Seattle Center Public Skate Plaza

SEPA Checklist

June 17, 2019

PREPARED FOR:

SEATTLE CENTER
305 HARRISON STREET
SEATTLE, WA 98109

PREPARED BY:

ESA
5309 SHILSHOLE AVENUE NW STE. 200
SEATTLE, WA 98107

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ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of the proposed project, if applicable:

Seattle Center Public Skate Plaza

2. Name of Applicant:

Seattle Center

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

Julia Levitt

Seattle Center Redevelopment Office

305 Harrison Street

Seattle, WA 98109

(206) 615-1806

4. Date checklist prepared:

June 17, 2019

5. Agency requesting checklist:

Seattle Center

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

Construction would take approximately 18 weeks, between March and July 2020. There would be no phasing.

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, expansions, or activities are connected with this proposal.

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

- Noise Analysis Report, ESA, December 2018 (included as Appendix A).
- Historic and Cultural Preservation Technical Memo, ESA, February 2019 (included as Appendix B).
- Seattle Center Skatepark Relocation - Feasibility Study, Grindline Skateparks, September 2018.
- Seattle Center Arena Final EIS, City of Seattle, August 2018.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

No applications are pending for governmental approvals of other proposals directly affecting the property.

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

The site jurisdiction will be transferred by ordinance from the Seattle Department of Transportation (SDOT) to Seattle Center. Seattle Center will coordinate with the Seattle Department of Construction and Inspections (SDCI) and SDOT to conduct design review and ensure code compliance for stormwater, electrical, structural, plumbing, and Americans with Disabilities Act (ADA) requirements. The project will need to complete the process of review by the Seattle Design Commission.

After the transfer of jurisdiction is complete, the site will be incorporated into the Seattle Center Master Plan via a Master Plan update.

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.

Seattle Center proposes to construct a new Seattle Center Public Skate Plaza to replace the skatepark known as "SeaSk8" that was closed in October 2018 as part of the renovation of the Seattle Center Arena. The City of Seattle is committed to replacing this highly used skatepark within or adjacent to the Uptown. Seattle Center conducted a feasibility study for the skatepark replacement (Grindline Skateparks, 2018). Working with the Seattle skateboarding community and City of Seattle staff, Grindline evaluated three sites, considering strengths, weaknesses, opportunities, and challenges for each potential site. This feasibility study was used to help choose this location for the new skate plaza.

The proposed skate plaza would be located on a portion of the Broad St right-of-way that has been closed to vehicular traffic since 2014. The right-of-way is between Thomas St and Taylor Ave N, adjacent to properties owned by Diamond Parking to the west and north, and Seattle City Light (SCL) to the south (see Figures 1 and 2). Ride the Ducks of Seattle is a tenant of Diamond Parking on the parcel to the west. For the purpose of skate plaza operation, the site jurisdiction will be transferred by ordinance from SDOT to Seattle Center.

The approximately 22,700 square foot project site is currently undeveloped. A mid-block access path crosses north of the project site, and a concrete access path through the project site between Harrison St and Thomas St subdivides the site; this access path is about 4,500 square feet. The total improved areas would be approximately 18,000 square feet with at least 10,000 square feet of skateable area (see Figure 2).

The skate plaza would be designed to accommodate skateboarders, spectators, and pedestrians, including groups of children and beginner skateboarders. The skate plaza would have two "skate zones" to maintain the north-south access path leading to Harrison St and for service vehicle access to the SCL facility from the west. A partial roof may be added at a later date but is not currently part of the design. A drop-off/pick-up location would be located along Taylor Ave N. Skateable elements would be set back a minimum of 3 feet of horizontal distance from the adjacent wall of the Broad Street Substation Annex on the SCL property to the south.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project site is an approximately 22,700 square foot area on a portion of the Broad St right-of-way between Thomas St and Taylor Ave N, Seattle, Washington. A concrete access path currently connects Thomas St to Harrison St, subdividing the site. Figure 1 shows the project vicinity and Figure 2 shows the site plan.

The project site is in the northwest quarter of Section 30, Township 25N, Range 4 East.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (underline):

The city of Seattle is within the Puget Sound Lowland, an elongated structural basin that has been influenced by glaciation and crustal deformation related to the Cascadia Subduction Zone. Based on a previous geotechnical investigation in the vicinity of the site, the underlying soils include silty sands and gravels (Shannon & Wilson, 2002). Another nearby geotechnical investigation describes a layer of sandy fill materials in the upper 10 feet of the subsurface (GeoEngineers, 2005).

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

The site is quite flat but slopes very gradually down (3–4 percent) from the southwest to the northeast.

c. What general types of soils are found on the site (for example clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

The project site is located in a portion of the Broad St right-of-way that has been closed to vehicular traffic since 2014. Broad St was developed as an active roadway during Seattle's early development, and soils underlying the site have been disturbed for street grading and paving activities when this portion of Broad St was first constructed. As noted above, subsurface soils near the project site (close to the corner of Taylor Ave N and Thomas St) are characterized as dense silty sands to 28 feet deep, which are underlain by silty, sandy gravels to over 60 feet deep (Shannon & Wilson, 2002). A layer of loose to very dense sand fill is also identified in borings drilled just northeast of the site as part of another geotechnical investigation (GeoEngineers, 2005). The project site is in an urban setting with no agricultural land on or in the vicinity. Hand borings conducted for this project identified 6 to 12 inches of topsoil in each of the three borings. Two of these borings were underlain by 1.5 to 2 feet of brown to tan fill material with rocks and cobbles and the third boring had a gray to blue, clayey sand present beneath the fill to a depth of approximately 4 to 5 feet (Shannon & Wilson, 2019a).

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

No known slides, potential slides, or liquefaction areas are mapped by the City of Seattle on or near the project site. The geotechnical borings near the site generally identified the underlying soils as dense to very dense; however, some borings to the northeast describe loose to dense sandy artificial fill materials in the upper 8 to 10 feet of the ground surface. However, considering the urban setting, development history in the area, and the density of soils nearby, the site is likely relatively stable.

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

According to conceptual design information, approximately 1,000—1,500 cubic yards of material would be removed and replaced. Grading would occur over most of the project site. Any use of fill materials would be clean fill, locally sourced.

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

As with any construction project, erosion could occur as a result of construction activities, particularly earthwork. The potential for erosion would be minimized by adhering to required best management practices (BMPs) and erosion control

measures (refer to Question 1.h below). Once construction is complete, most of the site would be stabilized with landscape plantings or covered in impervious surfaces and would not be susceptible to erosion.

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

Before 2014, this area was an active roadway (Broad St) and thus 100 percent impervious surface. In 2014, the road surface was removed, the north-south access path added, and the remaining area seeded with grass. Approximately 20 percent of the site is currently covered with impervious surfaces. This project triggers on-site stormwater management requirements to comply with the City of Seattle's Stormwater Control Manual. The skate plaza would be designed in accordance with the City of Seattle Stormwater Control Manual (City of Seattle, 2016).

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

Temporary erosion and sedimentation control BMPs and construction water quality treatment measures would be installed to minimize erosion and to treat stormwater runoff during construction. BMPs specific to the site and project would be specified in the construction contract documents that the construction contractor would be required to implement.

The project would be designed in accordance with the City of Seattle Stormwater Control Manual (City of Seattle, 2016).

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.

During the approximately 18-week construction period, there would be a slight increase in exhaust emissions from construction vehicles and equipment, and a temporary increase in fugitive dust due to earthwork for the project. The most noticeable increase in emissions and fugitive dust would occur during demolition and earthwork. Exhaust emissions would also be generated from construction employee and equipment traffic to and from the site. Emissions from the use of the site would be limited to visitors driving to the site. Given the size of the proposed construction project, the number of vehicle trips would be small (estimated to be approximately 360 construction vehicle trips and 70 construction concrete truck trips for the duration of construction). The U.S. Environmental Protection Agency (EPA) MOVES model (version 2014) was used to generate emission factors to estimate vehicle emissions (assuming construction in 2020). These composite emission factors are inclusive of all

vehicle types with an assumed percentage vehicle mix, and are conservative because they include larger trucks than would likely be used for this project. The resulting calculated emissions are provided in Table 1.

Table 1. Estimated Project VMT Emissions in tons/year

CO	PM10	CO2e Metric Tons
0.009	0.000	2.416

Construction-related emissions would be below the federal general conformity *de minimis* thresholds applicable in King County of 100 tons per year of carbon monoxide (CO) or fine particulate matter (PM10) (see Table 1). The contractor would be required to comply with applicable Puget Sound Clean Air Agency (PSCAA) regulations (PSCAA, 2019).

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

No off-site sources of emissions or odors would affect the project.

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

To reduce fugitive dust emissions from construction vehicles leaving the site, the contractor would be required to establish wheel-cleaning stations at the exits from the site. Streets would be regularly swept to remove dust and debris from construction vehicles.

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 project site is approximately 0.5 mile from Lake Union (to the northeast) and 0.6 mile from Puget Sound (to the southwest). There are no surface water bodies on the site, which is located in a highly urbanized area.

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

The project would not require any work over, in, or adjacent to 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.

The project would not require any work in or near surface water and would not place any amount of fill or dredge material in surface waters or associated wetlands.

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

The project would 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 100-year floodplain.

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

The project would not involve the discharge of waste materials to any surface waters. All waste materials would be treated in accordance with the City of Seattle Stormwater Manual (City of Seattle, 2016) prior to discharge.

b. Groundwater

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 would be withdrawn as part of the project and no water would be discharged to groundwater. Dewatering is not likely required because the depth of construction is not anticipated to be greater than 5 to 10 feet below ground surface, and groundwater levels have not been detected at that depth in borings conducted in nearby sites. According to geotechnical investigations near the site, groundwater is encountered at depths ranging from approximately 30 to 50 feet below ground surface (Shannon & Wilson, 2002; GeoEngineers, 2005). Shannon & Wilson performed infiltration testing which suggested that on-site infiltration is not feasible at the site (Shannon & Wilson, 2019b). On-site stormwater management will not likely include subsurface discharge.

2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No waste material would be discharged into the ground either during construction or operation. Waste materials will be treated and discharged to the combined sewer system (City of Seattle, 2016).

c. Water Runoff (including stormwater)

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

New paved surfaces, including the skate plaza structure, would generate runoff that will be conveyed to the City's sewer system, which is a combined sewer system in this portion of the city. This combined sewer system conveys flow to the Westpoint treatment plant where treatment is provided before release into Puget Sound.

During construction, BMPs would be implemented to ensure that sediment originating from disturbed soils would be retained within the limits of disturbance; see Question 3.d.

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

During construction, contamination from construction equipment and disturbed on-site soils could enter surface waters. Generally, this is limited to sedimentation loading. Measures to control contamination entering surface waters are described below in Question 3.d.

For project operation, the project would be designed in accordance with the City of Seattle Stormwater Manual, and waste materials would be limited to allowable amounts (City of Seattle, 2016). Because infiltration does not appear to be feasible, the project will comply with requirements outlined in the City of Seattle Stormwater Manual for surface water discharge of stormwater.

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

The project would not alter or otherwise affect drainage patterns in the vicinity of the site. Existing runoff patterns would be replicated

following the construction of the skate plaza and comply with the City of Seattle Stormwater Manual (City of Seattle, 2016).

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

During construction, BMPs will be implemented to ensure that sediment from disturbed soils would be retained within the limits of disturbance. BMPs will include, but not be limited to, the following:

- An Erosion and Sediment Control Plan (meeting the requirements of the City of Seattle Stormwater Manual) and a Construction Stormwater Control Plan will be developed for the site, and implemented and maintained by a certified Erosion and Sediment Control Lead.
- All appropriate source control and sediment removal BMPs will be implemented during construction.
- Construction access routes will be swept daily or more frequently as needed.
- Inlet protection will be applied at storm drain inlets.
- All potential pollutants used or stored on-site during construction will have secondary containment. A spill cleanup kit will be available on-site, and contaminated areas will be cleaned immediately following any incident.
- Upon project completion, exposed soils will be planted and provided with erosion control mulch.
- The project will comply with on-site stormwater management and flow control requirements per Sections 22.805.070 and 22.805.080 of the Seattle Municipal Code (SMC) to the maximum extent feasible. The method of compliance will be determined during the design process.
- BMPs specific to the site and project would be specified in the construction contract documents that the construction contractor will be required to implement.

For operation, the project would be designed in accordance with the City of Seattle Stormwater Manual (City of Seattle, 2016).

4. Plants

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

__X_ deciduous tree: alder, maple, aspen, other (street trees London Plane, Pin Oak)

___ evergreen tree: fir, cedar, pine, other

__X_ shrubs: ornamental

__X_ grass

____ pasture

____ crop or grain

____ orchards, vineyards or other permanent crops.

____ wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other

____water plants: water lily, eelgrass, milfoil, other

___other types of vegetation (see below)

Deciduous street trees and small shrubs are located in the sidewalk strip along Taylor Ave N, Thomas St, and 5th Ave N. The project site was a street right-of-way before 2014 and has been left undeveloped since that time. The site includes areas of grass, small shrubs, and bare ground.

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

The existing street trees and shrubs in the sidewalk strips will remain. Existing grass and shrubs on the project site would be removed.

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

No threatened or endangered plant species or critical habitat are known to be on or near the site (WDFW, 2018).

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

Street trees adjacent to the site will be protected to the extent possible using tree protection measures, such as the use of tree protection fences. New landscaping would be planted on-site after construction. The landscaping would emphasize native plants and drought-resistant ornamentals, and be designed to have low water use and low maintenance requirements.

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

No formal plant surveys were conducted for this checklist. Based on a site reconnaissance and the King County iMap, spotted knapweed (a Class B noxious weed) has been observed on or near the site (King County, 2019).

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.

Animals observed on the site include typical urban birds and other animals.

Fish: Not applicable.

Amphibians: None observed.

Reptiles: None observed.

Birds: Species adapted to urban areas such as gulls, American crow, rock pigeon, black-capped chickadee, American robin, and European starling.

Mammals: Species adapted to urban areas such as Norway rat, eastern gray squirrel, raccoon, opossum, and other species may use the site.

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

No threatened or endangered species are known to be on or near the site (WDFW, 2018).

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

The Puget Sound area is within the Pacific Flyway, which is a flight corridor for migrating waterfowl and other avian fauna. The Pacific Flyway extends south from Alaska to Mexico and South America. No portion of the project would interfere with or alter the Pacific Flyway.

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

The project would not have any negative impacts on animals within or near the project site; therefore, no mitigation is required. Some birds and animals may be disturbed during construction but would likely return following construction because they are adapted to urban areas.

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

No formal animal surveys were conducted for this checklist. Invasive animal species likely to be in the area include rats and eastern gray squirrel typical of an urban area.

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 would be needed for site lighting.

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

The final design of the structure has not yet been determined; however, there would be few, if any vertical elements. An art element or skate feature may be up to 16 feet tall but would not interfere with solar energy use by others, as shadows from this feature or element would not likely extend off-site. The skate plaza would not interfere with solar energy use by others.

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 energy requirements for the project are limited to site lighting, and energy efficient lights will be used. The skate plaza would comply with the City's Sustainable Buildings and Sites Policy (Resolution 31326) (City of Seattle, 2019a).

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.

Accidental spills of hazardous materials from equipment and vehicles could occur during construction. However, a Spill Prevention and Control Plan would be developed and implemented to prevent the accidental release of contaminants into the environment during construction. Otherwise, the proposed use of the site would not include the use of any substantive quantities of hazardous materials or wastes.

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

According to the Department of Ecology Facility/Site(s) database, the project site is not known to be contaminated (Ecology, 2018). However, an adjacent site was included in the Ecology database as a site of a previous release of hazardous materials or waste. The parking lot immediately to the west (Ride the Ducks) is currently listed as a site of known contamination that is awaiting cleanup. The contaminants listed include non-halogenated solvents, other non-halogenated organics, petroleum-diesel, and petroleum-gasoline that are all above Ecology cleanup levels. The contamination was initially reported in January 2018, and a notification of further action required was sent to the property owner on September 12, 2018. The contamination is reportedly associated with a historic gas station that operated from 1922 to 1970, as well as a current underground storage tank on this property adjacent to the project site.

Seattle Center retained Shannon & Wilson to further investigate the potential for on-site contamination. Shannon & Wilson conducted a limited

shallow subsurface soil investigation in March 2019 and contaminated soil spot clean up in May 2019. The initial investigation detected carcinogenic polyaromatic hydrocarbons (cPAH) at a concentration modestly exceeding the Department of Ecology Model Toxic Control Act (MTCA) Method A cleanup level for benzo(a)pyrene of 0.1 mg/kg in one boring location. Shannon & Wilson recommended spot cleanup. Due to the limitations of the investigation Shannon & Wilson was unable to determine the source of contamination. However, based on the shallow depth of the samples collected it appears unlikely that the contamination is associated with the former service stations located adjacent to the project site and more likely associated with the fill. In summary:

- No Volatile Organic Compounds (VOCs) diesel-, or gasoline-range hydrocarbons were detected in any of the samples collected.
- Heavy oil-range hydrocarbons were detected in one sample collected at one boring at 3.5 feet below ground surface (bgs). The detected concentration was well below the MTCA Method A cleanup level.
- Metals concentrations present in the soil samples appear to be within natural regional metals background concentrations for the Puget Sound.
- A spot cleanup was conducted in May at one boring location because PAH and cPAHs were detected during the March soil investigation. The impacted soils were excavated and disposed of off-site at a facility permitted to accept the material. Confirmation sampling was performed following the removal of the documented contaminated soil. The analytical results indicated that all of the PAH and cPAH soils were removed. Based on the sampling there is no PAH or cPAH contamination on site.

See the Limited Shallow Subsurface Investigation and Contaminated Soil Spot Clean-up (Shannon & Wilson 2019) in Appendix A.

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

There are no existing structures on-site and no hazardous liquid gas transmission pipelines on-site or in the vicinity. However, contaminated soils or perched groundwater could be encountered during earthwork activities related to the adjacent Ride the Ducks contaminated site. A Puget Sound Energy (PSE) natural gas line that is located below the project site (former Broad St) will be decommissioned prior to construction.

3. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Chemicals stored and used during construction would be limited to gasoline and other petroleum-based products required for the maintenance and operation of construction equipment and vehicles. Chemicals that could potentially be used on concrete include release agent, curing agent, and possibly sealing products. All support materials of this type will be stored on the Seattle Center campus and transported to the project site for maintenance as needed.

During operation of the skate plaza, no chemicals would be stored, used, or produced on-site.

4. Describe special emergency services that might be required.

No special emergency services would be required.

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

Site-specific Pollution Prevention Plans and Spill Prevention and Control Plans will be developed and implemented to prevent or minimize impacts from hazardous materials during construction.

The construction contractors will be required to prepare and implement a Soil Management Plan that establish specific approaches to addressing any unanticipated contaminated soil, groundwater, and surface water during construction.

The construction contractors will be required to prepare Health and Safety Plans that address the specific construction tasks that involve working with contaminated soil or water.

b. Noise

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

Noise measurements were taken at the proposed skate plaza site from Friday October 19 through Monday October 22, 2018 to characterize the existing noise environment. On average, daytime noise varied between 58 and 69 A-weighted decibels (dBA), which is approaching or higher than the exterior sound level limit set by Seattle Noise Control Ordinance (SMC 25.08.410). The maximum permissible exterior sound level limit in commercial zones is not to exceed 60 dBA during the day and night. The existing average nighttime noise levels ranged from 63 to 69 dBA. The existing noise levels in the area would not adversely affect the project because skate plaza users would create their own noise and

typically are not deterred by a loud environment, given that many of the City's skateparks are in urbanized, relatively loud environments. Existing noise is generally attributed to traffic or construction equipment in the area. See the Noise Analysis Report (ESA, 2018) in Appendix B.

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

The project would generate noise during construction and operation. Construction equipment would result in temporary noise increases during daytime construction hours. Operational noise would be generated from the skate plaza, which would include elevated voices and the impact sound of the skateboard nose or tail or the "trucks" (the metal axles on skateboards) on concrete. The instantaneous sound level created is similar to the sound of a bat hitting a baseball (Van Orden, 2001).

Sensitive receptors for noise are categories of uses defined by the Federal Transit Administration (FTA) as uses that are sensitive to high noise levels (FTA, 2018). Noise-sensitive receptors nearest the project site are hotels (Hyatt House and Best Western Executive Inn) and outdoor gathering spaces associated with the Space Needle. These sensitive receptors are all more than 200 feet to the south, southwest, and southeast of the site. The distance to sensitive receptors (sound decreases by 6 dB every time the distance is doubled from a point source), intervening structures (e.g., other buildings), and the existing noise levels around the site all affect the perception of noise. When a site is already "loud," it is more difficult for the human ear to distinguish an increase in noise.

Vehicle and equipment operation during construction would be noticeable in the vicinity of the project; however, construction noise levels would be within the City standards, which provide more lenient standards for daytime construction. Construction hours and noise levels would comply with the City of Seattle noise standards.

Maximum permissible sound levels in commercial zones are not to exceed 60 dBA. However, construction activities are permitted to exceed the established maximum level by 15–25 dBA by the Seattle Noise Control Ordinance (SMC 25.08.425). Maximum permissible sound levels established in SMC 25.08.425 may be exceeded by construction activities between 7:00 AM and 10:00 PM on weekdays, and between the hours of 9:00 AM and 10:00 PM on weekends.

To characterize the potential range of operational noise levels at the new skate plaza, noise measurements were taken at two existing

skateparks in Seattle: Jefferson Skatepark (in the Beacon Hill neighborhood), and the Lower Woodland Skatepark (in the Greenlake neighborhood). The SeaSk8 Skatepark was permanently closed and therefore unavailable for noise monitoring. These two skateparks were chosen for monitoring because they were identified by City staff as similar in usage and configuration to the SeaSk8 park and would provide comparable noise conditions to the proposed site. In addition, the Lower Woodland and Jefferson Skateparks are set back from adjacent arterial roadways (similar to the anticipated conditions at the proposed site), minimizing the influence of other dominant environmental noise sources to the greatest extent feasible.

At Jefferson Skatepark (the louder of the two skateparks monitored), the average daytime noise level was 60 to 61 dBA at a distance of 30 feet from the noise monitor and 63 to 65 dBA at the same distance when nighttime hours were monitored. Observed noise sources were the sound of human voices and the grinding of skateboards on concrete. The monitored noise environment at Jefferson Skatepark was also influenced by noise sources including other park and pedestrian use, overhead airplanes, and surrounding roadways. The new skate plaza is expected to produce similar noise levels at a distance of 30 feet from the noise source. Applying a conservative attenuation of 6 dBA per doubling of distance (FHWA, 2017a) yields a resultant noise level contribution of 53 dBA at the nearest sensitive land use (hotels), over 200 feet away. This noise level would be well below the 60 dBA exterior sound level limit. Further, when added to the quietest existing hourly sound level of 58 dBA, as decibels are logarithmic units, the resultant noise increase would be 1 dBA, which is below the range of human perception outside of a laboratory (FHWA, 2017a; FHWA, 2006).

Based on review of the existing noise environments between the project site and the two existing skateparks used for comparison, it is not anticipated that future use of the skate plaza, once operational, would substantially alter the existing noise environment surrounding the proposed location, because the anticipated noise levels (based on monitoring of similar skateparks) are expected to be lower than the existing background noise. Under existing conditions, the daytime noise levels varied between 58 and 69 dBA at the project site, which exceed the exterior sound level limit.

The noise levels at the Lower Woodland site were generally lower than the existing levels at the project site. The noise levels at the Jefferson Skatepark were generally equivalent to the existing levels at project site. This level of noise is not anticipated to cause noise impacts to sensitive receptors, because sensitive receptors are at least 200 feet away, and noise attenuation would result in levels of 53dbA at those locations.

At the immediately adjacent properties (parking lots, which are not noise-sensitive), the sound originating from the proposed skate plaza may occasionally exceed the exterior sound level limit of 60 dBA as established in the City's Noise Control Ordinance. Seattle Center intends to design the skate plaza to limit the intrusion of sound into the adjacent properties to the extent possible. Even with the implementation of design features, the contribution of skate plaza noise at the property line could be perceptible on occasion. Because the existing background noise level is above the exterior sound level limit, this increase is not expected to be noticeable or disruptive to surrounding properties. As with current conditions, the noise levels would likely exceed the 60 dBA exterior limit; however, because they are not likely to be perceptibly louder than current conditions, these noise levels would not be a significant impact. See the Noise Analysis Report (ESA, 2018) in Appendix B for more details.

As the entity responsible for operating the facility, Seattle Center will set opening hours for skateboarding that will fall within the Seattle Center campus open hours of 7am-midnight. Although specific hours are not yet determined, City-operated outdoor skateboarding facilities in parks elsewhere in Seattle are typically accessible during park hours of operation, until 10 PM.

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

Construction activities would be restricted to hours and levels designated by SMC 25.08.425. If construction activities exceed permitted noise levels, the contractor will implement measures to reduce noise impacts to comply with the Noise Control Ordinance, which could include additional muffling of equipment. While construction noise is permitted during evenings and weekends, construction would generally occur between 7:00 AM and 5:00 PM on weekdays.

During operation of the skate plaza, the structure and landscape would be designed to reduced noise. Seattle Center is committed to working with neighbors to reduce the potential for noise annoyance through the facility design. Noise reduction is being incorporated into the design; however, at this stage the skate plaza design is not yet complete. Design features that may be integrated into the skate plaza include, but are not limited to:

- Concrete is commonly considered the best material for noise reduction (IASC et al., 2019). Thus the use of concrete or other noise reduction materials will be used on skateable surfaces. Studies have shown that porous asphalt can be a quieter road surface (Bernhard and Wayson, 2005 and Science for

Environment Policy, 2017); however, with wear over time, the noise difference may not be perceptible (WSDOT, 2019). Asphalt wears quickly with use in a skatepark, and thus is not the preferred surface material (IASC et al., 2019)

- Orient the skate features away from adjacent properties (e.g., take advantage of the grade change to contour the skateable surface in a particular direction, such as toward the SCL substation). Although not specific to skatepark design, *The Audible Landscape: A Manual for Highway Noise and Land Use* (FHWA, 2017b) describes techniques that can be used for noise reduction.
- Include a physical noise barrier. Noise barriers can effectively reduce noise from skate parks and other noise-producing activities (e.g., the glass walls around the former SeaSk8 site). For example, a 6-foot tall, 1-inch thick wooden fence immediately adjacent to a skatepark can reduce noise levels by at least 5 dBA (FHWA, 2017b; Illingworth & Ridkin, Inc., 2015).

Landscaping can also be used as a buffer in conjunction with physical barriers. In this project, vegetation could be combined with other design components to provide a visual buffer, which can help create a perception of separation from the skate plaza.

Following construction, a Noise Complaint Response Plan will be implemented to identify noise complaints, should they occur. This plan may include verification monitoring and identification of additional noise control measures, as warranted.

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 project site is currently undeveloped. It is a portion of the Broad St right-of-way that has been closed to vehicular traffic since 2014. The right-of-way is between Thomas St and Taylor Ave N, adjacent to properties owned by Diamond Parking to the west and north and SCL to the south. Ride the Ducks of Seattle, a tenant of one of the Diamond Parking properties, is a tour company that uses amphibious vehicles, and tours depart from this location. The other Diamond Parking lots are used for parking. The Broad Street Substation Annex is located on the SCL parcel. The jurisdiction of the site would be transferred by ordinance from SDOT to Seattle Center for the skate plaza but would remain public right-of-way.

The project site and the surrounding areas on all sides are zoned Seattle Mixed Uptown (SM-UP 160(M)) and located within Uptown near the west edge of

South Lake Union. The site is one block east of Seattle Center across 5th Ave N. Use of or access to adjacent properties would not change as a result of the project. A park (the skate plaza) is an allowed use in the SM-UP zone. The project would not affect land uses on nearby or adjacent properties.

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 project site has not been used as working farmlands or forest lands. Maps from the early 1900s show this area as part of the early development of the City of Seattle.

1. Proposed measures to reduce or control noise impacts, if any: 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 working farm or forest lands are located near the proposed project, so the project would not affect or be affected by farm or forest land operations.

c. Describe any structures on the site.

There are no structures on the site other than fencing. The site was previously a part of Broad St.

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

No structures would be demolished because there are no structures on-site.

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

The current zoning classification of the area where the site is located is Seattle Mixed Uptown, SM-UP 160(M). Mixed use zoning allows "mixed-use" development that includes housing and commercial uses. This zoning is considered a commercial type of zoning.

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

The City of Seattle Comprehensive Plan designation of the project site is "Commercial/Mixed Use" (City of Seattle, 2018b).

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

The project site is not within a shoreline jurisdiction; therefore, there is no applicable Shoreline Master Program designation.

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

No portion of the project site or adjacent areas has been mapped as environmental critical areas (City of Seattle, 2018a).

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

No people would work or reside in the completed project. Seattle Center staff would perform maintenance and operations duties.

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

The completed project would not displace any people.

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

No displacement would occur; therefore, no mitigation measures are needed or proposed.

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

Seattle 2035 Comprehensive Plan

The project is compatible with the parks and open space element and the Queen Anne (Uptown) element (City of Seattle, 2018b), specifically:

Goal P-G1 … "[p]rovide a variety of outdoor and indoor spaces throughout the city for all people to play, learn, contemplate, and build community."

Goal QA-G5: "Queen Anne is a neighborhood that meets the parks and open space needs of its population by maintaining existing parks, identifying future needs, providing connections between parks and the community, and enhancing historic Queen Anne Boulevard."

QA-P19: "Seek to maintain Queen Anne parks and open spaces and replace aging parks facilities used by the public, and seek to ensure no net loss of parks, park facilities, or open spaces while recognizing the need for a citywide balance in ongoing maintenance and investment."

QA-P20: "Accommodate a range of uses in parks to meet the needs and interests of the Queen Anne population."

Citywide Skatepark Plan

The project is compatible with the Citywide Skatepark Plan (SPR, 2007) in that it would add a skatepark in the Downtown core and be at least 10,000 square feet.

Parks and Open Space Plan

The Parks and Open Space Plan shows that there are no Seattle Parks and Recreation (SPR) facilities in Uptown that are greater than 10,000 square feet (SPR, 2017). The skate plaza would add a recreational space larger than 10,000 square feet. (Note that Seattle Center is not a SPR facility).

The skate plaza would replace the skatepark that was closed and will be removed as a result of the renovation of Seattle Center Arena. The loss of the highly used SeaSk8 Skatepark was considered a significant impact to its users. Seattle Center committed to constructing a replacement skate plaza within or adjacent to Uptown (City of Seattle, 2018c).

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

The project would not affect any agricultural or forest lands, so no measures to ensure compatibility are required.

9. Housing

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

No housing units would be provided as part of the project.

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

No housing units would be eliminated.

c. Describe proposed measures to reduce or control housing impacts, if any.

The project would not cause housing impacts; therefore, mitigation measures to control housing impacts would not be required.

10. Aesthetics

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

The structures in the proposed skate plaza would be typical of a skate plaza designed for the general skate population. The tallest structures are not expected to be taller than 16 feet. Seattle Center is working with a local artist to re-contextualize elements of the original artwork that was created for the previous Seattle Center SeaSk8 Skatepark, including one skateable glass ramp that is approximately 16 feet tall. The partial roof that may be added at a later date may be up to 20 feet tall.

The skate plaza would be primarily made of concrete, which may include integral color in some areas. An original art piece consisting of laminated glass panels was saved from the former SeaSk8 Skatepark and will be reused in the new skate plaza.

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

High quality aesthetics are a goal of the skate plaza, and the design will include art and landscaping. The Seattle Design Commission will review the design to ensure quality and compatibility with the neighborhood context. Impacts to visual quality would be limited; the site is only visible from a radius of approximately 1 or 2 blocks because the developed nature of the area restricts sight distances. The visual quality of the site would be altered from existing conditions. However, this would not likely be a negative impact for most viewers, because the current undeveloped site has few visually attractive features.

The skate plaza would serve as open space, preserving light and views as development in the vicinity increases. The project site is currently visible from Thomas St, Harrison St, Taylor Ave N, and 5th Ave N. The project site is also visible from above, from the Monorail and the Space Needle. The creation of a public skate plaza would add visual interest from these locations. The new skate plaza would be substantially shorter than the adjacent existing structures and future potential uses if the adjacent sites were redeveloped. Additionally, the scale of the development is small relative to ongoing development in Uptown. Scenic views from protected public viewpoints and scenic routes, public views of landmarks, and private scenic views would not be altered.

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

The project would not cause aesthetic impacts; therefore, mitigation measures to control or reduce aesthetic impacts would not be required.

11. Light and Glare

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

Lights would be directed toward the skate structures and away from adjacent properties. Nighttime lighting, if provided to allow for nighttime skating, would be designed for safety as well as to create a welcoming atmosphere. Site lighting is an opportunity for placemaking and creating an aesthetic identity for the skate plaza.

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

Because site lighting would be directed downward onto the skate plaza, it would not generate off-site light and glare and would not cause a safety hazard or interfere with views.

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

No off-site sources of light or glare would affect this proposal.

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

Site lighting would be provided for safety and directed toward the skate structures and away from adjacent properties.

12. Recreation

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

The proposed skate plaza is one block east of Seattle Center, which is an important recreational resource in the region. It is a "unique urban amenity that offers both open space and a wide variety of cultural activities" (City of Seattle, 2018b). The recreation opportunities at Seattle Center are described in the Seattle Center Arena Renovation Project Final Environmental Impact Statement (EIS) (City of Seattle, 2018c). The proposed skate plaza will replace the SeaSk8 Skatepark that was closed in October 2018 and will be removed as part of the renovation of Seattle Center Arena. Informal recreation in the vicinity includes bike riding and walking.

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

There are no existing recreational opportunities on the site that would be displaced. The purpose of the project is to create a recreational use. The proposed skate plaza will replace the SeaSk8 Skatepark that was closed in October 2018 and will be removed as part of the renovation of Seattle Center Arena. The loss of the SeaSk8 Skatepark would have been a significant impact from arena renovation if a replacement park could not be located within or adjacent to Uptown (City of Seattle, 2018c).

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

There are no adverse impacts to recreation.

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 located on or near the site? If so, specifically describe.

There are no buildings or structures on the project site over 45 years old, and no recorded cultural resources listed on or determined eligible for listing on the National Register of Historic Places (NRHP), Washington Heritage Register (WHR), King County Landmarks List, or City of Seattle Landmarks List within the project site. The SCL Broad Street Substation and Annex are adjacent to the project site, with buildings and switchyard dating to ca. 1949–1951 (BOLA, 2017). The Broad Street Substation is also a Seattle Landmarks building (Pratt and Howard, 2018b). The Annex is directly adjacent to the project site, while the substation is across Taylor St to the east.

Seattle Center is west of the project site and includes several landmarked buildings and structures. The nearest landmarked buildings and structures are the Space Needle, Armory, Pacific Science Center, and portions of the Monorail (Artifacts Consulting, Inc. and HistoryLink.org, 2013; Pratt and Howard, 2018a, 2018b). See Appendix C: Historic and Cultural Preservation for more details and references.

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.

The Washington State Department of Archaeology and Historic Preservation (DAHP) Statewide Predictive Model, used to assess the risk of encountering precontact archaeological resources, classifies the project site as Very High Risk (DAHP, 2019a). This classification is likely based on the site's proximity to Lake Union, Smith Cove, and Elliott Bay. However, the Predictive Model does not take into account recent land modifications.

There is evidence of Native American occupation and land use in the general vicinity of the project site, along the shorelines of Elliott Bay and Smith Cove, and a former prairie area in between the two waterbodies (Hilbert et al., 2001).

Historic and modern aerial photographs from 1936 to 2002 show the project site as an active roadway, and development increased in the vicinity (NETR Online, 1936, 1968, 1969, 1980, 2002). A parcel adjacent to the project site was the location of a gas station between 1922 and 1970. See Appendix C: Historic and Cultural Preservation for more details and references.

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.

Geographic Information System (GIS) data layers for archaeological sites, cemeteries, historic properties, register-listed properties, cultural resource surveys, and the Predictive Model were reviewed on DAHP's WISAARD database (i.e., Washington Information System for Architectural & Archaeological Records Data) (DAHP, 2019b). Ethnographic sources and historic-period maps and aerial photographs were also examined.

Local historic register information was reviewed online via the King County Landmarks List (King County HPP, 2018) and City of Seattle Landmarks List (2019b).

The historic documentation for the Broad Street Substation and Annex, the EIS for the nearby Seattle Center Arena project, and historic context and historic resources reports for Uptown were also reviewed (BOLA, 2017; City of Seattle, 2018c; Pratt and Howard, 2018a, 2018b). See Appendix C: Historic and Cultural Preservation for more details and references.

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.

The project site would be excavated to approximately 5 feet below ground surface (bgs), based on current design information. The site is currently a right-of-way and formerly a roadway. Road grade prism and fill likely extend beyond the proposed excavation depth. Should the depth of road prism and fill in the bore logs measure deeper than 5 feet bgs, it is unlikely that intact cultural resources would be encountered during excavation.

As a BMP, an Inadvertent Discovery Plan (IDP) will be prepared for use during project construction. The IDP will identify the procedures and protocols to follow if there is an archaeological resources discovery. The IDP will include pre-construction briefings for construction personnel and on-call response if a discovery is made during construction. If cultural resources are inadvertently discovered, construction would be temporarily halted in the immediate vicinity of the discovery, and Seattle Center, DAHP, and affected tribes would be notified. Mitigation and avoidance measures would be coordinated with Seattle Center, DAHP, and other stakeholders.

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 skate plaza site is located in the former Broad St right-of-way between Thomas St and Taylor Ave N. The project site is bounded by Harrison St to the north, Taylor Ave N to the east, Thomas St to the south, and 5th Ave N to the west. As shown in Figure 2, the skate plaza would extend diagonally through the block from the northeast corner of the intersection of 5th Ave N and Thomas St to Taylor Ave N just south of Harrison St. An access path would subdivide the plaza, allowing full north-south vehicular access between Harrison St and Thomas St, as well as access from Thomas St to the parcel occupied by Ride the Ducks. The design of the skate plaza would use strategies including landscaping, fencing, paving materials, and other means to visually and physically separate skateboarding and pedestrian areas from the vehicular path.

The concept plan for the skate plaza includes a pedestrian path, which would facilitate travel from Thomas St to Taylor Ave N diagonally along the project site. Sidewalks along Thomas St and Taylor Ave N would not be impacted. Pick-up and drop-off of skate plaza users is expected to occur on Taylor Ave N between Thomas St and Harrison St.

The project site is located in a gridded street network, with sidewalks on most streets and few gaps in the network. Roadways near the project site have one to three vehicle lanes of travel in a given direction, and primarily facilitate two-way travel. There are protected bicycle facilities on 5th Ave N from Mercer St to Republican St and along Mercer St from 5th Ave N to Dexter Ave N. Bicycle facilities on Mercer St connect to the regional bicycle network from Dexter Ave N via Roy St to the Westlake Ave cycle track.

State Route (SR) 99 and Interstate 5 (I-5) are the highways serving the site and would provide regional access to the skate plaza.

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?

Transit stops along 5th Ave N serve King County Metro routes 3 and 4, which travel from Seattle Pacific University through Downtown to Madrona. The northbound stop at 5th Ave N / Broad St is about 150 feet from the southwest corner of the site. The southbound stop is across 5th Ave N and may be accessed by crosswalks at Harrison St or Thomas St, which are both signalized.

Route 8 travels along Denny Way, two blocks south of the site, with service connecting Seattle Center, Capitol Hill, and the Mount Baker Transit Center. RapidRide route E and local routes 5, 26, and 28 provide service along SR 99, several blocks to the east.

The Seattle Center Monorail provides service with approximately 10-minute headways from Seattle Center to Westlake Center in Downtown Seattle.

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

No parking spaces would be created or eliminated by the project. The project provides no on-site parking, but there are several existing parking options in close proximity. There are on-street back-in angle parking stalls adjacent to the site on Taylor Ave N between Harrison St and Thomas St; the west side of the street has approximately 15 stalls and the east side has approximately 24 stalls. All of the parking spaces are paid with a 10-hour time limit. Seattle Center may request that some on-street parking spaces along Taylor Ave N that currently have 10-hour time limits be revised to have shorter time limits to facilitate pick-up and drop-off of skate plaza users.

Multiple public parking lots are located on the parcels immediately north of the project site, with a total of 129 stalls. There is an existing parking garage with 1,015 spaces across Harrison St in the 5th Ave N Garage, about 160 feet from the northeast corner of the skate plaza.

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).

A new pedestrian path along the site's northern boundary will be constructed as part of this project. No other new roads or improvements will be required.

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

No.

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?

During the approximately 18-week construction period, some traffic would be generated by construction vehicles accessing the site. The project is relatively small and thus the number of vehicles will be limited. It is estimated that there would be approximately 360 construction vehicle trips and 70 construction concrete truck trips over the entire construction period. Contractors would comply with SDOT regulations, including implementation of a traffic control plan if required, and take measures to maintain access to adjacent businesses and roadways.

Many skate plaza users are expected to access the site by skateboard, bus, bicycle, or foot. The skate plaza is a relocation of the similarly sized SeaSk8 Skatepark on Harrison St one-quarter mile to the west. Therefore, while the destination of vehicle trips would shift slightly, no additional vehicle trips are expected to be generated.

The Seattle Center Armory serves as the headquarters of Skate Like a Girl, an organization that provides programs and activities to teach girls how to skateboard, with much of this activity taking place on the former SeaSk8 site. These activities are expected to resume at the new site. Programming at the SeaSk8 Skatepark from June 2018 to October 2018 included the following events and skate camps:

- Go Skate Day hosted 100+ participants on a Thursday in June from 4:00 PM to 8:00 PM.
- SeaSk8 12 & Unders hosted 177 participants over six Saturdays during July and August from 10:00 AM to 12:00 PM.
- SeaSk8 Camp hosted 41 weekday campers over three weeks during July and August.
- Big Day of Play occurred from 11:00 AM to 5:00 PM on a Saturday in August (no estimate of participants available).
- SeaSk8 Farewell Extravaganza occurred from 10:00 AM to 3:00 PM on a Saturday in October (no estimate of participants available).

In addition to previous programming, staff from Skate Like a Girl plan to host a Womxn & Trans session at the new skate plaza. Staff from Skate Like a Girl provided anecdotal estimates of the number of visitors to the SeaSk8 Skatepark:

- 15 unique users per dry day.
- 30+ users on a summer day.
- 2,375 unique users per year.

An online survey was conducted in fall 2018 to understand the needs of the community for the new skate plaza. When asked, “how do you usually get to the skatepark? (select all that apply),” 148 participants identified the following mode choices:

- Drive – 108 (73%)
- Skate – 87 (59%)
- Bus – 69 (47%)

- Walk – 39 (26%)
- Bike – 21 (14%)
- Other – 5 (3%)

Children attending skate camps are more likely to be dropped off in a vehicle as compared to adult users who ride their skateboard, ride a bus, bicycle, or walk to the skate plaza.

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.

There are no agricultural or forest product uses in the immediate site vicinity, and the project would not interfere with, affect, or be affected by the movement of agricultural or forest products.

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

During construction, some traffic would be generated from vehicles accessing the site over the approximately 18-week construction period. Contractors would comply with SDOT regulations, including implementing a traffic control plan if required, and take measures to maintain access to adjacent businesses and roadways.

After construction, transportation impacts are not anticipated; thus, no mitigation measures are proposed.

15. Public Services

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

The project site is currently undeveloped. With activity at the skate plaza, there would be a small increased need for additional public services including police, health care, and public transit. However, the increase would be minimal. The need for public services would be similar to services provided to the SeaSk8 Skatepark that was closed in 2018 and will be removed for the renovation of Seattle Center Arena.

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

Because the increased need for public services would be very small, mitigation to reduce impacts to public services is not proposed.

16. Utilities

a. Circle utilities currently available at the site:

Electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other

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

Electricity would be needed for site lighting, and water for irrigation and drinking fountains. Electricity and water would be provided by SCL and Seattle Public Utilities (SPU), respectively.

The location of utilities is part of the project design. Any active underground utilities encountered would be protected. The PSE gas line will be decommissioned. Should undocumented piping or other utilities be encountered, the utility purveyor would be immediately contacted prior to resuming construction activity near the utility. Storm drains would be maintained and protected during construction. The project site is adjacent to the SCL Broad Street Substation Annex. Seattle Center is coordinating with SCL regarding design and construction of the skate plaza.

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:	Molly Adolfson
Position and Agency/Organization:	Sr. Vice President, ESA
Date Submitted:	June 17, 2019

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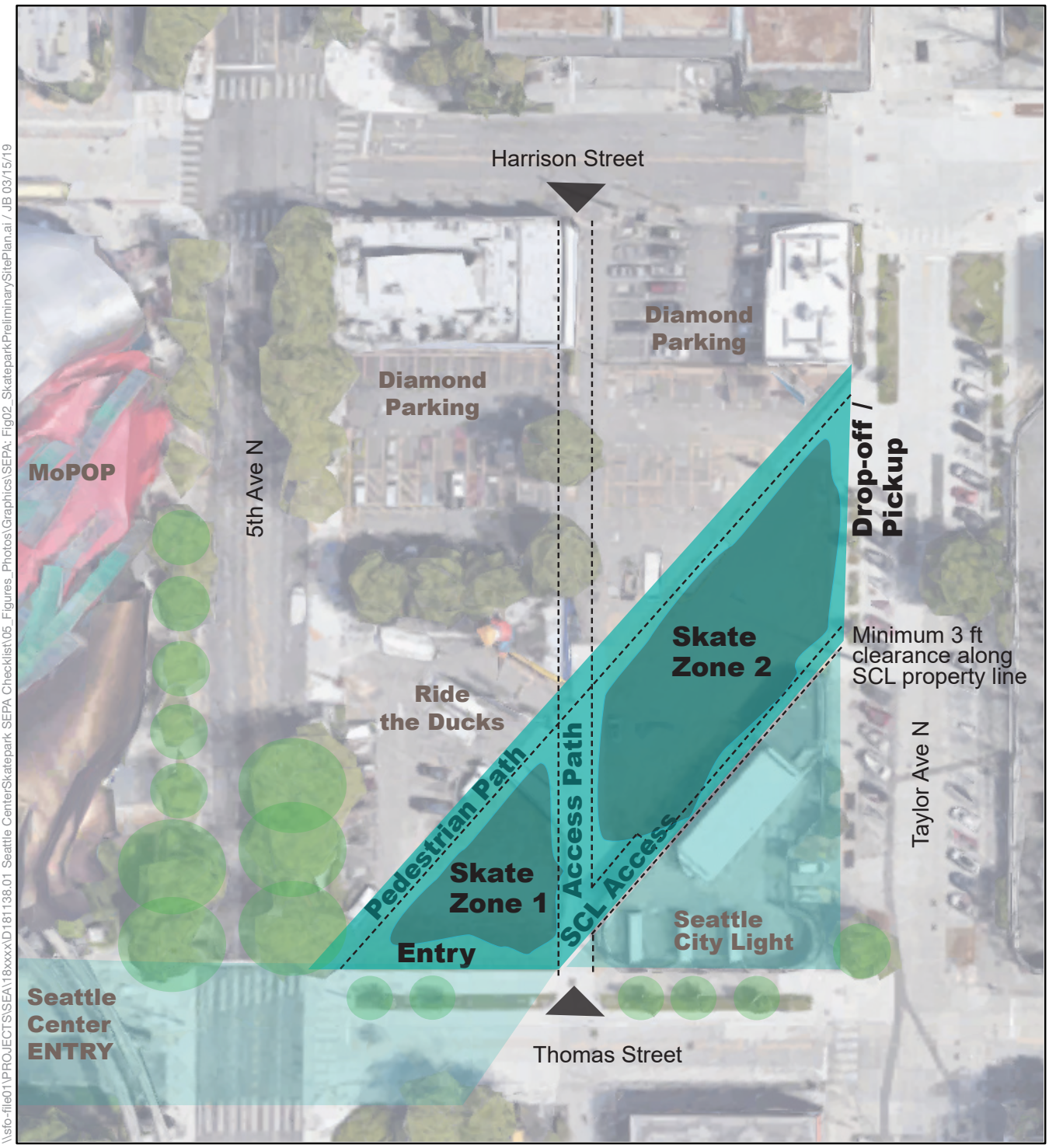
FIGURES

SOURCE: ESRI 2016; ESA, 2018

Figure 1
Proposed Skate Plaza Vicinity Map



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SOURCE: Framework, 2019

Figure 2
Skate Plaza Preliminary Site Plan

APPENDIX A

LIMITED SHALLOW SUBSURFACE INVESTIGATION AND CONTAMINATED SOIL SPOT CLEANUP

APPENDIX B

NOISE ANALYSIS REPORT

APPENDIX C

HISTORIC AND CULTURAL PRESERVATION MEMO