The project's consultants investigated the site's geology and subsurface conditions. The results are discussed in the documents: Steep Slope Research technical memorandum (CH2M Inc., February 27, 2018), Existing Conditions Assessment (CH2M Inc., August 23, 2017; Appendix A is the literature review) and Wall Assumptions for 30 Percent Design (technical memorandum, Jacobs [formerly CH2M Inc.], July 6, 2018)

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.

There are no agricultural soils on the site. Three glacially overconsolidated (indicating very dense or hard consistency) deposits were mapped by the US Geological Survey: Vashon Lawton Clay deposits (Qvlc), Olympia beds (Qob), and Vashon advance outwash deposits (Qva). Although not specifically mapped, urban areas in Seattle should also be expected to include Fill deposits. Fill can be any combination of clay, silt, sand, and gravel, potentially with cobbles and manmade debris, such as timbers, concrete rubble, scrap lumber, brick, and pipe. The fill consistency can range from loose to dense, depending on composition and the care with which it was placed and compacted.

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

The area of the proposed bus layover is in an area of historical slope instability. The glacially overconsolidated lacustrine clay, which is generally present at mid-slope in the I-5 area, is very stiff to hard in its undisturbed state. However, when allowed to deform laterally it becomes very weak. Lateral deformation can occur due to stress relief during excavation, and in some cases, stress relief occurred during deglaciation. In addition to creating planes of weakened soil, the deformation can result in cracks and fissures which then provide a conduit for water entry, swelling, and addition and progressive strength loss. Confined groundwater also contributes to instability in many locations.

Numerous slides developed during I-5 construction in the 1960s, which were investigated and documented by geotechnical engineers. The hillsides were stabilized by constructing a series of cylinder pile walls extending at least 20 feet below the depth of the deepest excavation.

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

There will be approximately 3,500 cubic yards of excavation to remove part of the engineered slopes, to remove vegetation, and to flatten the site. The final grade will be approximately the same as the existing grade at the sidewalk.

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

Erosion could occur if areas are excavated during the rainy season and exposed areas or spoils are not covered.

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

The impervious surface within the project limits is currently about 80 percent (approximately 9,410 sf of non-pollution-generating surface). Net new impervious surface will be 12,710 sf (approximately 4,420 sf of new non-pollution-generating surface), resulting in approximately 96% covered by impervious surface.

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

Metro and/or its contractor will prepare a temporary erosion control plan in accordance with City regulations and King County standard construction specifications.

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.

Dust could be generated during excavation. Emissions from gas-powered vehicles and equipment will emit exhaust to the air during construction. During operation, most of Metro's vehicles will be hybrid electric vehicles, with a goal of all-electric fleet by 2040.

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

The principal source of emissions in the area are from petroleum-fueled vehicles on I-5. Buses that stop and lay over on Eastlake Avenue E are fueled by diesel or diesel-electric primarily.

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

Standard Best Management Practices will be implemented during construction to limit airborne dust during construction. Diesel-powered equipment will not be permitted to idle. Metro's layover policies prohibit drivers from idling buses.

3. Water

a. Surface Water:

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

There are no surface water bodies on or in the immediate vicinity of the site.

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

No work will occur over any surface water bodies.

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 material will be placed in any surface water bodies.

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

The project will not require surface water withdrawals or diversions.

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

The project is not within a 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 waste materials will be discharged to surface waters.

b. Ground Water:

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

No groundwater will be withdrawn. The comfort station will be connected to the City of Seattle public water system.

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 materials will be discharged to groundwater or underground as part of the project.

c. Water runoff (including stormwater):

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

Stormwater is the only anticipated source of water runoff. Currently within the project area, stormwater generally sheet flows off the pavement and is collected in inlets and catch basins. At the project location, stormwater flows into a combined sewer system at two different locations, Mercer Street and Roy Street. The downstream flow paths from these two discharge points eventually combine at the intersection of Terry Avenue N and Republican Street and are conveyed to the West Point Wastewater Treatment Plant (WWTP), treated and discharged into Puget Sound. The project is designed to capture all stormwater runoff in pipes and vaults and to discharge into the City of Seattle wastewater system.

The required active storage volume for the project is estimated to be 4100 cubic feet. The location selected for a detention vault is within the new bus holding area near the Eastlake Avenue-N Mercer Street intersection.

Since the project site is tributary to a combined sewer, which flows to the Westpoint WWTP, water quality treatment for roadway projects is not required (City of Seattle Volume 1 Figure 4.1 A) In addition, Oil Control is required on projects that are considered "high use" sites. For commercial parking areas such as buses, the threshold for high use is storage for 25 or more vehicles. (City of Seattle 2107, Volume 1 Section 5.4.2.1). Since the total number of bus parking stalls does not exceed the 25 stall criteria, the site is not considered a high use site and oil-control is not required. (City of Seattle Volume 1 Figure 4.1 C).

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

No waste materials will enter ground or surface waters as part of the project. Potential accidental releases to the ground could come from equipment malfunctions or vehicle collisions.

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

The proposal will not change any existing drainage patterns.

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

Numerous best management practices (BMPs), described below, have been incorporated into the proposed Project to avoid and minimize short-term and long-term impacts to fish and wildlife habitats in the Project vicinity. All BMPs comply with the City of Seattle Stormwater Manual (City of Seattle, 2017).

A Temporary Erosion and Sediment Control (TESC) plan will be implemented. Elements of this plan will include:

- Implement construction phasing that minimizes the amount of earthwork that exposes the ground surface to erosion.
- Implement sediment-control BMPs such as silt fences, check dams, sediment traps, sedimentation basins, and flocculation methods.
- Use erosion-control practices (seeding, mulching, soil conditioning with polymers, use of geo-synthetics, sod stabilization, erosion-control blankets, vegetative buffer strips, and preservation of trees with construction fences).
- Use construction entrances, exits, parking areas, and wheel wash stations as appropriate to reduce tracking sediment onto public roads.
- Perform routine inspections of erosion- and sediment-control BMPs and subsequent BMP maintenance.
- Implement construction BMPs to control dust and limit impacts to air quality. Implement BMPs to minimize vegetation clearing and removal.
- Install high-visibility construction fencing to define the perimeter of the work area and protect surrounding areas from construction related impacts.
- Replace all trees removed at a ratio to be determined by the landscape architect (project is currently at 30 percent design). The replacement ratio will meet all necessary City and County guidelines. Any temporarily cleared vegetation will be replanted to its pre-construction condition following construction.

- Clearly mark the limits of construction and protect vegetation remaining outside of these limits. Protect street trees as required by City code.

To account for potential accidental releases, a Spill Prevention, Control, and Countermeasures (SPCC) plan will be implemented. Elements of this plan will satisfy all pertinent requirements set forth by federal, state, and local laws and regulations. These measures include:

- All construction vehicles operated within the study area will be inspected daily for fluid leaks before leaving the vehicle staging area. Any leaks detected will be repaired before resuming operation. When not in use, all vehicles will be stored in the staging areas or stored with spill containment pans or pads.
- Spill response equipment will be maintained onsite to control or contain potential fluid leakage.
- All mechanical equipment will be fueled at designated sites. Additionally, drip pans will be fitted with absorbent pads and placed under all equipment being fueled.

In addition to the SPCC source controls, BMPs will be installed during construction for specific pollution-generating activities to prevent prohibited discharges and contaminants from coming in contact with drainage water and all staging and stockpile areas will be limited to paved or maintained right-of-way areas.

4. Plants

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

_X___deciduous tree: alder, maple, aspen, other
_X___evergreen tree: fir, cedar, pine, other
_X___shrubs
_X___grass
____pasture
____crop or grain
____ Orchards, vineyards or other permanent crops.
____ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____water plants: water lily, eelgrass, milfoil, other
__X__other types of vegetation (non-native / invasive species)

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

All of the existing vegetation within the construction footprint will be removed.

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

There are no known threatened or endangered plant species on the site. The project's biologist reviewed the site and USFWS information for listed species and determined that during construction of the proposed Project, there would not be any potential impacts on listed species. A copy of the biologist's draft No Effect letter can be provided on request, once accepted by WSDOT.

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

Proposed landscaping will be consistent with WSDOT and City of Seattle requirements for replacing disturbed vegetation.

The landscape plan provides replacement trees for those trees removed within WSDOT right-of-way. There will be a landscaped strip with street trees and groundcover. Other landscaping will be for aesthetic enhancement of the site.

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

Himalayan blackberry is found on the site.

5. Animals

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

No animals other than urban bird species were observed on the site.

Examples include:

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

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

The project's biologist reviewed the site and USFWS information for listed species and determined that during construction of the proposed Project, there would not be any potential impacts on listed species. A copy of the biologist's draft No Effect letter can be provided on request, once accepted by WSDOT.

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

The site is not part of a migration route.

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

The Project occurs in the highly developed urban area of Seattle, which has no habitat for listed terrestrial species other than flyover habitat. No changes in land use will occur that will change habitat into suitable habitat for listed terrestrial species.

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

None are known to be 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 meet the project's energy needs. It will be used for heating.

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

The project has zero potential to affect the potential use of solar energy by adjacent properties.

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

The comfort station building will be designed to meet Washington State Energy Code. The building design anticipates using the following devices or equipment:

- Energy recovery unit to pre-heat/pre-cool the outside air.
- High efficiency heat pumps.
- Low flow plumbing fixtures.
- Individual water heaters at each sink to avoid heat loss through piping.

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.

Exposure to environmental health hazards during construction and operation is unlikely, but could occur from fuel spills as a result of vehicle collisions or other types of equipment malfunction.

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

There is no known contamination on the site from present or past uses, since the project area was created by placing engineered fill as part of I-5 construction.

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

A review of Department of Ecology databases revealed the presence of 102 hazardous materials and waste sites within 0.5 mile of the proposed project site. Of these, only 9 are likely up gradient (east to southeast) from the proposed project site. The remaining listed sites are either down gradient or cross gradient from the proposed project site. The only potential pathway to the project area is through groundwater movement, and recent coring revealed groundwater at 30 to 50 feet below grade. Therefore, it is not anticipated any contamination from the up gradient sites, or from other listed sites in the vicinity would have reached the project area.

Existing 12-inch and 16-inch gas mains run along the west side of Eastlake Ave E, south of Mercer St.

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.

No chemicals will be produced during the project's construction or operations. Cleaning and accidental spill containment chemicals would be stored on the site.

4) Describe special emergency services that might be required.

Emergency services that might be required include those associated with individual operators' health conditions, or with collisions between vehicles or vehicles and people.

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

Standard measures and best management practices will be implemented to reduce or avoid environmental health hazards, in accordance with King County policies and programs for bus facilities and other structures.

b. Noise

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

The area surrounding the proposed Project produces relatively high levels of noise from nearby commercial/residential main arterials and side streets, the I-5 corridor directly adjacent to the project site and from ongoing construction of office and residential buildings throughout Cascade/South Lake Union Neighborhood.

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

The project biologist estimated the background noise (for the purposes of estimating potential impacts on wildlife) surrounding the proposed Project to be about 65 A-weighted decibels or dBA (dBA is a noise scale using an A-weighted average). This noise level is based on the findings of Cavanaugh and Tocci (1998; as cited in Biological Assessment Preparation for Transportation Projects - Advanced Training Manual. Version 01-2018. WSDOT, 2018) in their study of noise in urban/commercial and urban/residential areas. Given that the project location is directly adjacent to I-5, the actual background noise is likely to be higher than 65 dBA.

Construction will generate noise in the short term. Most construction will occur during the standard construction hours during the day. The City of Seattle noise ordinance limits construction noise, in general, to the following times: 7:00 a.m. - 10:00 p.m., weekdays. 9:00 a.m. - 10:00 p.m., weekends and holidays. It is likely that the contractor will need a noise variance during construction of the retaining walls.

Noise generated from construction was estimated to be 94 dBA.1 Construction will use a variety of heavy machinery and power tools. We chose three of the loudest pieces of equipment expected to be used during construction to calculate the Project noise; these are concrete saws, jackhammers, and excavators. These have an operating noise level of 90, 89, and 81 dBA, respectively (WSDOT, 2018). Using the additive approach of noise compounding, we arrived at a combined construction noise level of 94 dBA. Applying a linear attenuation model to this point source noise of 94 dBA at 50 feet from the point source, we computed that Project construction noise will attenuate to the background noise of 65 dBA at a distance of 1,400 feet from all points out from the proposed project boundaries.[2] This area

[1] Initial noise at a distance of 50 feet from the source of the noise; the standard distance for determining the initial noise being generated from a source point disturbance (WSDOT, 2018). The lane striping dividing the two northbound lanes is approximately 50 feet from the building walls in the vicinity of most of the construction area.

[2] The attenuation rate was assumed to be a loss of 6 dB per the doubling of distance from the starting point[2] of the noise source, as recommended by WSDOT (2018) for an urban environment.

captures the farthest distance in which noise from any of the construction activities of the proposed Project could be distinguished from background noise.

Construction noise will be at higher levels than noise from the facility once it is operating as a bus layover. Over time, the fleet is expected to consist of declining numbers of diesel buses, which generate the most noise.

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

Proposed measures for noise reduction would include use of electrical equipment where feasible, instead of gas-powered equipment, and prohibiting idling of vehicles and equipment.

A noise variance may need to be requested from the City of Seattle for a short period during construction.

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 transportation, consisting of a roadway and slopes supporting the I-5 viaduct.

Adjacent uses are commercial, office, and residential.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

The site has not been used a working farm or forest.

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, the site is surrounded by intensive urban uses.

c. Describe any structures on the site.

Structures are paving, curbs, light and signal poles, and abutments for the I-5 viaduct and Mercer Street tunnel connection to I-5. Adjacent to the locations where new signal poles will be installed are residential and office buildings.

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

Existing curbs and pavement will be removed. Light poles will be moved or replaced.

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

This neighborhood is zoned Seattle Mixed Use (SMU) Because the site is state right-of-way and not a tax parcel, zoning standards typically do not apply.

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

The plan designation is "Urban Center" on the Future Land Use Map in "Seattle 2035", the City's most recent adopted comprehensive plan.

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

There is no shoreline master program designation applied to this site.

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

The southern portion of the slope supporting I-5 is classified as an environmentally sensitive area (ESA) by the City of Seattle. This slope intrudes into the project area, but does not cover it.

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

Metro bus operators and other Metro employees would use the site intermittently to park buses, take rest breaks, maintain the building and the site, and perform other services related to daily bus operations. Typically no more than 15 people would be at the site at any point in a given day.

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

No people would be displaced.

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

There would be no displacements, so no measures to address impacts are needed.

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

The proposal is not a permitted use in the SMU zone currently. The City of Seattle offers proponents an option to apply directly to the Seattle City Council for approval using a Type IV, quasi-judicial process. Metro has submitted a Type IV application for the bus layover facility. This SEPA review is part of, and supports that application.

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

No measures are proposed because there would be no impacts on agricultural and forest lands.

9. Housing

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

The project is not for any residential uses or structures.

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

No displacements of any kind will be caused by the project.

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

No measures are proposed because no impacts will occur.

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 building will be 15 feet high and the exterior materials will be concrete masonry block and metal panels.

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

No views in the vicinity will be obstructed. The building roof will be below the height of the I-5 viaduct behind the building and lower than most of the buildings on the west side of Eastlake Avenue. Views toward the east from buildings on the west side will change when the slopes are replaced by the bus facility. However, the views of the vegetated slopes are affected by illegal camping by homeless people, which won't occur after the project is constructed.

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

Measures to control aesthetic impacts include plantings, color features on the building exterior, and a pedestrian feature at Lakeview Avenue.

11. Light and Glare

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

Light will be produced by headlights from coaches and site lighting. No glare will be produced.

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

No light or glare will be a safety hazard.

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

No off-site sources of light or glare will affect the proposal.

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

Illumination on the site will be designed to ensure safety for the bus operators, to comply with City of Seattle standards for street lighting, and to prevent unnecessary glare or spillover lighting on the west side of Eastlake Avenue E.

12. Recreation

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

No informal or formal recreational opportunities are in the immediate vicinity.

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

No recreational uses would be displaced. The site has homeless camping locations that will be removed by construction and use of the facility.

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

No measures are proposed.

13. Historic and cultural preservation

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

A cultural resources inventory was conducted by Historical Research Associates (Cultural Resources Inventory for Eastlake Avenue Bus Layover Facility, November 2018). Architectural survey and inventory resulted in the identification of three historic-period buildings on three separate parcels within the immediate vicinity. Details for each individual resource can be found in the report, which is available on request. All resources were surveyed at a reconnaissance level. The buildings are the Jensen Block Building, the Carolina Court Apartments, and 433 Eastlake Avenue E.

Of these, one is a designated City of Seattle Landmark eligible for listing in the NRHP (the Jensen Block Building at 601–611 Eastlake Ave. E); one is recommended eligible for listing in the NRHP as part of the MPD for Seattle Apartment Buildings, 1900–1957 (the Carolina Court Apartments at 527 Eastlake Ave. E); and the last is recommended not eligible for listing in the NRHP, WHR, or as a City of Seattle Landmark due to an irretrievable loss of integrity (433 Eastlake Ave. E)

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

Pedestrian survey revealed no archaeological resources within the APE. HRA archaeologists excavated six shovel probes in the vicinity of the former Pontius Court apartments at the request of WSDOT archaeologist Jason Cooper. Only architectural debris was encountered in these shovel probes, likely from the apartments and nearby staircase. No temporally diagnostic archaeological resources were encountered during archaeological inventory.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

The Project includes approvals from the Federal Highway Administration (FHWA) and is defined as a federal undertaking under 36 CFR 800 (as amended); therefore, compliance with Section 106 of the National Historic Preservation Act (NHPA) is required. FHWA has delegated its Section 106 compliance responsibilities to WSDOT; therefore, WSDOT will be acting as the lead federal agency.

WSDOT defined the area of potential effects (APE), which includes areas where archaeological resources may be encountered or disturbed and areas where historic structures, landscapes, and viewsheds may be directly or indirectly affected. The project extends along Eastlake Ave. E from

approximately 200 feet (ft) south of the intersection of Eastlake Ave. E and Thomas St. north along Eastlake Ave. E to Roy St. Ground-disturbing work is planned along Eastlake Ave. E. Immediately adjacent parcels have been included in order to consider indirect effects of the Project on known and previously undocumented historic period buildings, structures, and objects.

HRA conducted archival research, including review of previous cultural resources surveys; documented archaeological sites and historic-period resources (buildings, structures, sites, objects, or districts); and historic maps.

HRA senior project archaeologist Alexander E. Stevenson, MA, and architectural historian Kathryn Burk-Hise, MS, conducted desktop analysis for the Project using a research radius of 0.5 mile (mi). Stevenson and Burk-Hise searched the Washington Department of Archaeology and Historic Preservation (DAHP) online Washington Information System for Architectural and Archaeological Records (WISAARD) database for archaeological site records, cultural resource survey reports, and cemetery records within the research radius. Burk-Hise searched for the presence of historic-period properties listed in or eligible for listing in the National Register of Historic Places (NRHP), the Washington Heritage Register (WHR), or as City of Seattle Landmarks within the APE. Stevenson also reviewed the statewide predictive model layer in WISAARD for probability estimates for archaeological resources within the project area.

For additional research, HRA's in-house library and online resources were searched for information on the environmental, archaeological, and historical context of the APE. Burk-Hise referenced local histories, newspaper archives, and municipal repositories. Historic-period plats from the U.S. Surveyor General (USSG) General Land Office (GLO) were reviewed for the presence of buildings, structures, sites, and features that might be extant within the APE, as well as indicators of potential archaeological sites and past land-use patterns. The GLO plats are available online at the U.S. Department of the Interior's Bureau of Land Management website. Other historic-period maps and atlases (i.e., Metskers), were also reviewed for historic-period structures, sites, features, and changes in the shoreline. County atlases were reviewed online through HistoricMapWorks.com. In addition, ethnographic sources were reviewed for information regarding place names, burials, and land-use practices.

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

Based on research and evaluation of the resources, HRA has recommended a finding of *no adverse effect to historic properties*. Their analysis and recommendation is currently in the process of being reviewed by WSDOT and subsequently by the Department of Archaeological and Historic Preservation (DAHP). No mitigation measures are proposed at this time, pending a finding by WSDOT and concurrence with the finding by DAHP. Metro will comply with the findings and conditions of approval when received from both agencies.

14. Transportation

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

The project consultant, Jacobs (formerly CH2m), prepared a traffic assessment report (March 9, 2018) to document traffic analysis for the project. Information below is excerpted from the report, which is available in full on request.

The project site is along Eastlake Avenue E including all approaches, between the Lakeview Boulevard E intersection to the north and the Thomas Street intersection to the south. The Eastlake Avenue E speed limit is 30 miles per hour in both directions

In the northbound direction, there are sharrows on the right travel lane of Eastlake Avenue between Thomas Street and Mercer Street. North of the Mercer Street intersection, there is a protected bike lane for northbound cyclists, which continues along Eastlake Avenue and up Lakeview Boulevard. In the southbound direction, there are bike sharrows along the roadway in the project area.

On-street, 2-hour parking is provided on the west side of Eastlake Avenue between Mercer Street and Thomas Street, as well as bus layover space for Community Transit.

Pedestrian crosswalks are present at the north leg of the Eastlake Avenue E and Lakeview Boulevard intersection and at the south and west legs of the Eastlake Avenue E and Mercer Street intersection. Pedestrians may also cross Eastlake Avenue E south of the study area at Stewart Street. There are continuous sidewalks along the west and east sides of Eastlake Avenue within the study area.

Proposed access to the system from the layover facility would be at a new intersection with Lakeview Boulevard. Proposed access to the layover facility would be from the northbound direction of Eastlake Avenue E.

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

There is a bus stop on each side of Eastlake Avenue E. A far side stop for southbound buses at the Mercer Street intersection serves routes 304 and 355. Buses stop in the parking lane, enabling boarding and alighting without blocking southbound traffic. The northbound bus stop, at Eastlake Avenue E and Harrison Street, serves Sound Transit routes 590, 592, 594 and 595. These routes terminate at the stop. The northbound curb lane of Eastlake Avenue E is also used for bus layover. Buses may park in the northbound curb lane between Stewart Street and Republican Street 24 hours a day.

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

The proposed project would have two parking spaces for non-bus vehicles. The layover itself would have 6 on-site bus parking spaces and 5 on-street spaces. No existing on-street parking for general purpose vehicles would be eliminated by this project.

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

The proposal will convert Eastlake Avenue from four lanes—two in each direction—to two lanes, one in each direction. Left-turn pockets will be provided at the cross-streets and new or replacement signals on signal mast arms at three intersections: Roy Street/Lakeview Boulevard, Mercer Street and Republican Street. The entire portion of Eastlake Avenue E from Roy Street to Stewart Street will be re-surfaced.

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

The project is not near any water, rail, or air transportation.

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

Metro estimates that there will be about 275 trips by buses in an average day. Most of the estimated 275 daily trips are expected to occur between 6 a.m. and 7 p.m. During the peak traffic hours in Seattle (7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.), Metro estimates that 35 buses per hour will use the layover. During the non-peak, midday hours, Metro estimates about 20 bus trips per hour. Bus trips will vary somewhat by the day and hour, depending on the routes that will use the site, which will be established by Metro route planners once the facility is completed in 2020.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

The area is heavily urbanized without any nearby land uses for agricultural or forest production.

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

The traffic assessment looked at future conditions with and without the project, to determine what changes would be needed to reduce or control impacts. The current geometry has a direct access slip ramp leading north onto Lakeview Boulevard from the Mercer Street intersection. Vehicles on Eastlake Avenue can access it, as well as turning vehicles heading east from Mercer Street. With this new configuration, that slip ramp would be removed, and all traffic would access Lakeview Boulevard from the Eastlake Avenue intersection with Roy Street (and the current SW bound Lakeview Boulevard traffic). This change in geometry also meant that the vehicles that were making a slight EBL from Mercer Street onto the Lakeview Boulevard slip ramp would now take the left onto Eastlake Boulevard E and access Lakeview Boulevard from the downstream intersection. These added volumes on the segment, required some changes at the Lakeview/Roy/Eastlake intersection.

Most of the construction will occur behind the existing curb on Eastlake. There may be need to temporarily impact travel lanes along Eastlake Ave for construction activities, but is anticipated that one lane in each direction will remain open throughout construction except for occasional or overhead work. Striping and overhead signal work may require short closures mid-day or this work could be pushed to weekends or nights.

A portion of Lakeview Blvd will be regarded and the intersection at Roy Street will be reconstructed. It is likely that Lakeview Blvd may need to be closed or narrowed to one lane for short durations, such as weekends, to accomplish the regrading. We will work with SDOT to identify detour routes for closures, if needed, and will provide community outreach communication in advance of any closures.

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.

There would be a minor increase in the need for fire and police protection.

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

No measures to reduce or control direct impacts on public services are proposed.

16. Utilities

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

Electricity, natural gas, water, refuse service, telephone, stormwater, and sanitary sewer services are all available in the vicinity.

c. 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 require the following utilities: electricity, water, refuse service, telecommunications, sanitary sewer, and stormwater sewer.

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: _____

Name of signee _____

Position and Agency/Organization _____

Date Submitted: _____

D. Supplemental sheet for nonproject actions

(**IT IS NOT NECESSARY** to use this sheet for project actions)

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

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

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

Proposed measures to avoid or reduce such increases are:

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

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

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

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

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

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

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

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

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

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

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