

# ***SR 520, I-5 to Medina: Bridge Replacement and HOV Project NEPA/SEPA Environmental Reevaluation: Montlake Market Closure and Demolition***

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**23 CFR §771.129  
Washington State Department of Transportation/Federal Highway Administration**

REGION/MODE	SR	PROJECT PROGRAM#	FEDERAL AID #	PROJECT#
ESO Mega Projects	520	852004B		U52004B

**PROJECT TITLE, ENVIRONMENTAL DOCUMENT TYPE & DATE APPROVED:**

- 1) SR 520, I-5 to Medina: Bridge Replacement and HOV Project Final Environmental Impact Statement (EIS), approved by FHWA and WSDOT on May 26, 2011.
- 2) SR 520, I-5 to Medina: Bridge Replacement and HOV Project Record of Decision (ROD), approved by FHWA and WSDOT on August 4, 2011.
- 3) SR 520, I-5 to Medina: Bridge Replacement and HOV Project SEPA Addendum (Public Place Designation), approved by WSDOT on October 3, 2011.
- 4) SR 520, I-5 to Medina: Bridge Replacement and HOV Project SEPA Addendum (Floating Bridge and Landings), approved by WSDOT on November 18, 2011.
- 5) SR 520, I-5 to Medina: Bridge Replacement and HOV Project NEPA/SEPA Environmental Reevaluation (Kenmore Yard), approved by FHWA and WSDOT on December 8, 2011.
- 6) SR 520, I-5 to Medina: Bridge Replacement and HOV Project NEPA Environmental Reevaluation (Floating Bridge and Landings), approved by FHWA and WSDOT on January 25, 2012.
- 7) SR 520, I-5 to Medina: Bridge Replacement and HOV Project NEPA/SEPA Environmental Reevaluation (Kenmore Yard Update), approved by FHWA and WSDOT on July 16, 2012.
- 8) SR 520, I-5 to Medina: Bridge Replacement and HOV Project NEPA/SEPA Environmental Reevaluation (Floating Bridge and Landings Proposed Final Design Features), approved by FHWA and WSDOT on October 22, 2012.
- 9) SR 520, I-5 to Medina: Bridge Replacement and HOV Project NEPA/SEPA Environmental Reevaluation (Temporary Westside Over-water Staging Area), approved by FHWA and WSDOT on February 1, 2013.
- 10) SR 520, I-5 to Medina: Bridge Replacement and HOV Project NEPA/SEPA Environmental Reevaluation (West Connection Bridge), approved by FHWA and WSDOT on February 1, 2013.
- 11) SR 520, I-5 to Medina: Bridge Replacement and HOV Project NEPA/SEPA Environmental Reevaluation (Floating Bridge Demolition), approved by FHWA and WSDOT on April 20, 2016.
- 12) SR 520, I-5 to Medina: Bridge Replacement and HOV Project NEPA/SEPA Environmental Reevaluation: West Approach Bridge South and Montlake Lid Design Refinements, approved by FHWA and WSDOT on October 31, 2016

**REASON FOR CONSULTATION:**

In this reevaluation, FHWA and WSDOT are evaluating how the proposal for the closure and demolition of the Montlake Boulevard Market would affect the natural and built environment and whether those effects differ from the effects described in the Final EIS, Record of Decision (ROD), and subsequent environmental reevaluations and memoranda.

**DESCRIPTION OF CHANGED CONDITIONS:** (See Attachment 1 for more detailed description).

WSDOT has determined that the Montlake Boulevard Market will need to be closed and demolished to complete construction of the Montlake Phase.

**HAVE ANY NEW OR REVISED LAWS OR REGULATIONS BEEN ISSUED SINCE APPROVAL OF THE LAST ENVIRONMENTAL DOCUMENT THAT AFFECT THIS PROJECT? YES (x) NO ()** (If yes explain, use additional sheets if necessary)

The Washington State Legislature passed ESSB 6061 that included a proviso for WSDOT to work with its design-build contractor to ensure to the maximum extent practicable that the building housing the Montlake Boulevard Market will be preserved. However, the purpose of this reevaluation is to evaluate the closure and demolition of the Montlake Boulevard Market for any new significant adverse effects.

**WILL THE CHANGED CONDITIONS AFFECT THE FOLLOWING DIFFERENTLY THAN DESCRIBED IN THE ORIGINAL ENVIRONMENTAL DOCUMENT?** (If yes, attach a detailed summary addressing the impacts and mitigation)

YES    NO YES    NO

- |                                     |         |                                     |         |
|-------------------------------------|---------|-------------------------------------|---------|
| 1) THREATENED or ENDANGERED SPECIES | ( ) (x) | 5) HAZARDOUS WASTE SITES            | ( ) (x) |
| 2) PRIME and UNIQUE FARMLAND        | ( ) (x) | 6) HISTORIC or ARCHAEOLOGICAL SITES | ( ) (x) |
| 3) WETLANDS                         | ( ) (x) | 7) 4 (f) LANDS                      | ( ) (x) |
| 4) FLOODPLAINS                      | ( ) (x) | 8) 6 (f) LANDS                      | ( ) (x) |

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WILL THESE CHANGES RESULT IN ANY CONTROVERSY? YES (x) NO ( ) (If yes explain)

As described in the October 2016 Environmental Reevaluation, FHWA and WSDOT are aware of and have considered issues from interested parties regarding the shortened Montlake Lid and the acquisition of the property where the Montlake 76 Service Station and Montlake Boulevard Market are located. As described in Attachment 1 to the October 2016 re-evaluation, the shortened Montlake Lid resulted from an extensive public input process with the plurality of participants in agreement that the shortened lid provided community benefits relative to the Final EIS design. FHWA and WSDOT conducted public outreach regarding the next phase of SR 520 construction, which includes the property acquisition.

Pursuant to the development of this reevaluation, FHWA and WSDOT are aware and considered issues from interested parties regarding the closure and demolition of the Montlake Boulevard Market. FHWA and WSDOT have continued to review neighborhood concerns about loss of the Montlake Boulevard Market, including concerns about traffic, air quality, noise, and community impacts. WSDOT will continue public participation related to the property acquisition and market closure.

WILL THESE CHANGES CAUSE ADVERSE IMPACTS IN THE FOLLOWING AREAS: (If yes, address comments below)

- |  | YES | NO  |                                   | YES | NO  |
|--|-----|-----|-----------------------------------|-----|-----|
| 1) AIR QUALITY                             | ( ) | (x) | 7) WATER QUALITY                  | ( ) | (x) |
| 2) NOISE                                   | ( ) | (x) | 8) VISUAL QUALITY                 | ( ) | (x) |
| 3) LAND USE                                | ( ) | (x) | 9) NATURAL RESOURCES and ENERGY   | ( ) | (x) |
| 4) TRAFFIC or TRANSPORTATION               | ( ) | (x) | 10) PUBLIC SERVICES and UTILITIES | ( ) | (x) |
| 5) DISPLACEMENT<br>(business or residence) | ( ) | (x) | 11) VEGETATION and WILDLIFE       | ( ) | (x) |
| 6) ECONOMIC GROWTH and DEVELOPMENT         | ( ) | (x) | 12) RECREATION                    | ( ) | (x) |
|  |     |     | 13) SOCIAL IMPACTS                | ( ) | (x) |

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COMMENTS:

The closure and demolition of the Montlake Boulevard Market will not result in new significant adverse impacts as defined by the National Environmental Policy Act (NEPA). The closure and demolition of the Montlake Boulevard Market as considered in this reevaluation does not substantially change the overall impacts that were discussed in the previously prepared project documents listed at the top of this form. None of the previously identified environmental commitments would change as a result of the design refinements identified.

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CONCLUSIONS and/ or RECOMMENDATIONS:

Changes as noted above would not result in new significant adverse effects. The SR 520, I-5 to Medina: Bridge Replacement and HOV Project remains compliant with current federal, state, local, and departmental regulations and directives with regard to National Environmental Policy Act (NEPA) and State Environmental Policy Act (SEPA) processes. This reevaluation document, along with supporting information, demonstrates that there would be no new significant adverse effects resulting from these changes since the Final EIS was approved in May 2011 and the ROD was approved in August 2011.

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I concur with the conclusions and recommendations above

Region / Mode Official

FHWA Official

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Date

Date

# Attachment 1

## Description of Changed Conditions and Effects

Environmental Reevaluation/Consultation Form for  
**SR 520, I-5 to Medina: Bridge Replacement and HOV Project**  
Final Environmental Impact Statement, approved May 26, 2011;  
Record of Decision, approved August 4, 2011;  
SEPA Addendum: Public Place Designation, approved October 3, 2011;  
SEPA Addendum: Floating Bridge and Landings, approved November 18, 2011;  
NEPA/SEPA Environmental Reevaluation: Kenmore Yard, approved December 8, 2011;  
NEPA Environmental Reevaluation: Floating Bridge and Landings, approved January 25, 2012;  
NEPA/SEPA Environmental Reevaluation: Temporary Westside Over-water Staging Area,  
approved February 1, 2013;  
NEPA/SEPA Environmental Reevaluation: West Connection Bridge, approved February 1,  
2013;  
NEPA/SEPA Environmental Reevaluation: Floating Bridge Demolition, approved April 20, 2016;  
and NEPA/SEPA Environmental Reevaluation: West Approach Bridge South and Montlake Lid  
Design Refinements, approved by FHWA and WSDOT on October 31, 2016

The purpose of this reevaluation is to document National Environmental Policy Act (NEPA), State Environmental Policy Act (SEPA), and compliance with other applicable laws for the SR 520, I-5 to Medina: Bridge Replacement and HOV Project (project) associated with the closure and demolition of the Montlake Boulevard Market to evaluate if any changed conditions would cause environmental impacts that are significant and not evaluated in the Final EIS (23 CFR 771.129; 23 CFR §771.130(b)(1)). This reevaluation describes how the closure and demolition of the Montlake Boulevard Market would affect the natural and built environment and whether those effects differ from the effects described in the Final EIS, ROD, and subsequent environmental reevaluations and memoranda.

## Description of Changed Conditions

Since issuance of the Final EIS and October 2016 Environmental Reevaluation of West Approach Bridge South and Montlake Lid, WSDOT has continued refinement of the design and construction approach. WSDOT has determined that the Montlake Boulevard Market (previously known as the Hop-In Market) will need to be closed and demolished as part of construction activities. The October 2016 Environmental Reevaluation considered the impacts from the acquisition of the property where the Montlake 76 Service Station and Montlake Boulevard Market are located and closure and removal of the Montlake 76 Service Station. The reevaluation noted that the property would be used to build some of the project's planned improvements, such as retaining walls and fill, sidewalks, connections to shared-use trails, and utility relocations and modifications and may also be used for construction staging, traffic shifts, and transit access during construction. It noted that the parcels on which the gas station and market are located would be acquired and that access to both businesses would be impacted; however, it did not specifically address the impacts from closure and demolition of the Montlake Boulevard Market's building.

The City has imposed design and safety requirements on roadway design for East Montlake Place East, including vehicle and transit lane widths, sidewalk and bike lane widths, planter boxes, and directional sign structures. Collectively these requirements expanded the final roadway section substantially into the Montlake Boulevard Market property; however, the final configuration of East Montlake Place East will be outside the footprint of the market building.

The continued coordination with the City regarding construction-phase requirements identified a temporary need for greater right of way width on East Montlake Place East. The combination of shifting traffic west to relocate the 54-inch waterline currently running north-south to the west of the Montlake Boulevard Market property, providing and maintaining bicycle and pedestrian detour routes that meet City of Seattle requirements, and providing for traffic lane shifts that maintain roadway capacity while Montlake Boulevard East and East Montlake Place East are reconstructed would place the construction-phase footprint of East Montlake Place East within the walls of the Montlake Boulevard Market. As a result, WSDOT determined that the Montlake Boulevard Market would need to be closed and the building demolished to accommodate project construction.

In March 2018, the Washington Legislature enacted the 2018 supplemental transportation budget with the following proviso:

*For the SR 520 Seattle Corridor Improvements - West End project (M00400R), the legislature recognizes the department must acquire the entirety of parcel number 1-23190 for construction of the project. The department shall work with its design-build contractor to ensure to the maximum extent practicable that the building housing any grocery store or market currently located on parcel number 1-2 3190 will be preserved. The legislature recognizes the city of Seattle has requirements in the project area that the department must address and that those requirements may affect the use of parcel number 1-23190 and may affect the ability of the department to preserve any grocery store or market currently located on the property. The department shall meet and confer regularly with residents in the vicinity of the parcel regarding the status of the project and its effects on any grocery store or market currently located on the property. The legislature strongly encourages the city to utilize maximum flexibility in how the department meets the city's requirements and to be an equal partner in efforts to preserve any grocery store or market on parcel number 1-23190.*

WSDOT is addressing the proviso requirements in three ways. First, WSDOT has notified the bidding design-build teams of the legislature's intent to preserve the building to the extent practicable. Once a design-build contractor is selected, WSDOT will hold a Practical Design Workshop with the contractor and the City of Seattle to collectively discuss opportunities for the contractor to preserve the Montlake Boulevard Market building and evaluate any technical requirements that would need to change. Second, WSDOT is conducting ongoing outreach with the Montlake community regarding all aspects of the Program and the upcoming Montlake Phase. Third, WSDOT is coordinating with the City of Seattle to determine whether further design changes can be made that would avoid the need to demolish the market building. WSDOT and City staff held two workshops in April 2018 to discuss technical requirements that directly affect the Montlake Boulevard Market building. WSDOT and the City concluded that the selected contractor's means, methods, phasing and staging plans must be identified before evaluating which technical requirements might be modified. The next opportunity to find new possible solutions will be the aforementioned Practical Design Workshop.

Based on currently available information, this reevaluation considers closure and demolition of the Montlake Boulevard Market building. Should WSDOT, the City of Seattle, and the design-build contractor find a solution to preserve the Montlake Boulevard Market building, the effects of closure and demolition of the building identified in this reevaluation would be reduced and no new significant adverse impacts would occur.

## **Analysis of Changed Conditions and Effects**

For this reevaluation, FHWA and WSDOT evaluated the closure and demolition of the Montlake Boulevard Market, changes to the affected environment, and potential changes to the environmental effects described in the Final EIS. FHWA and WSDOT concluded that no new significant adverse effects, beyond those described in the Final EIS and ROD, would result from the changed conditions. Changes pertaining to specific resources that may be affected are described below.

### *Water Resources*

The proposed closure and demolition of the Montlake Boulevard Market would not result in new adverse impacts on water resources. Demolition activities would not directly impact any surface water features as the site is currently completely developed with buildings or asphalt. To minimize impacts on water quality, runoff from the demolition site into nearby water bodies would be controlled through the implementation of construction best management practices (BMPs) such as controlling erosion at the site using silt fencing and using hay bales to minimize materials entering stormwater drains. The impacts and BMPs described in Section 5.10 of the 2011 Final EIS would not change.

### *Ecosystems*

The proposed closure and demolition of the Montlake Boulevard Market would not result in new adverse impacts on ecosystems. Demolition activities would not directly impact any ecosystems as the site is currently completely developed with buildings or asphalt. To help minimize potential impacts to fish in nearby water bodies, runoff from the demolition site would be controlled through the implementation of construction best management practices (BMPs) such as controlling erosion at the site using silt fencing and using hay bales to minimize materials entering stormwater drains. The impacts and BMPs described in Section 5.11 of the 2011 Final EIS would not change.

### *Transportation*

The local community expressed concern that local foot and bicycle traffic that currently utilizes the market will be converted into vehicle traffic, which would lead to increased traffic and a potential reduction in levels of service on local roadways. To evaluate this potential impact, WSDOT conducted vehicle, pedestrian and bicycle counts entering and exiting the Montlake Boulevard Market and Montlake 76 Service Station property during three 16 hour periods (6 am to 10 pm) on February 15-17, 2018 (Thursday to Saturday). These days were chosen as representative of conditions during the week and weekend because Montlake Boulevard has high weekend travel volumes. During the weekday PM peak hour (5 to 6 pm), there were on average 55 vehicles, 16 pedestrians and 1 bicycle per hour counted accessing the property. This equates to 110 vehicle trips and 34 pedestrian and bicycle trips entering or exiting the property during the PM peak hour.

As outlined further in Exhibit 1, using assumptions from the *ITE Trip Generation Manual, 9<sup>th</sup> Edition*, there are three types of trips generated to a site:

- *Pass-by Trips.* Pass-by trips are made as intermediate stops on the way to a different destination without diverting from another roadway. For example, these are stops made by travelers on Montlake Boulevard who, out of convenience stop, at the market because it is along the way to their final destination. Based on assumptions from the *ITE Trip Generation Manual*, of the 110 vehicle trips, 43% of the vehicle trips or 47 are pass-by trips. If the market were closed, these types of trips would not change because those 47 trips would still be traveling along Montlake Boulevard on their way to their final destination.
- *Primary Trips.* Primary trips are made for the specific purpose of visiting the property. For example, these are trips made with the specific purpose of going to the market and then returning would be considered primary trips. Based on assumptions from the *ITE Trip Generation Manual*, of the 110 vehicle trips, 22% of the vehicle trips or 24 are primary trips. These types of trips could either travel to other markets or not occur entirely. For the purpose of this analysis, they are assumed to travel along Montlake Boulevard to other markets.
- *Diverted Linked Trips.* Diverted linked trips are made as intermediate stops on the way to a different destination, but require a diversion from the original roadway to another roadway to gain access to the site. For example, these are trips where a traveler on SR 520 would leave the highway to access the market and then return to SR 520 on their way to their final destination. Based on assumptions from the *ITE Trip Generation Manual*, of the 110 vehicle trips, 35% of the vehicle trips or 39 are diverted linked trips. If the market were closed, these types of trips would not access Montlake Boulevard but instead would travel to another market or gas station in another neighborhood.

To evaluate the potential traffic impacts of the proposed closure, this analysis assumed that:

- A combination of 34 pedestrian and bicycle trips (17 outbound and 17 inbound) would be converted to 34 vehicle trips that would travel on Montlake Boulevard to another nearby market;
- 39 vehicle trips, which currently occur as diverted linked trips, would no longer travel to the market property and therefore not on Montlake Boulevard; and,
- 24 vehicle primary trips would travel to another nearby market or gas station along Montlake Boulevard (so no change compared to existing conditions).
- 47 vehicle pass-by trips would continue to travel along Montlake Boulevard to their final destination so these trips would result in no change to the existing conditions.

Taken together, this would result in a net reduction of about 5 vehicle trips in the PM peak hour compared to existing traffic levels. A reduction of 5 vehicle trips would not impact the levels of service or vehicle queue lengths on Montlake Boulevard. This analysis is documented in greater detail in Exhibit 1. Therefore, the closure and demolition of the Montlake Boulevard Market is not anticipated to adversely impact nearby traffic levels so the impacts described in Section 5.1 of the 2011 Final EIS would not change.

Section 6.1 of the 2011 Final EIS evaluated construction phase traffic impacts, including a finding of increased delay at the Montlake interchange during construction. Based on the

analysis described (net reduction of 5 vehicles per hour in the PM peak) the closure and demolition of the Montlake Boulevard Market would not change the findings of the Final EIS.

#### *Land Use*

The total acquisition of the Montlake 76 Service Station and Montlake Boulevard Market was previously considered in the October 2016 Environmental Reevaluation. The closure and demolition of the Montlake Boulevard Market would not change the conclusions in that reevaluation. Following the completion of construction, the property would go through the WSDOT Disposal of Surplus Property process and would be sold for fair market value. The zoning of the property would not change as a result of the project. The closure of the Montlake Boulevard Market would result in the displacement of the existing business. As outlined in the Final EIS, these types of impacts would be mitigated through compliance with the Uniform Relocation Act, as amended; therefore, no new significant adverse impacts are anticipated.

#### *Section 4(f) Resources*

No Section 4(f) Resources would be affected by the closure and demolition of the Montlake Boulevard Market. The Montlake Boulevard Market is not an NRHP-eligible or contributing property to the Montlake Historic District. The closure would not trigger revisions to the 2011 Section 4(f) evaluation. The impacts as described in Chapter 9 of the 2011 Final EIS would not change.

#### *Section 6(f) Resources*

No Section 6(f) Resources would be affected by the closure and demolition of the Montlake Boulevard Market. Therefore, the impacts as described in Chapter 10 of the 2011 Final EIS would not change.

#### *Recreation*

No recreational resources would be affected by the closure and demolition of the Montlake Boulevard Market. Therefore, the impacts as described in Section 5.4 of the 2011 Final EIS would not change.

#### *Visual Resources*

No new significant adverse impacts to visual resources are expected from closure and demolition of the Montlake Boulevard Market. During construction, a site fence would be visible around the market property. Although the future use of the property is unknown, local views would change after construction, depending on the eventual use of the property. Therefore, the permanent impacts as described in Section 5.5 and the temporary impacts as described in Section 6.5 of the 2011 Final EIS would not change.

#### *Cultural Resources*

The Montlake Boulevard Market is not an NRHP-eligible or contributing property to the Montlake Historic District. The 2016 Environmental Reevaluation considered an expansion of the limits of construction to include the Montlake Boulevard Market and Montlake 76 Service Station property. The closure and demolition of the market would occur within this previously considered area; therefore, the determination that there would be no adverse effects to historic properties remains valid.

#### *Noise and Vibration*

Demolition of the Montlake Boulevard Market would occur during daytime hours and meet City of Seattle noise regulations. As outlined in the Section 6.7 of the 2011 Final EIS, noise abatement measures that could be implemented to limit the effects of construction include requiring mufflers, installing temporary or portable acoustic barriers, shutting off idling equipment, and notifying nearby residents and institutions when noisy work would be occurring. Additional measures may be implemented as more details on the demolition process are developed.

The area of the Montlake Boulevard Market, in addition to surrounding areas considered in the 2016 Environmental Reevaluation, is expected to be used during construction as a staging area. Activities at the staging area would meet City of Seattle noise regulations or variance requirements granted by the City of Seattle. The Final EIS noted that WSDOT will work with the City of Seattle and obtain variances as needed for the SR 520, I-5 to Medina project. On April 26, 2018, the City of Seattle Department of Construction and Inspections issued a Major Public Project Construction Noise Variance that, among other findings, conditioned demolition of the Montlake Market to daytime hours only and found other nighttime work necessary considering public and worker safety.

As indicated above, traffic operations in the project area would not change significantly as a result of the closure and demolition of the Montlake Boulevard Market. Operational noise levels were modeled in the areas as part of the 2016 NEPA Environmental Reevaluation to reflect the current concept design for the Montlake lid. Removal of the Montlake Boulevard Market would not affect the operational noise levels presented in the 2016 NEPA Environmental Reevaluation.

#### *Air Quality*

Demolition of the market would generate dust. Construction vehicles, worker vehicles, and diesel fuel-fired construction equipment would generate emissions. The mitigation measures identified in Section 6.8 of the Final EIS and listed below would apply to the demolition of the Montlake Market. These measures have been applied to other demolition work completed as part of the Project. Prior to demolition of the building, it would be surveyed for asbestos and any asbestos-containing materials would be removed. For temporary effects during construction, state law requires construction site owners and/or operators to take reasonable precautions to prevent fugitive dust from becoming airborne. Fugitive dust may become airborne during demolition, material transport, grading, driving of vehicles and machinery on and off the site, and through wind events. WSDOT will comply with the procedures outlined in the Memorandum of Agreement between WSDOT and the Puget Sound Clean Air Agency (PSCAA) for controlling fugitive dust (WSDOT 2004). Controlling fugitive dust emissions may require some of the following actions:

- Spray exposed soil with water or other suppressant to reduce emissions of PM<sub>10</sub> and deposition of particulate matter.
- Use wind fencing to reduce disturbance to soils.
- Promptly clean up spills of transported material on public roads.
- Schedule work tasks to minimize disruption of the existing vehicle traffic on streets.
- Locate construction equipment and truck staging areas away from sensitive receptors as practical and in consideration of potential effects on other resources.



- Provide wheel washers to remove particulate matter that would otherwise be carried offsite by vehicles to decrease deposition of particulate matter on area roadways.
- Cover dirt, gravel, and debris piles as needed to reduce dust and wind-blown debris.

As indicated above, traffic operations in the project area would not change substantially as a result of the demolition of the Montlake Boulevard Market. Section 6.8 of the 2011 Final EIS found that the project would not result in exceedances of the National Ambient Air Quality Standards (NAAQS) and the determination would still apply and the project continues to be included in the current conforming plan; therefore, no new conformity determination is required. The Final EIS determination that there would not be an adverse effect to air quality would continue to be valid.

#### *Environmental Justice*

Section 5.3 of the 2011 Final EIS did not identify any low-income or minority population concentrations in the Montlake neighborhood. Therefore, the closure and demolition of the Montlake Boulevard Market would not have a high and disproportionate impact on any low-income or minority populations. The environmental justice determination as described in the Final EIS would not change.

#### *Hazardous Materials*

As evaluated in the 2016 Environmental Reevaluation, there is the potential that the Montlake Boulevard Market and Montlake 76 Service Station property could overlies groundwater or soil contamination caused by its long use as a fueling site. Soil testing within public right-of-way indicates that fuel contamination has migrated from the Montlake 76 Service Station. The extent of soil and/or groundwater contamination on the property is unknown due to WSDOT's being denied access to the property by the property owners. Prior to construction, the site would be surveyed for soil and groundwater contamination. Prior to or during construction, any contaminated materials would be removed or treated in accordance with all applicable local, state, or Federal regulations. Motor-fuel contaminated soil is a well-understood and commonly treated issue. In addition, demolition of the market could disturb hazardous materials like asbestos and lead based paint. The market would be surveyed prior to demolition to determine whether it contains hazardous building materials. If any are discovered, they would be removed by professionals trained in proper removal processes. Any removed materials would be disposed of at a licensed facility.

#### *Navigation*

The closure and demolition of the Montlake Boulevard Market would not impact navigation. The impacts described in the Final EIS would not change. Therefore, the impacts as described in Section 5.14 of the 2011 Final EIS would not change.

#### *Social Elements*

Of the social elements considered in Section 5.3 of the 2011 Final EIS, community cohesion could be impacted by the closure and demolition of the Montlake Boulevard Market. Community cohesion is the ability of people to communicate and interact with each other in ways that lead to a sense of community, as reflected in the neighborhood's ability to function and be recognized as a singular unit. Community cohesion can be maintained by neighborhood commercial areas, which include businesses such as food markets, coffee shops, restaurants,

and hair salons that cater to neighborhood residents and provide the residents opportunities to engage socially with one another. The public has voiced concerns about community cohesion effects from the closure of the market. However, the neighborhood is served by another market approximately 4 blocks to the south and has other businesses in the area as well as the Montlake Community Center that also serve to maintain community cohesion. Therefore, the closure and demolition of the Montlake Boulevard Market would not significantly adversely impact community cohesion. In addition, one of the primary purposes of construction of the Montlake Lid is to restore community cohesion by reconnecting neighborhoods originally bisected by SR 520 and provide additional community space on the Montlake Lid. The portion of the market property incorporated into the project, along with the lid, would be used in part to meet the community goals developed through the Seattle Design Process (<http://www.wsdot.wa.gov/Projects/SR520Bridge/Library/Seattleprocess.htm>) to improve bicycle and pedestrian connections in the Montlake area.

Existing cellular service antennas located on and around the Montlake Boulevard Market building will be displaced during construction. WSDOT is assisting in locating a temporary antenna structure on WSDOT-owned property to ensure that cellular service coverage is maintained to the Montlake community during construction.

Closure of the Montlake Boulevard Market would not be a significant adverse effect to social elements within the context of NEPA. Therefore, the impacts as described in Section 5.3 of the 2011 Final EIS would not change.

## **Conclusion**

The closure and demolition of the Montlake Boulevard Market will not result in any new or additional significant adverse effects beyond those described in the Final EIS, ROD, and subsequent Environmental Reevaluations and technical memoranda. The project remains compliant with current federal, state, local, and departmental regulations and directives with regard to NEPA/SEPA processes, Section 106 and 4(f), and ESA. In accordance with 23 CFR §771.130(b)(1), the changes would not necessitate a supplemental EIS.

## **Exhibits**

1. Traffic Memorandum
2. Narrative of Changes Since Adoption of October 31, 2016 Environmental Reevaluation

**Exhibit 1**

**Traffic Memorandum**



Washington State  
Department of Transportation

# SR 520 Bridge Replacement and HOV Program



## Traffic Evaluation with Closure of the Montlake Market and Gas Station Technical Memorandum

Prepared for  
**Washington State Department of Transportation**

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July 2018



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# Acronyms and Abbreviations

ITE	Institute of Transportation Engineers
WSDOT	Washington State Department of Transportation





# Introduction/Background

The Montlake Market and 76 Gas Station is located on the southwest corner of the intersection of Montlake Boulevard/East Montlake Place E and the SR-520 eastbound ramps. The market and gas station are planned for closure as part of the SR 520 Montlake Phase of construction which will begin in late 2018. The property would be used as a staging area during construction.

This analysis details how travel patterns would change with the closure of the Montlake Market in addition to the 76 Gas Station. The Montlake Market is a small grocery store, which includes a deli and retails specialty foods and products. The 76 Gas Station has 10 fuel pumps and sells some convenience items. The 76 Gas Station previously included 3 active vehicle service bays which are no longer in service.

## Methodology

The following describes the analysis steps including methodology references from the Institute of Transportation Engineers Trip Generation Manual, 9th Edition (herein referred to as the *ITE Trip Generation Manual* and the Institute of Transportation Engineers Transportation Impact Analysis for Site Development, 2010 (herein referred to as the *ITE TIA guidelines*).

## Analysis Steps

Analysis was conducted to determine how traffic volumes on the Montlake corridor would change with the closure of the Montlake Market and 76 Gas Station. The analysis includes the following steps.

- **Quantify Traffic Generated by Site:** Traffic counts conducted in February 2018 were used to quantify the existing level of traffic accessing the Montlake Market and 76 Gas Station (referenced as “the site”). The traffic counts quantify vehicle trips, pedestrians, and bicycles accessing the site.
- **Quantify Travel Changes to Site-Generated-Traffic with Closure:** When the Montlake Market and 76 Gas Station are closed, based on ITE trip credit methodology (see section below), some trips would no longer be made and some would continue on their routes and access a market or gas station elsewhere. The *ITE Trip Generation Manual* has quantified three type trip types (primary, pass-by, and diverted trips defined below) based on survey data for similar sites.
- **Conservative Analysis Considerations:** A conservative or sensitivity analysis was also conducted which considered the change in traffic on the system if:
  - All bike and pedestrian trips generated by the site converted to vehicle trips to access a different store with the closure of the Montlake Market.

- All primary trips remained in the system and drove to access a different store or gas station with the closure of the Montlake Market and 76 gas station.
- **Net Change to Montlake Corridor Traffic Volumes:** Section includes a summary and discussion of the change in vehicle volumes on the Montlake corridor based on the ITE trip credit methodology and the conservative analysis considerations.

## Select Representative ITE Land Use

The *ITE Trip Generation Manual* is a reference which includes trip generation information for hundreds of land uses ranging from single family homes to various commercial developments. The rates in the manual for the referenced land uses in this analysis are calculated based on survey data at existing and historical sites. While survey data on which a particular land-use trip generation is based is often from different states or regions, it is industry standard to apply these average rates identified in the ITE Trip Generation Manual to localized project sites to determine total trips generated to a site and determine trip type (pass-by, primary, and diverted trips, see definitions below). It is industry standard to use the ITE trip rates exclusively or supplemented with site specific survey data when available.

To use the rates, representative land uses are selected which most closely match the analysis site. For this study, the Montlake Market and 76 Gas Station site uses are similar to the *ITE Trip Generation Manual* “Supermarket” land use (ITE land use code 850) and “Gasoline/Service Station with Convenience Market” land use (ITE land use code 945). Descriptions of these land uses per the ITE Trip Generation Manual are shown in Appendix A. These land uses were selected for this analysis due to their similarities in site use and also because the land uses include pass-by and diverted link trip tables in the *ITE Trip Generation Manual*, needed for this analysis.

## ITE Trip Credit Methodology

As documented in the *ITE Trip Generation Manual*, the traffic generated by a site can be classified as pass-by, primary, or diverted linked trips as illustrated in the figure found in Appendix B and as defined below. The generator in this analysis is the site, defined as the Montlake Market and 76 Gas Station.

- *Pass-by trips are made as intermediate stops on the way from an origin to a primary trip destination without a route diversion. Pass-by trips are attracted from traffic passing the site on an adjacent street or roadway that offers direct access to the generator. Pass-by trips are not diverted from another roadway.*
- *Primary trips are trips made for the specific purpose of visiting the generator. The stop at the generator is the primary reason for the trip. The trip typically goes from origin to generator and then returns to the origin. For example, a home-to-shopping-to-home-combination of trips is a primary trip set.*
- *Diverted linked trips are trips that are attracted from the traffic volume on roadways within the vicinity of the generator but require a diversion from that roadway to another roadway to gain access to the site. These trips could travel on highways or freeways adjacent to a generator but without access to the generator.*

Per the *ITE TIA guidelines* (page 41) when a site is redeveloped, trip credits may be accounted for development that will be removed, and those trips may be subtracted from the non-site traffic. Language from the *ITE TIA guidelines* is as follows.

*Most studies for new or expanding developments are concerned with assessing impacts of additional traffic and providing proper accommodations for total site traffic. As a result, the study should include the subtraction of existing site traffic if the current land use is to be replaced. This subtraction should be from non-site traffic. A simple reduction of trip generation for the new development is not appropriate unless the trip generation and distribution will have the same characteristics as the existing development. When traffic generated by an existing development is to be subtracted:*

1. *Estimate or count trip generation for the development to be removed;*
2. *Determine trip distribution for this traffic by survey or procedures (see Chapter 6);*
3. *Determine traffic assignment for this traffic (see chapter 6); and*
4. *Subtract this traffic from non-site traffic to estimate non-site traffic for this study.*

The existing land use and the proposed use as construction staging are not equivalent trip generators. As part of this analysis, the existing trip assignments (including pass-by and diverted trips) were calculated to subtract the Montlake Market and 76 Gas Station trips from the system. The language above describes the trips relative to a new site and thus indicates a positive value. However, the analysis below considers the reduction in trips due to the closure of the Montlake Market and 76 Gas Station. The analysis considers if those trips that are attracted to the site today, would continue on the roadway system adjacent to the site (pass-by trips) or if those trips would be removed from the adjacent roadways (primary trips or diverted linked trips).

The typical pass-by, diverted, and primary trip percentages were calculated based on the average of the survey data shown in the *ITE Trip Generation Manual* tables (see Appendix C).

## **Traffic Generated by Site**

Traffic counts were conducted at the Montlake Market and 76 Gas Station for three 16 hour periods (6 am to 10 pm) on February 15-17 (Thursday – Saturday), 2018. The traffic counts captured the volume of inbound vehicles, bicyclists and pedestrians entering the Montlake Market and using the 76 Gas Station pumps. The following describes the activity at the market during the PM peak hour (5 - 6 pm) as that is the highest traffic congestion hour.

During the PM peak hour (average of Thursday and Friday, 5-6 pm), there were 72 total trips entering the site. On average 55 vehicles accessed the market only and 17 trips accessed the gas station (including one pedestrian which accessed the Montlake Market while parked at the 76 Gas Station). Table 1 summarizes the total number of vehicles, walk up pedestrians, and bike pedestrians during the PM peak hour during the count time period for the Montlake Market and 76 Gas Station. Count data for the three days are shown in Appendix D.

The count data shown in Appendix D includes the trips accessing the site, or the inbound trips only. ITE counts trips by “trip end”. Per the *ITE Trip Generation Manual* page 9 of Volume 1, “a trip or trip end is a single or one-direction vehicle movement with either the origin or the destination (exiting or entering) inside a study site. For trip generation purposes, the total trip ends for a land use over a given period of time are the total of all trips entering plus all trips exiting a site during a designated time period.”

To estimate the total traffic to and from the site, the outbound trips need to be accounted for. The trips leaving (outbound) were estimated based on ITE trip generation rates for the land uses selected for the Montlake Market and 76 Gas Station. The trip directions are 51% inbound and 49% outbound for the Supermarket (850) land use, and 50% inbound and 50% outbound for the Gasoline/Service Station with Convenience Market (945) land use. Meaning the inbound and outbound trips are balanced during the PM peak hour.

**Table 1** further summarizes the total vehicle and nonmotorized trips entering and leaving the site.

**Table 1: Weekday PM Peak Hour Trips Accessing the Montlake Market and 76 Gas Station**

	Inbound Trips Per Counts (Average of Thursday, Friday)				Inbound and Outbound Trips Total Calculated			
	Total	Drive up (Vehicle)	Pedestrian	Bicycle	Total	Drive up (Vehicle)	Pedestrian	Bicycle
Access Market Only	55	38	16	1	110	76	32	2
Access Gas Pumps* * 1 trip walked over to the Montlake Market	17	17	0	0	34	34	0	0
<b>Total Trips to Montlake Market and 76 Gas Station</b>	<b>72</b>	<b>55</b>	<b>16</b>	<b>1</b>	<b>144</b>	<b>110</b>	<b>32</b>	<b>2</b>

## Travel Changes to Site-Generated-Traffic with Closure

The data indicates that there are currently 144 trips to and from the Montlake Market and 76 Gas Station during the weekday PM peak hour. Thirty-two of those trips are pedestrians and 2 are bicycle trips. The remaining 110 trips are vehicle trips. This methodology assumes the bicycle and pedestrian trips would not be generated with the removal of the Montlake Market and 76 Gas Station. (The section **Conservative Analysis Considerations** below considers impacts to Montlake corridor traffic if these bicycle and pedestrian trips converted to vehicle trips).

Table 2 below and Appendix C detail pass-by percentage, diverted trip percentage and primary trip percentage for each of the land uses.

**Table 2: ITE Land Use Pass-by and Diverted Trip Percentages, Weekday PM Peak Period**

Site Use	ITE Land Use Code	Pass-by %	Diverted %	Primary %
Montlake Market	(850) Supermarket	36%	38%	26%
76 Gas Station	(945) Gasoline/Service Station with Convenience Market	56%	31%	13%

The information in Tables 1 and 2 was used to estimate how travel would change on the Montlake corridor when the Montlake Market and 76 Gas Station are closed. Note the Montlake corridor consists of the series of road segments including Montlake Boulevard, East Montlake Place E and 24th Avenue East. These calculations for the travel pattern changes are shown in Table 3.

**Table 3: Weekday PM Peak Hour Vehicle Trip Types Associated with Montlake Market/Gas Station**

Site Use	Total Trips	Pass-by Trips	Diverted Trips	Primary Trips
Montlake Market				
% per trip type	100%	36%	38%	26%
Vehicle Trips	76	27	29	20
76 Gas Station				
% per trip type	100%	56%	31%	13%
Vehicle Trips	34	20	10	4
Total Trips to Montlake Market and 76 Gas Station by Type	110	47	39	24
Where do trips go with closure?		^^ Stay on Montlake	^^ Stay on their primary route, i.e. SR 520	^^ Not generated
Less Vehicle Trips on Montlake corridor			+39+24 = 63 less PM peak hour vehicle trips	

Of the 110 vehicle trips that use the Montlake Market or 76 Gas Station during the weekday PM peak hour, 47 of those trips are pass-by trips on the Montlake corridor and will remain on the Montlake corridor, 39 of those trips are diverted trips which will remain in the system but will be removed from the traffic volumes on the Montlake corridor, and 24 trips are primary trips which will be removed from the system entirely if the Montlake Market and 76 Gas Station are closed. This would result in 63 less PM peak hour vehicle trips on the Montlake corridor.

## Conservative Analysis Considerations

The following analysis quantifies the changes in traffic on the Montlake corridor if primary vehicle trips and bicycle and pedestrian trips are all reassigned to other markets.

## Primary Trips Reassigned to Other Markets

It is not industry standard to reassign primary trips when a site is removed. However, if the 24 PM peak hour primary trips generated by the Montlake Market and 76 Gas Station represent trips which would still need to occur, the reduction in trips on the Montlake corridor would be reduced to just the diverted trips, or 39 trips less PM peak hour trips on the Montlake corridor with the closure of the market and gas station.

## Pedestrian and Bicycle Trips Reassigned to Other Markets

Currently, an average of 17 pedestrians and bicycles access the Montlake Market during the PM peak hour (resulting in 34 inbound and outbound trips). (There are no pedestrian or bicycle trips accessing the 76 Gas Station.) If the result of closing the market was such that these trips then had to drive to another grocery store, these trips would potentially be converted to vehicle trips.

Applying a conservative analysis, assuming the 17 pedestrian and bicycle trips all get in a vehicle to drive to and from another market by traveling along the Montlake corridor, there would be an additional 34 vehicle trips ends (17 inbound and 17 outbound trips) generated by this conversion. Again, this is a conservative analysis and converting pedestrians and bicycles to single occupancy vehicle trip ends is not based on *ITE Trip Generation Manual* methodology. Some of these trips could also be converted to transit trips, which would not add any additional trips to the roadway network.

It should be noted that there is another market, Mont’s Market, located a quarter mile south on 24th Avenue E at E McGraw Street; some walk or bike trips could access the other market without a vehicle by walking, biking or taking transit.

## Net Change to Montlake Corridor Traffic Volumes

The analysis above shows that the removal of the market and gas station, based on industry-standard *ITE trip generation manual* methodology, would result in **63 fewer vehicle trips** accessing the Montlake corridor in the PM peak hour.

If the standard practice is discounted, and an extremely conservative approach is taken and every pedestrian and bicycle trip is converted to a single occupancy vehicle AND all primary generated vehicle trips would access a different grocery store or gas station via the Montlake corridor there could be a net difference is **5 fewer vehicle trips** on the corridor in the vicinity of the market and gas station, during the PM peak hour.

**Table 4: Summary of Net Change to the Montlake Corridor Traffic Volumes**

	Change in PM Peak Hour Vehicle Trips
<u>ITE Methodology</u>	
Diverted no longer on the Montlake corridor	Less 39 vehicle trips
Primary trips no longer on the Montlake corridor	Less 24 vehicle trips
<b>Total ITE Methodology</b>	<b>Less 63 vehicle trips</b>

<u>Conservative Assumption Analysis</u>	
Diverted no longer on the Montlake corridor	Less 39 vehicle trips
All Primary trips convert to vehicle trip to another market or gas station	No reduction above for 24 vehicle trips
All existing pedestrians/bicycle convert to single occupancy vehicle trip to another market	Plus 34 vehicle trips
<b>Total Conservative Assumption Analysis</b>	<b>Less 5 vehicle trips</b>

The existing PM peak hour volume of traffic on the Montlake corridor is 2,000 vehicles per hour in the vicinity of the market and gas station per the I-5 to Medina Final Environmental Impact Statement (FEIS) Transportation Discipline Report (TDR) (see Exhibit 6-2). A decrease of 5 trips per hour is less than one percent of the total trips. This difference is well within the daily variation of traffic. This small number of trips could easily be handled by the traffic signals in the network with minimal impact to operations.

## Use of the Site During Construction

A portion of the site along the ramp is being acquired for widening and the remainder of the parcel is planned for use as a construction staging site during the construction of the SR 520 Project. The market and gas station site is located within the haul routes shown on the surrounding street network in Exhibit 10-8 of the Transportation Discipline Report. The site is adjacent to SR 520 and Montlake corridor and East Roanoke Street construction activities and therefore would not result in an increase in construction truck trip lengths (distance travelled) or frequency (or number of truck trips made). The number of trucks on the roadway system is dictated by all of the construction activities that occur as part of the entire project, so construction related traffic would not increase with the use of this site for staging.

## Resources

Institute of Transportation Engineers Trip Generation Manual, 9th Edition

Institute of Transportation Engineers Transportation Impact Analysis for Site Development, 2010





## **Appendix A – Land Use Definitions**

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# Land Use: 850 Supermarket

## Description

Supermarkets are free-standing retail stores selling a complete assortment of food, food preparation and wrapping materials, and household cleaning items. Supermarkets may also contain the following products and services: ATMs, automobile supplies, bakeries, books and magazines, dry cleaning, floral arrangements, greeting cards, limited-service banks, photo centers, pharmacies and video rental areas. Some facilities may be open 24 hours a day. Discount supermarket (Land Use 854) is a related use.

## Additional Data

*Caution should be used when applying daily trip generation rates for supermarkets, as the database contains a mixture of facilities with varying hours of operation. Future data submissions should specify hours of operation of a site.*

## Specialized Land Use Data

One study provided data on a supermarket in Oregon that also carried clothing, footwear, bedding, furniture, jewelry, beauty products, electronics, toys, lumber and garden supplies. The secondary products offered at this supermarket varied from the other stores in this land use; therefore, the information collected for this facility is presented in the following table and was excluded from the data plots. The weekday morning and afternoon peak hours of the generator at this site were between 8:45 a.m. and 9:45 a.m. and between 4:45 p.m. and 5:45 p.m., respectively. The Saturday and Sunday peak hours of the generator were between 3:00 p.m. and 4:00 p.m. and between 12:45 p.m. and 1:45 p.m., respectively.

<u>Independent Variable</u>	<u>Trip Generation Rate</u>	<u>Size of Independent Variable</u>	<u>Number of Studies</u>	<u>Directional Distribution</u>
<b>1,000 Square Feet Gross Floor Area</b>				
Weekday A.M. Peak Hour of Generator	4.21	78	1	Not available
Weekday P.M. Peak Hour of Generator	10.13	78	1	Not available
Saturday Peak Hour of Generator	10.91	78	1	Not available
Sunday Peak Hour of Generator	9.83	78	1	Not available

Source: 746

The sites were surveyed between the 1960s and the 2000s throughout the United States.

## Source Numbers

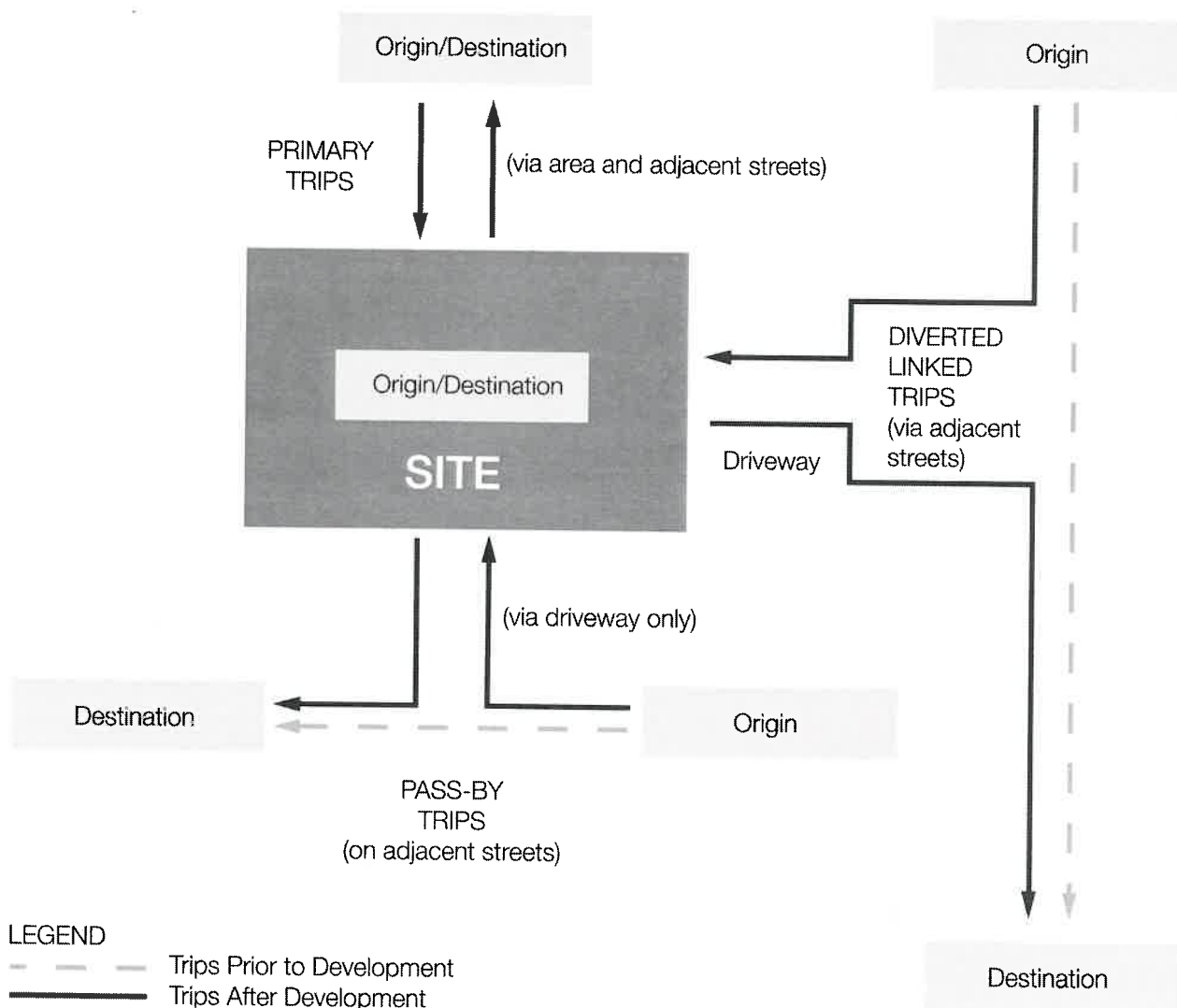
2, 4, 5, 72, 98, 203, 213, 251, 273, 305, 359, 365, 438, 442, 447, 448, 514, 520, 552, 577, 610, 716, 746

## **Appendix B – ITE Trip Type Figure**

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**Figure 5.1 Types of Trips**







## **Appendix C – ITE Trip Type Rates**

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**Table 5.10**  
**Pass-By Trips and Diverted Linked Trips**  
**Weekday, p.m. Peak Period**

**Land Use 850—Supermarket**

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PRIMARY TRIP (%)	NON-PASS- BY TRIP (%)	DIVERTED LINKED TRIP (%)	PASS-BY TRIP (%)	AVERAGE DAILY TRAFFIC	SOURCE
30	Overland Park, KS	1987	40	4:30–5:30 p.m.	48	—	20	32	n/a	n/a
<25	Chicago suburbs, IL	1987	155	3:00–6:00 p.m.	—	44	—	56	n/a	Kenig, O'Hara, Humes, Flock
<25	Chicago suburbs, IL	1987	191	3:00–6:00 p.m.	—	43	—	57	n/a	Kenig, O'Hara, Humes, Flock
<25	Chicago suburbs, IL	1987	113	3:00–6:00 p.m.	—	44	—	56	n/a	Kenig, O'Hara, Humes, Flock
34	Omaha, NE	n/a	n/a	4:00–6:00 p.m.	29	—	27	44	15,200	University of Nebraska—Lincoln
66	Omaha, NE	n/a	n/a	4:00–6:00 p.m.	30	—	47	23	63,000	University of Nebraska—Lincoln
70	Omaha, NE	n/a	n/a	4:00–6:00 p.m.	30	—	44	26	34,300	University of Nebraska—Lincoln
31	Omaha, NE	n/a	n/a	4:00–6:00 p.m.	36	—	45	19	48,700	University of Nebraska—Lincoln
31	Omaha, NE	n/a	n/a	4:00–6:00 p.m.	40	—	32	28	23,500	University of Nebraska—Lincoln
55	Omaha, NE	n/a	n/a	4:00–6:00 p.m.	35	—	38	27	27,200	University of Nebraska—Lincoln
65	Omaha, NE	n/a	n/a	4:00–6:00 p.m.	25	—	50	25	44,700	University of Nebraska—Lincoln
31	Orlando, FL	1993	440	2:00–6:00 p.m.	—	65	—	35	n/a	TPD Inc.

Average Pass-By Trip Percentage: 36

**Table 5.30**  
**Pass-By Trips and Diverted Linked Trips**  
**Weekday, p.m. Peak Period**

**Land Use 945—Gasoline/Service Station with Convenience Market**

SIZE (1,000 SQ. FT. GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PRIMARY TRIP (%)	NON-PASS- BY TRIP (%)	DIVERTED LINKED TRIP (%)	PASS-BY TRIP (%)	ADJ. STREET PEAK HOUR VOLUME	SOURCE
0.8	8	Louisville area, KY	1993	83	4:00–6:00 p.m.	8	—	40	52	4,965	Barton-Aschman Assoc.
0.6	8	Louisville, KY	1993	60	4:00–6:00 p.m.	20	—	27	53	1,491	Barton-Aschman Assoc.
0.7	10	Louisville, KY	1993	n/a	4:00–6:00 p.m.	19	—	24	57	1,812	Barton-Aschman Assoc.
0.7	8	Louisville area, KY	1993	n/a	4:00–6:00 p.m.	7	—	21	72	2,657	Barton-Aschman Assoc.
0.7	10	Louisville area, KY	1993	n/a	4:00–6:00 p.m.	16	—	29	55	2,657	Barton-Aschman Assoc.
0.8	8	Silver Spring, MD	1992	36	4:00–6:00 p.m.	14	—	19	67	3,095	RBA
0.4	8	Derwood, MD	1992	46	4:00–6:00 p.m.	11	—	43	46	3,770	RBA
2.1	8	Kensington, MD	1992	31	4:00–6:00 p.m.	13	—	35	52	1,785	RBA
1	8	Silver Spring, MD	1992	35	4:00–6:00 p.m.	3	—	43	54	7,080	RBA

Average Pass-By Trip Percentage: 56

## **Appendix D – Traffic Count Data**

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**Thursday February 15, 2018**

**Front Entrance**

Time of Day	Access Market Only			Access Gas Pumps Only	Access Both Gas Pumps / Market	NOTES
	Arrived in vehicle	Arrived as Ped	Arrived by bicycle			
6:00 AM	2	0	0	1	1	
6:15 AM	5	2	0	0	0	
6:30 AM	1	0	0	0	0	
6:45 AM	4	0	0	1	0	
7:00 AM	3	2	0	1	0	
7:15 AM	5	3	0	3	0	
7:30 AM	6	3	0	2	0	
7:45 AM	3	5	0	3	0	
8:00 AM	5	4	0	5	0	
8:15 AM	2	4	0	3	0	
8:30 AM	4	3	0	2	0	
8:45 AM	2	2	0	5	1	
9:00 AM	3	1	0	1	0	
9:15 AM	2	2	0	1	0	
9:30 AM	6	0	0	6	0	Car used pump then re-parked to send 1 into Market (counted in both columns)
9:45 AM	3	2	0	5	1	
10:00 AM	2	1	0	3	1	
10:15 AM	3	2	0	2	1	
10:30 AM	3	2	0	4	0	
10:45 AM	2	3	0	3	0	
11:00 AM	3	0	0	2	0	
11:15 AM	6	4	0	5	0	
11:30 AM	5	3	0	3	0	
11:45 AM	5	2	0	4	1	
12:00 PM	5	0	0	3	2	
12:15 PM	7	1	0	4	0	
12:30 PM	6	1	0	5	1	Car dropped ped who entered market, then used pump, then reparked and driver entered market. Counted Both Columns.
12:45 PM	4	3	0	1	0	
1:00 PM	8	2	0	3	0	
1:15 PM	7	2	0	3	0	
1:30 PM	3	1	0	2	0	
1:45 PM	5	3	0	3	0	
2:00 PM	1	2	0	4	0	
2:15 PM	2	1	1	1	1	
2:30 PM	1	3	0	4	1	
2:45 PM	5	3	0	4	1	
3:00 PM	5	1	0	4	0	
3:15 PM	5	6	0	4	0	
3:30 PM	6	1	0	3	1	
3:45 PM	5	1	0	5	0	
4:00 PM	5	4	0	3	0	
4:15 PM	4	0	0	6	0	
4:30 PM	3	7	0	5	0	
4:45 PM	2	2	0	4	0	
5:00 PM	4	5	0	2	0	
5:15 PM	6	2	0	2	0	
5:30 PM	4	2	1	5	0	
5:45 PM	2	6	0	4	0	
6:00 PM	6	4	0	5	0	
6:15 PM	4	2	1	2	0	
6:30 PM	6	3	0	4	1	
6:45 PM	5	1	0	5	0	

**Thursday February 15, 2018**

**Front Entrance**

Access Market Only						
Time of Day	Arrived in vehicle	Arrived as Ped	Arrived by bicycle	Access Gas Pumps Only	Access Both Gas Pumps / Market	NOTES
7:00 PM	3	1	0	7	0	
7:15 PM	3	3	0	3	0	
7:30 PM	5	2	0	2	0	
7:45 PM	4	0	0	4	1	
8:00 PM	9	3	0	3	0	
8:15 PM	4	5	2	5	0	
8:30 PM	8	4	0	5	0	
8:45 PM	2	3	0	2	0	
9:00 PM	4	0	0	4	0	
9:15 PM	6	0	0	3	0	
9:30 PM	4	2	0	1	0	
9:45 PM	2	1	0	3	0	
Access Market Only						
TOTALS	Arrived in vehicle	Arrived as Ped	Arrived by bicycle	Access Gas Pumps Only	Access Both Gas Pumps / Market	Door Totals
Daily	265	143	5	207	15	635
PM Peak (5-6 pm)	16	15	1	13	0	45



**Thursday February 15, 2018**

**Back Entrance**

Time of Day	Access Market Only			Access Gas Pumps Only	Access Both Gas Pumps / Market	NOTES
	Arrived in vehicle	Arrived as Ped	Arrived by bicycle			
6:00 AM	2	0	0			
6:15 AM	2	0	0			
6:30 AM	4	0	0			Delivery Truck
6:45 AM	1	0	0			
7:00 AM	6	1	0			
7:15 AM	5	0	0			Delivery Truck
7:30 AM	7	0	0			
7:45 AM	6	0	0			
8:00 AM	1	0	0			
8:15 AM	9	1	0			
8:30 AM	8	1	0			Delivery Truck
8:45 AM	5	1	0			
9:00 AM	6	1	0			
9:15 AM	8	2	0			
9:30 AM	1	2	0			Delivery Van, Delivery Truck
9:45 AM	2	0	0			Delivery Van
10:00 AM	6	0	0			
10:15 AM	2	0	0			
10:30 AM	4	1	0			
10:45 AM	4	0	0			2 Delivery Trucks
11:00 AM	5	0	0			
11:15 AM	5	0	0			
11:30 AM	5	2	0			Delivery Truck
11:45 AM	8	0	0			
12:00 PM	6	0	0			Delivery Truck
12:15 PM	12	1	0			Delivery Truck
12:30 PM	4	0	0			
12:45 PM	6	1	0			
1:00 PM	6	2	0			
1:15 PM	8	0	0			
1:30 PM	5	3	0			
1:45 PM	7	0	0			
2:00 PM	6	0	0			
2:15 PM	3	1	0			
2:30 PM	6	0	0			
2:45 PM	3	0	0			
3:00 PM	6	0	0			
3:15 PM	4	0	0			
3:30 PM	8	0	0			
3:45 PM	7	0	0			
4:00 PM	3	1	0			
4:15 PM	5	1	0			
4:30 PM	7	0	0			
4:45 PM	2	2	0			
5:00 PM	6	1	0			
5:15 PM	6	2	0			
5:30 PM	2	2	0			
5:45 PM	8	1	0			
6:00 PM	5	0	0			
6:15 PM	6	1	0			
6:30 PM	6	0	0			Delivery Truck
6:45 PM	3	0	0			
7:00 PM	4	2	0			
7:15 PM	3	2	0			
7:30 PM	3	1	0			

**Thursday February 15, 2018**

**Back Entrance**

Access Market Only						
Time of Day	Arrived in vehicle	Arrived as Ped	Arrived by bicycle	Access Gas Pumps Only	Access Both Gas Pumps / Market	NOTES
7:45 PM	0	1	0			
8:00 PM	5	2	0			
8:15 PM	1	0	0			
8:30 PM	1	0	0			
8:45 PM	0	0	0			
9:00 PM	1	0	0			
9:15 PM	0	0	0			
9:30 PM	0	0	0			
9:45 PM	0	0	0			
Access Market Only						
TOTALS	Arrived in vehicle	Arrived as Ped	Arrived by bicycle	Access Gas Pumps Only	Access Both Gas Pumps / Market	Door Totals
Daily	286	39	0	0	0	325
PM Peak (5-6 pm)	22	6	0	0	0	28

**Friday February 16, 2018**

**Front Entrance**

Time of Day	Access Market Only			Access Gas Pumps Only	Access Both Gas Pumps / Market	NOTES
	Arrived in vehicle	Arrived as Ped	Arrived by bicycle			
6:00 AM	0	0	0	1	0	
6:15 AM	0	0	0	1	0	
6:30 AM	1	2	0	0	0	
6:45 AM	0	0	0	1	0	
7:00 AM	1	1	0	1	0	
7:15 AM	2	1	0	3	0	
7:30 AM	4	1	0	5	1	
7:45 AM	9	1	0	1	0	
8:00 AM	3	1	0	2	0	
8:15 AM	8	0	0	6	0	A car used the pump. Then reparked and entered the market. Counted both columns.
8:30 AM	7	1	0	7	0	
8:45 AM	7	3	0	5	0	
9:00 AM	6	0	0	6	0	
9:15 AM	5	4	0	3	0	
9:30 AM	2	4	0	2	0	
9:45 AM	1	7	0	4	0	
10:00 AM	5	2	0	4	0	Van parked and ped entered market. Then Van went and used pumps. Counted both columns.
10:15 AM	2	4	0	5	1	
10:30 AM	2	0	0	3	0	
10:45 AM	2	1	0	3	0	
11:00 AM	7	1	0	7	0	
11:15 AM	4	1	0	4	0	
11:30 AM	3	5	0	3	0	
11:45 AM	7	3	0	1	0	
12:00 PM	1	2	0	4	0	
12:15 PM	5	1	0	5	0	
12:30 PM	7	4	0	4	0	
12:45 PM	10	2	0	6	1	
1:00 PM	4	1	0	4	0	
1:15 PM	4	2	0	7	0	
1:30 PM	8	2	0	3	0	A car used pumps, then reparked and a ped entered market. Counted both columns.
1:45 PM	2	2	0	4	1	A car used pumps, then reparked and a ped entered market. Counted both columns.
2:00 PM	4	4	0	7	1	
2:15 PM	4	1	0	4	0	
2:30 PM	6	1	0	5	0	
2:45 PM	6	2	0	6	0	
3:00 PM	7	3	1	3	0	
3:15 PM	5	1	0	5	0	
3:30 PM	8	3	0	6	1	
3:45 PM	4	1	0	5	0	
4:00 PM	4	3	0	3	0	
4:15 PM	5	2	0	5	0	
4:30 PM	4	1	0	6	0	
4:45 PM	6	3	0	5	0	
5:00 PM	5	1	0	7	0	
5:15 PM	9	3	0	4	0	
5:30 PM	5	1	0	6	1	
5:45 PM	4	5	0	3	0	

**Friday February 16, 2018**

**Front Entrance**

Access Market Only						
Time of Day	Arrived in vehicle	Arrived as Ped	Arrived by bicycle	Access Gas Pumps Only	Access Both Gas Pumps / Market	NOTES
6:00 PM	7	1	0	5	0	
6:15 PM	2	2	0	7	0	
6:30 PM	5	2	0	5	0	
6:45 PM	2	5	0	4	0	
7:00 PM	5	4	0	6	0	
7:15 PM	6	1	0	3	0	
7:30 PM	6	3	0	4	0	
7:45 PM	6	2	0	7	0	
8:00 PM	6	0	0	6	0	
8:15 PM	6	3	0	2	0	
8:30 PM	5	0	0	4	0	
8:45 PM	5	2	0	3	0	
9:00 PM	5	1	0	5	1	
9:15 PM	3	0	0	3	0	
9:30 PM	6	2	1	3	0	
9:45 PM	2	3	0	2	1	
Access Market Only						
TOTALS	Arrived in vehicle	Arrived as Ped	Arrived by bicycle	Access Gas Pumps Only	Access Both Gas Pumps / Market	Door Totals
Daily	292	125	2	264	9	692
PM Peak (5-6 pm)	23	10	0	20	1	54

**Friday February 16, 2018**

**Back Entrance**

Time of Day	Access Market Only			Access Gas Pumps Only	Access Both Gas Pumps / Market	NOTES
	Arrived in vehicle	Arrived as Ped	Arrived by bicycle			
6:00 AM	2	0	0			
6:15 AM	3	2	0			
6:30 AM	5	0	0			Delivery truck
6:45 AM	3	0	0			Delivery truck
7:00 AM	8	1	0			
7:15 AM	6	3	0			
7:30 AM	12	0	0			
7:45 AM	6	2	0			
8:00 AM	8	1	0			
8:15 AM	7	0	0			
8:30 AM	4	0	0			Delivery Truck
8:45 AM	3	3	0			
9:00 AM	4	3	0			
9:15 AM	3	1	0			
9:30 AM	1	0	0			
9:45 AM	2	3	0			
10:00 AM	5	1	0			
10:15 AM	6	0	0			Delivery Truck
10:30 AM	6	0	0			
10:45 AM	8	0	0			
11:00 AM	4	2	0			
11:15 AM	6	2	0			
11:30 AM	2	1	0			
11:45 AM	5	0	0			2 Delivery Trucks
12:00 PM	10	2	0			
12:15 PM	7	1	0			
12:30 PM	7	2	0			
12:45 PM	4	1	0			
1:00 PM	6	1	0			
1:15 PM	5	3	0			
1:30 PM	5	0	0			Delivery Truck
1:45 PM	7	0	0			
2:00 PM	3	0	0			
2:15 PM	1	3	0			
2:30 PM	4	1	0			
2:45 PM	2	2	0			
3:00 PM	4	0	0			
3:15 PM	6	1	0			
3:30 PM	7	0	0			
3:45 PM	2	2	0			
4:00 PM	3	0	0			
4:15 PM	4	5	0			
4:30 PM	5	1	0			
4:45 PM	2	3	0			
5:00 PM	6	0	0			
5:15 PM	3	1	0			
5:30 PM	3	0	0			
5:45 PM	4	0	0			
6:00 PM	4	1	0			
6:15 PM	1	1	0			
6:30 PM	1	0	0			
6:45 PM	3	0	0			
7:00 PM	3	0	0			
7:15 PM	2	0	0			
7:30 PM	2	0	0			

**Friday February 16, 2018**

**Back Entrance**

Access Market Only						
Time of Day	Arrived in vehicle	Arrived as Ped	Arrived by bicycle	Access Gas Pumps Only	Access Both Gas Pumps / Market	NOTES
7:45 PM	1	0	0			
8:00 PM	2	0	0			
8:15 PM	0	2	0			
8:30 PM	0	0	0			
8:45 PM	1	0	0			
9:00 PM	0	0	0			
9:15 PM	0	0	0			
9:30 PM	0	0	0			
9:45 PM	0	0	0			
Access Market Only						
TOTALS	Arrived in vehicle	Arrived as Ped	Arrived by bicycle	Access Gas Pumps Only	Access Both Gas Pumps / Market	Door Totals
Daily	249	58	0	0	0	307
PM Peak (5-6 pm)	16	1	0	0	0	17

**Saturday February 17, 2018**

**Front Entrance**

Time of Day	Access Market Only			Access Gas Pumps Only	Access Both Gas Pumps / Market	NOTES
	Arrived in vehicle	Arrived as Ped	Arrived by bicycle			
6:00 AM	0	0	0	0	0	
6:15 AM	0	0	0	0	0	
6:30 AM	0	1	0	1	0	
6:45 AM	0	2	0	2	0	
7:00 AM	1	0	0	0	0	
7:15 AM	1	1	0	1	0	
7:30 AM	1	1	0	2	0	
7:45 AM	2	1	0	1	0	
8:00 AM	2	2	0	4	0	
8:15 AM	3	2	0	1	0	
8:30 AM	4	1	0	3	0	A car used the pumps, then reparked and entered the market. Counted both spots.
8:45 AM	0	2	0	1	0	
9:00 AM	5	2	0	2	0	
9:15 AM	5	0	0	3	0	
9:30 AM	4	1	0	2	0	
9:45 AM	2	1	0	1	0	
10:00 AM	4	1	0	4	0	
10:15 AM	3	0	0	4	0	A truck used the pumps, then reparked and entered the market. Counted both spots.
10:30 AM	2	2	0	2	0	
10:45 AM	5	3	0	5	1	
11:00 AM	1	4	0	3	0	
11:15 AM	1	1	0	3	0	
11:30 AM	2	2	1	5	0	
11:45 AM	1	2	0	2	0	
12:00 PM	2	4	0	6	1	
12:15 PM	4	3	0	2	0	A car used the pumps, then reparked and entered the market. Counted both spots.
12:30 PM	5	1	0	5	0	
12:45 PM	5	4	0	3	0	
1:00 PM	3	1	0	3	0	
1:15 PM	3	1	0	2	0	
1:30 PM	6	1	0	4	0	
1:45 PM	2	3	0	5	0	
2:00 PM	3	2	0	1	0	
2:15 PM	1	3	0	3	0	
2:30 PM	7	4	0	5	0	
2:45 PM	4	1	0	8	0	
3:00 PM	5	5	0	3	0	
3:15 PM	2	2	1	4	0	
3:30 PM	5	4	0	7	0	
3:45 PM	6	2	0	6	0	A car used pumps, then reparked and entered the market. Counted both spots
4:00 PM	2	0	0	6	0	
4:15 PM	3	1	0	5	0	
4:30 PM	5	0	0	4	0	
4:45 PM	3	5	0	5	0	
5:00 PM	3	3	0	4	0	
5:15 PM	4	2	0	4	0	
5:30 PM	4	1	0	6	0	
5:45 PM	5	0	0	7	0	
6:00 PM	6	1	0	1	0	
6:15 PM	5	1	0	5	0	
6:30 PM	5	2	0	4	0	

**Saturday February 17, 2018**

**Front Entrance**

Access Market Only						
Time of Day	Arrived in vehicle	Arrived as Ped	Arrived by bicycle	Access Gas Pumps Only	Access Both Gas Pumps / Market	NOTES
6:45 PM	2	1	0	7	1	
7:00 PM	4	3	0	7	0	
7:15 PM	3	4	0	3	0	
7:30 PM	2	4	0	2	0	
7:45 PM	1	2	3	5	0	
8:00 PM	5	1	0	8	0	
8:15 PM	4	2	0	5	0	
8:30 PM	4	5	0	4	0	
8:45 PM	3	5	0	3	0	
9:00 PM	5	1	0	2	0	
9:15 PM	6	2	0	3	0	
9:30 PM	5	1	0	3	0	
9:45 PM	2	0	0	2	0	
Access Market Only						
TOTALS	Arrived in vehicle	Arrived as Ped	Arrived by bicycle	Access Gas Pumps Only	Access Both Gas Pumps / Market	Door Totals
Daily	203	120	5	224	3	555
PM Peak (5-6 pm)	16	6	0	21	0	43



**Saturday February 17, 2018**

**Back Entrance**

Time of Day	Access Market Only			Access Gas Pumps Only	Access Both Gas Pumps / Market	NOTES
	Arrived in vehicle	Arrived as Ped	Arrived by bicycle			
6:00 AM	0	0	0			
6:15 AM	0	0	0			
6:30 AM	0	0	0			
6:45 AM	0	0	0			
7:00 AM	0	0	0			
7:15 AM	2	0	0			Delivery Truck
7:30 AM	0	1	0			
7:45 AM	0	0	0			
8:00 AM	1	0	0			
8:15 AM	2	0	0			
8:30 AM	2	2	0			
8:45 AM	1	1	0			
9:00 AM	1	2	0			
9:15 AM	1	0	0			
9:30 AM	2	0	0			
9:45 AM	4	1	0			
10:00 AM	3	0	0			
10:15 AM	4	3	0			
10:30 AM	2	0	0			
10:45 AM	3	0	0			
11:00 AM	3	1	0			
11:15 AM	4	2	0			
11:30 AM	3	1	0			
11:45 AM	6	0	0			
12:00 PM	3	0	0			
12:15 PM	5	0	0			
12:30 PM	4	1	0			Delivery Truck
12:45 PM	3	0	0			
1:00 PM	6	0	0			
1:15 PM	2	0	0			
1:30 PM	4	0	0			
1:45 PM	3	0	0			
2:00 PM	5	1	0			
2:15 PM	5	1	0			
2:30 PM	2	0	0			
2:45 PM	5	0	0			
3:00 PM	0	2	0			
3:15 PM	4	1	0			
3:30 PM	2	2	0			
3:45 PM	4	1	0			
4:00 PM	5	1	0			
4:15 PM	4	0	0			
4:30 PM	1	0	0			
4:45 PM	2	1	0			
5:00 PM	3	0	0			
5:15 PM	4	1	0			
5:30 PM	3	3	0			
5:45 PM	4	0	0			
6:00 PM	3	2	0			
6:15 PM	2	1	0			
6:30 PM	3	1	0			
6:45 PM	4	0	0			
7:00 PM	1	0	0			
7:15 PM	0	1	0			
7:30 PM	0	0	0			

**Saturday February 17, 2018**

**Back Entrance**

Access Market Only						
Time of Day	Arrived in vehicle	Arrived as Ped	Arrived by bicycle	Access Gas Pumps Only	Access Both Gas Pumps / Market	NOTES
7:45 PM	0	0	0			
8:00 PM	0	0	0			
8:15 PM	1	1	0			
8:30 PM	1	0	0			
8:45 PM	2	0	0			
9:00 PM	0	0	0			
9:15 PM	0	0	0			
9:30 PM	1	0	0			
9:45 PM	0	0	0			
Access Market Only						
TOTALS	Arrived in vehicle	Arrived as Ped	Arrived by bicycle	Access Gas Pumps Only	Access Both Gas Pumps / Market	Door Totals
Daily	145	35	0	0	0	180
PM Peak (5-6 pm)	14	4	0	0	0	18

**Exhibit 2**

**Narrative of Changes Since Adoption of October 31, 2016 Reevaluation**

The purpose of this document is to provide background information regarding the Montlake properties (property in which the Montlake Boulevard Market and 76 gas station are located) and how SR 520 Montlake Phase project requirements have evolved over time since issuance of the 2011 Record of Decision to present.

#### Record of Decision, 2011

At the time of the 2011 SR 520, I-5 to Medina Record of Decision (ROD), access impacts to the Montlake 76 Service Station and the Montlake Boulevard Market (previously known as the Hop-in Market) were identified under the Preferred Alternative (PA) analyzed in the Final Environmental Impact Statement (EIS). The Final EIS and ROD identified that the existing unconsolidated access points into the Hop-in Market and gas station along the eastbound off-ramp, Montlake Boulevard, 22<sup>nd</sup> Avenue East and East Roanoke would be consolidated into one access point off East Roanoke Street.

#### Design Processes with city of Seattle and public stakeholders (2011 - 2015)

Between 2011 and 2015, WSDOT and the City of Seattle went through two public design processes. In summer 2011 through 2012, WSDOT and the City of Seattle carried out the Seattle Community Design Process (SCDP). The SCDP was a robust public process to refine the PA in response to public and stakeholder feedback. Outcomes of the process included a refined project design that was documented in a 2012 public report. The City Council passed legislation (Resolution 31427) in early 2013 that endorsed portions of the SCDP report, in particular extension of the Regional Shared Use Path (RSUP) across the Portage Bay Bridge. The City legislation also requested that the City and WSDOT work together to continue to refine the design to provide improvements in bicycle and pedestrian connections, and Montlake lid refinements that would support bicycle, pedestrian, and transit connections.

In April 2014, the Washington Legislature passed ESSB 6001, directing WSDOT to continue to work with the City on elements not resolved through the SCDP, including bike and pedestrian connections to city networks and Montlake lid refinements. In response, in mid-2014, WSDOT and the City of Seattle launched the final concept design process, which included close coordination with the Seattle Design Commission. In January 2015, WSDOT released the Draft Final Design Report published for public review and comment, and published a final report in December 2016. The Seattle City Council concurred with recommendations of the Draft Final Design Report by passing Resolution 31611 in October 2015.

Through these processes, WSDOT continued to receive public and City support for an active, functioning Montlake lid with an urban mobility hub that contained direct connections to the city's non-motorized network. As an outcome to the processes, the design of the PA was refined to add non-motorized connections and lid refinements. In particular, trail connections leading to/from the local trail systems and the RSUP located on the south side of the Portage Bay Bridge were added to the project. These changes resulted in more impacts to the Montlake properties.

#### Funding Secured & Commencement of Design – Prior to October 2016 NEPA Reevaluation (2015 – October 2016)

When the Washington State Legislature funded the Montlake Phase through the Connecting Washington Funding package in 2015, WSDOT advanced conceptual design of the Montlake Phase. As a result of the two earlier design processes, sidewalk widening and non-motorized trail connections to/from the RSUP bounded the perimeter of the Montlake properties. At this point in time, the conceptual design was updated to implement these changes while taking measures to avoid additional right of way acquisition from the Montlake properties.

As WSDOT began working with utility owners in early 2016, further impacts to the properties were identified. Avoidance of King County's 42-inch diameter gravity combined sewer main and parallel 108-inch diameter sewer siphon (combined system referenced as CSO) located under SR 520 and west of Montlake Boulevard directly conflicted with the PA design. Preservation of the existing CSO was the preferred approach (as documented in the 2016 NEPA Reevaluation) and the option King County requested in spring 2016. This option required raising the profile of eastbound SR 520, the eastbound interchange ramps, E Montlake Boulevard, and E Montlake PI E. Raising the ramp and roadway, along with the addition of and widening of path and sidewalk connections along the property, required roadway fill slopes and walls that would encroach into the Montlake property along the ramp and E. Montlake PI E. This encroachment occurs along the tax parcel on which the gas station is located.

WSDOT began coordination with Seattle Public Utilities (SPU) in early 2016 regarding its 54-inch waterline under SR 520, which will be impacted by highway improvements. The magnitude of construction-phase roadway shifts to provide the necessary work area to replace the waterline was not understood at that time.

As described above, the 2011 Final EIS and ROD identified that access points to the gas station would need to be closed. The refinement of the design during this time period, including sidewalk widening, connections to shared-use trails, roadway profile adjustments, retaining walls and fills, and utility relocations and modifications, directly impacted the Montlake 76 service Station, including a need for additional right of way in the area of the pump islands. The property was also needed for construction staging, shifting traffic and bicycle/pedestrian paths around work areas to build project improvements such as paving and utility relocation work, and transit access during construction. A NEPA Reevaluation was issued on October 31, 2016 identifying that these design features had a direct impact and would require decommissioning and demolition of the gas station, as well as acquisition of the entire parcel on which the gas station and market are located.

#### 2016 NEPA Reevaluation – Continued Conceptual Design/RFP (November 2016 to Present)

Since the October 2016 Environmental Reevaluation of the Montlake Phase was issued, WSDOT has continued to refine project design and construction approaches that has shown that the Montlake Boulevard Market would need to be closed and demolished as part of construction activities.

Between the 2016 Reevaluation and the present, WSDOT has continued to coordinate with the City of Seattle, King County and the transit agencies on design refinements and development of the technical requirements for the Montlake Phase design-build contract. This includes technical requirements for project elements on city streets that are or will be operated, maintained, and/or owned by the City of Seattle, which were provided by City staff. Most of the coordination took place through Request for Proposals (RFP) technical coordination meetings and utility coordination meetings with SPU.

Coordination with the City on requirements for permanent city street lane widths for vehicles and transit, sidewalk widths, inclusion of planter boxes, and structures for directional highway signs along E Montlake PI E continued to expand the roadway towards the Montlake properties. During this time, refinements in the ramp design and intersection angle with Montlake Boulevard E and Lake Washington Boulevard were adjusted to address safety and to meet design requirements. These design advancements did not directly conflict with the Montlake Market building; however, they continued to push project improvements further into the Montlake properties.

Several technical requirements provided by the City during this time expanded construction-phase needs further south and west, encroaching on the Montlake Market building. These requirements, detailed below, include relocation of the 54-inch waterline within State right of way and under SR 520, and use of Portland Cement Concrete pavement (PCCP) to re-build Montlake Boulevard E and E Montlake PI E. In addition, WSDOT and the City coordinated on requirements for pedestrian and bicycle detours during construction, including path and sidewalk widths during construction, and restrictions for lane closure times and durations on local streets.

At the time of the 2016 NEPA Reevaluation, it was understood that traffic shifts would be necessary to keep traffic moving during the rebuild of Montlake Boulevard E and E Montlake PI E and that shifting of travel lanes into the properties was necessary to construct project improvements. The full extent of these shifts was not fully understood at the time, since WSDOT does not usually design and develop construction phasing and maintenance of traffic details to this level under design-build procurement and leaves the final design to the contractor. Also, as mentioned above, certain design elements continued to develop that would contribute to further encroachment onto the property.

In summer 2017, WSDOT began evaluating constructability needs to build project improvements. It became apparent that the Market building was in the way of traffic shifts necessary to re-build Montlake Boulevard E and E Montlake PI E with PCCP per city requirements. Since only limited night time and weekend closures of the city streets are allowable, traffic shifts are necessary to move traffic around the work zones while portions of the roadway are re-built and the concrete cures. Traffic shifts towards the building are necessary to maintain the same number of traffic lanes through the work area and to provide safe paths/sidewalks for bicycle and pedestrians who travel through the area. Traffic shifts to the east were not feasible, as they would impact the historic neighborhood on the east side of E Montlake PI E and potentially result in residential displacements. As contributing resources in an National Register of Historic Places-listed historic district, the properties are afforded protections under Section 106 of the National Historic Preservation Act of 1966, as amended, and Section 4(f) of the U.S. Department of Transportation Act of 1966, as amended.

During this same time, in summer 2017, WSDOT began evaluating constructability needs for replacement of the 54-inch waterline. Construction of a jacking pit located to the south of Lake Washington Boulevard is necessary to jack the waterline casing under Lake Washington Boulevard. Work is anticipated to take several months to complete. As with the PCCP replacement, traffic lanes and bicycle and pedestrian paths/sidewalks on E Montlake PI E will need to shift west and south away from the jacking pit and work area, towards the Montlake properties, placing the construction footprint within the walls of the Market building.

During this time period, the importance and value of the property as a construction staging area continued to be confirmed due to the limited space available.

Access of bicyclists and pedestrians through the project area was also an ongoing concern of the community that was documented during the Frontline Neighborhood coordination that took place between September 2016 and June 2017. "Frontline" neighbors are those whose homes are immediately adjacent to the construction area. It was also the third greatest concern identified during public outreach in development of the Neighborhood Traffic Management Plan (NTMP). The NTMP is a plan that identifies traffic control and management measures implemented by the City of Seattle and WSDOT to minimize construction impacts.

During this timeframe, neighbors raised concerns regarding the possibility of increased nighttime construction noise as a result of the potential removal of the Montlake Market building. Many of these comments are documented through the City of Seattle's Major Public Project Construction Noise Variance (MPPCNV) process for the project. In response to community concerns and the City's request, night time construction noise effects with removal of the building were analyzed.