

Addendum to the Environmental Checklist

First Hill Streetcar

Prepared for:

**Seattle Department of Transportation
700 5th Avenue
Seattle, WA 98124**

Prepared by:

URS Corporation

December 16, 2011

TABLE OF CONTENTS

A. Project Background	1
B. Purpose of the Addendum	2
C. Changes in Environmental Affects and Mitigation.....	2
7. Environmental Health	2
8. Land and Shoreline Use.....	3
10. Aesthetics	3
13. Historic and Cultural Preservation.....	3
14. Transportation	5
D. Conclusion.....	6

FIGURES

Figure 1 – Original Proposed Project Southern Terminus (2010)

Figure 2 – Revised Project Southern Terminus

Figure 3 – Historic Resources

A. Project Background

The Seattle Department of Transportation (SDOT) completed a SEPA Checklist for the First Hill Streetcar Project and issued an MDNS for the project on October 4, 2010. The SEPA Checklist evaluated the potential environmental impacts of constructing a new 2.5-mile long streetcar line and 10 stations to serve the Capitol Hill, First Hill, Central District, Chinatown/International District and Pioneer Square areas of Seattle. This line would connect the First Hill employment/activity center to the regional transit system and to intercity passenger rail, provide local transit service, accommodate economic development, and contribute to neighborhood vitality. For a full description of the project, including track alignment, roadway configuration, and stop locations, see the First Hill Streetcar SEPA Checklist and MDNS (www.seattlestreetcar.org/firsthill).

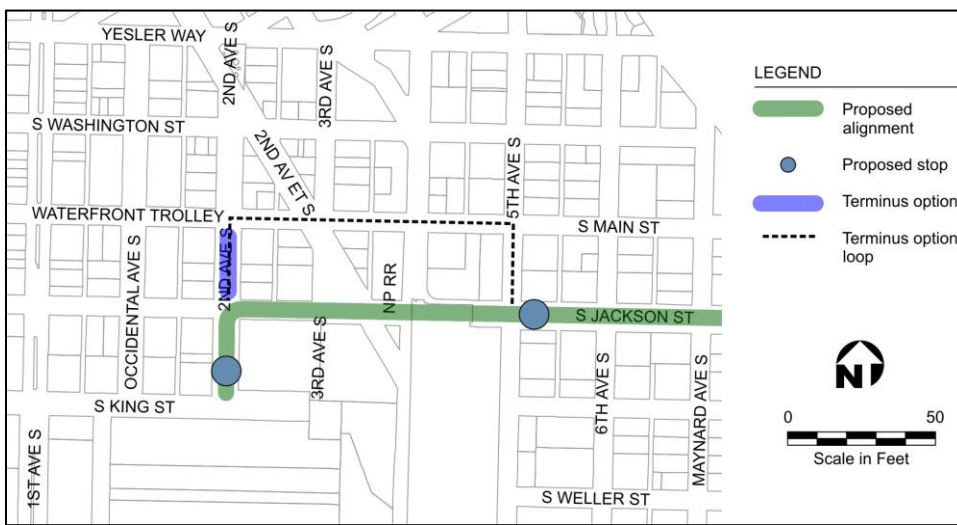


Figure 1: Original Proposed Project Southern Terminus (2010)



Figure 2: Revised Project Southern Terminus

B. Purpose of the Addendum

The purpose of this Addendum is to update information provided in the First Hill Streetcar SEPA Checklist and Mitigated Determination of Nonsignificance (MDNS), issued October 4, 2010. Since issuance of the First Hill Streetcar SEPA Checklist and MDNS, the southern terminus of the alignment has been revised. SEPA regulations provide that an addendum can be prepared to address changes to a project or new project-related environmental information that does not substantially change the analysis of significant impacts in existing environmental documents (WAC 197-11-600[4][c]).

This SEPA Addendum provides a general description of the revisions to the project; summarizes the project background, including previous SEPA documentation; evaluates potential changes in environmental impacts from the previous SEPA documentation; and concludes that no new significant environmental impacts will occur from the changes to the project.

C. Changes in Environmental Affects and Mitigation

Using the elements of the environment discussed in the SEPA Checklist, this section describes the changes in environmental effects and mitigation that would result from the revised southern terminus design. Only those elements of the environment that may be affected by the revised terminus are discussed. In addition to these elements, an expanded discussion of environmental health (noise) is also provided with respect to the 8th Avenue S track portion leading to the maintenance facility. Impacts to other elements of the environment discussed in the SEPA Checklist would remain unchanged, and do not require additional discussion in this Addendum. For convenience, the section number for each element of the environment correlates to the section numbers in the SEPA Checklist (2010).

No changes are anticipated for the following elements of the environment: earth, air, water, plants, animals, energy and natural resources, housing, light and glare, recreation, public services, and utilities.

7. Environmental Health

b. Noise

- 1) 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.*

Operation

As the streetcar would operate within public roadways, its operational noise is not subject to city noise limits. Operational noise from the streetcar line is being reviewed under Federal Transit Administration impact criteria using objective measures typically applied to transit sources. This review was based on a screening level survey of uses and possible sensitive receivers along the project alignment along with estimates of existing sound levels in the project study area. The estimated noise level of the streetcar to the

nearest sensitive receiver (59 dBA) is too low to be considered a noise impact under FTA policy.

Two residential buildings are located within 28 feet of the lead track (non-revenue; no stops or passengers) to the maintenance facility along 8th Avenue S: the Village Square II Apartments, and the Legacy House. As the track portion along 8th Avenue S only includes streetcar traffic between the maintenance facility and the main track, there will be few daily trips (less than 20). Given that each property is within 500 feet of Interstate 5 (I-5), a major existing noise source, noise impacts from the streetcar would not be expected due to existing noise from I-5 and the distance from these properties to the track.

As described in the October 2010 First Hill Streetcar SEPA Checklist, vibration levels would not damage any buildings along the project alignment, including any identified historical buildings (see Section 13, below).

8. Land and Shoreline Use

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

Effective June 1, 2011, the maintenance facility site was rezoned from Commercial (C2 with an 85-foot height limit) to International District Mixed (IDM with a 150-foot height limit for non-residential uses). The proposed maintenance facility would be permitted under the IDM zone and complies with the goals and objectives of the zone.

10. Aesthetics

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

The proposed streetcar stops would be constructed either within the roadway or along the existing sidewalk pavement and would not substantially affect views. The southern terminus of the First Hill Streetcar would be on S Jackson Street, between Occidental Avenue S and 1st Avenue S. A streetcar stop would be west of Occidental Avenue S on S Jackson Street.

13. Historic and Cultural Preservation

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

The proposed terminus revision is entirely within the National Register of Historic Places-listed Pioneer Square-Skid Road Historic District and the local Pioneer Square Preservation District (see Figure 3). There are 17 buildings located within one-half block of the revised streetcar terminus. All except one (King County's King Street Center) are contributing buildings to the historic district.



Figure 3: Historic Resources

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

Sixteen of the buildings within one-half block of the revised streetcar terminus have one or more areaways. Areaways are spaces beneath the sidewalks, between the building walls and the walls supporting the streets. They are typically an integral part of a building, either completely open to the basement or accessible through doorways. As noted in Table 1, six of these areaways are substantially intact or have only minor alterations; these retain their historic significance. In the other ten buildings, the areaways have been substantially altered or have been filled with lightweight concrete for structural safety.

Table 1 – Buildings within Approximately One-Half Block of S Jackson Street

Building Name	Address	Historic District Status	Areaway
U.S. Rubber Building	318 3rd Avenue S	Contributing	Filled
Moses Building	312 2nd Avenue S	Contributing	Filled
Fulton Hotel	318 2nd Avenue S	Contributing	Filled
King Street Center	201 S Jackson Street	Non-contributing	None
Duncan & Sons Building	315 2nd Avenue S	Contributing	Substantially altered
Cadillac Hotel	319 2nd Avenue S	Contributing	Substantially altered
North Coast Building	171 S Jackson Street	Contributing	Substantially intact
--	300 Occidental Avenue S	Contributing	Substantially intact
Waltham Building	311-1/2 Occidental Avenue S	Contributing	Minor alterations
Washington Shoe Building	400 Occidental Avenue S	Contributing	Minor alterations
Crescent Manufacturing Building	122 S Jackson Street	Contributing	Minor alterations
Seattle Transfer	123 S Jackson Street	Contributing	Significantly altered
Fisher Building	115 S Jackson Street	Contributing	None
Wax & Raine Building	101 S Jackson Street	Contributing	Significantly altered
Seattle Quilt Building	316 1st Avenue S	Contributing	Substantially intact
Nord Hotel	314 1st Avenue S	Contributing	Substantially altered
Jackson Building	322 1st Avenue S	Contributing	Substantially altered

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

The mitigation measures, listed below, were proposed for construction in the October 2010 First Hill Streetcar MDNS and would apply to the southern terminus:

- Scheduling construction activities to minimize effects on tourism and peak/seasonal shopping periods
- Providing information on alternative parking where parking is lost due to construction
- Following best management practices to control noise in historic districts
- Ensuring continued access to stores, offices, and residences
- Developing a communications program to keep those in historic districts informed about construction issues
- Coordination with the Seattle Historic Preservation Officer, the International Special Review District Board, and the Pioneer Square Preservation Board, as needed.

14. Transportation

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

Parking along S Jackson Street would be eliminated from 2nd Avenue S to 1st Avenue S (a total of 27 spaces).

Eight additional parking spaces would be provided on Occidental Avenue S between S Jackson Street and S King Street by replacing the existing parallel parking on the east side of the street with back-in angle parking, increasing the amount of parking in this block from 15 to 23 parking spaces.

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

The terminus track alignment would be in a streetcar-only tail track near the center of S Jackson Street between 2nd Avenue S and 1st Avenue S. The terminus stop would be on S Jackson Street, west of Occidental Avenue S.

On Occidental Avenue S (between S Jackson Street and S King Street), traffic would be converted to one-way southbound, and the existing parallel parking on the east side of the street would be replaced with back-in angle parking. The existing parallel parking on the west side of the street would remain.

On 8th Avenue S (between S Lane Street and S Dearborn Street), traffic would be converted to one-way southbound. The existing parallel parking on both sides of the street would remain.

D. Conclusion

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.

The proposed revisions and the new project-area information discussed above do not substantially change the analysis of significant impacts and alternatives in the First Hill SEPA Checklist and MDNS. No new probable significant environmental impacts are expected to result from the current proposal.

Signature:



Date Submitted:

December 16, 2011