

# **Environmental Assessment**

## **Conveyance and Reuse Naval Reserve Center Seattle Seattle, WA**

### **Department of the Navy**

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May 2000

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5090  
Ser 05EC.4KK/0119  
**FEB 21 2001**

Dear Interested Party:

Subject: AVAILABILITY OF ENVIRONMENTAL ASSESSMENT AND FINDING  
OF NO SIGNIFICANT IMPACT

The enclosed Environmental Assessment (EA) and Finding of No Significant Impact (FONSI) is forwarded for your information. The EA addresses the conveyance and reuse of Naval Reserve Center Seattle in Seattle, Washington. The FONSI is a determination that this action will not significantly impact human health and environment; therefore, an Environmental Impact Statement is not required. Copies of the EA and FONSI are being distributed to potentially interested elected officials, agencies, Native American tribes, and the Seattle Public Library. Additionally, a public notice of availability was published in the Seattle Times on November 29, 30, and December 1, 2000.

If desired, additional copies of this EA may be obtained by calling me at (360) 396-0927.

Sincerely,

A handwritten signature in cursive script, reading "Kimberly H. Kler", is positioned above the typed name.

KIMBERLY H. KLER  
Environmental Planner

Enclosures:

- (1) EA for Conveyance and Reuse of Naval Reserve Center Seattle in Seattle, Washington
- (2) FONSI for Conveyance and Reuse of Naval Reserve Center Seattle in Seattle, Washington

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## Summary

The Proposed Action is the conveyance of the Naval Reserve Center Seattle, Seattle, Washington (NRC Seattle) to the City of Seattle for park and recreational reuse. The previous site of NRC Seattle, the southern section of Lake Union, was vacated in April 1997. The relocation of NRC Seattle to NRC Everett reduced the unit's base operating support requirements, and provided a site for possible future economic development by the City of Seattle. The NRC Seattle property consists of 5.09 acres located in the south section of Lake Union between Waterways No. 3 and 4. Facilities on the property include a 53,532 ft<sup>2</sup> Armory Building, a 17,920 ft<sup>2</sup> classroom (Neptune Hall), a parking area, and various other small storage facilities. The Armory Building is a historic building, built in 1942, eligible for listing on the National Register of Historic Places (NRHP). This building will be reused as a multi-use facility. Neptune Hall, built in 1958 and 1959, is eligible for listing on the NRHP because of its architectural significance to the Seattle region. The remaining structures will be demolished by the City of Seattle for establishing a green, open space, landscaped park. No significant environmental impacts have been identified for the proposed reuse.

This document is intended to meet the statutory requirements of the National Environmental Policy Act (NEPA), as amended by Public Law (P.L.) 91-190, 42 United States Code (USC) 4347. Conformance with this law is being carried out under the provisions of the Department of the Navy's *Environmental and Natural Resources Program Manual* (OPNAVINST – 5090.1B, CH-2, September 9, 1999; as amended by Change 1 2 February 1998; as amended by Change 2 9 September 1999). As stated in OPNAVINST – 5090. 1B – Chapter 2-5.3.1:

An Environmental Assessment (EA) is an analysis of the potential environmental impact of a Proposed Action. Action proponents must prepare an EA when they do not know beforehand whether or not the will significantly affect the human environment or be controversial regarding environmental effects. An EA will either result in a Finding Of No Significant Impact (FONSI), or, if a significant impact is expected, preparation of an Environmental Impact Statement (EIS).

The Navy must evaluate the Proposed Action (See: Section 2.1) to determine the significance of potential effects and the adequacy of proposed mitigation measures. Based on this EA, the Navy has concluded that a FONSI is recommended for the transfer of 5.09 acres to the City of Seattle.

## 1.0 Proposed Action

The Navy proposes to convey the Naval Reserve Center Seattle, Seattle, Washington (NRC Seattle) to the City of Seattle (City) for park and recreational reuse. The NRC Seattle consists of 5.09 acres located in the south section of Lake Union between Waterways No. 3 and 4. The property to be transferred includes a 53,532 ft<sup>2</sup> (4,973 m<sup>2</sup>) Armory Building, a 17,920 ft<sup>2</sup> (1,665 m<sup>2</sup>) classroom building, a parking area, and various other small storage facilities.

Three alternatives were selected for analysis in this EA;

- The Preferred Alternative consists of transferring the 5.09 acres to the City for a passive urban park and multi-use facility in the Armory Building.
- The Demolition Alternative is similar in nature to the Preferred Alternative with the exception of demolition of the Armory Building and the park design including more green open space.
- The No Action Alternative will transfer NRC Seattle to the General Service Administration (GSA) for disposal.

The City has evaluated the impacts of the proposed reuse in the City of Seattle's South Lake Union Park Final Environmental Impact Statement, February 1991 (City of Seattle EIS, February 1999). The information in the City's EIS will be incorporated in this environmental assessment by reference.

### 1.1 Purpose and Need for Proposed Action

This Environmental Assessment (EA) evaluates the impacts of the reuse of the 5.09 acres of NRC Seattle pursuant to the requirements of the NEPA and subsequent implementing regulations issued by the Council on Environmental Quality (40 CFR 1500-1508). The closure of NRC Seattle was requested by the Commander Naval Reserve Force and approved by the Secretary of the Navy. Congress has passed legislation authorizing the Secretary of the Navy to convey the 5.09 acres of NRC Seattle to the City (Public Law 103-307, Section 127).

### 1.2 Issues and Concerns

The following issues and concerns are addressed in this EA.

- Land Use
- Historical and Archeological Resources
- Clean Air
- Traffic
- Environmental Justice
- Children Health and Safety
- Environmental Health

## **2.0 Proposed Action and Alternatives**

### **2.1 Description of the Proposed Action (Preferred Alternative)**

The Proposed Action consists of transferring 1.42 acres at no cost and selling the remaining 3.67 acres to the City of Seattle (Public Law 103-307, Section 127). The City proposes to use the NRC Seattle for a passive urban park and retain only the Armory Building for a multi-use facility. The passive urban park will emphasize public access, green open space, and small watercraft activities (City of Seattle EIS, February 1991). A multi-use facility could include a variety of activities such as storage/operational area for small craft (e.g., canoes, kayaks, and shells), a Nature Center, Maritime Historical Museum, space for temporary or permanent exhibits, a fitness center, and public assembly space. This alternative was selected because it adheres to legislative provisions, minimizes the adverse impact on historical resources, and complies with the Memorandum of Agreement (MOA) between the US Navy and the Washington State Historic Preservation Office.

### **2.2 Demolition Alternative**

The Demolition Alternative is similar to the Proposed Action with the exception of the Armory Building. Under this alternative, the Armory Building would be demolished and replaced with a plaza for informal gathering and programming of public events (City of Seattle EIS, February 1991). This alternative will place an unobstructed lawn area in the location of the Armory and Classroom Buildings, serving double-duty for non-league team sports such as volleyball, badminton, and the like (City of Seattle EIS, February 1991). No formal courts will be constructed. The Armory Building is located at one of the nation's oldest training facilities. This alternative was not selected because the demolition of the Armory Building would adversely effect the local historical architectural resources.

### **2.3 No Action Alternative**

Under the No Action Alternative, the Navy would transfer NRC Seattle to the GSA for disposal as described in the Federal Property Management Act and applicable regulations. GSA would then dispose of the NRC Seattle property. This alternative was not selected because it does not support the provisions specified in Public Law 103-307, Section 127, which authorizes the Secretary of the Navy to convey the property previously occupied by NRC Seattle to the City of Seattle.

### **3.0 Affected Environment, Environmental Consequences, and Mitigation**

#### **3.1 Land Use**

Adjacent properties to NRC Seattle's consist of commercial and light industrial properties on the southern shore of Lake Union. Historically an industrial area with a glass factory and float plane docks, the adjacent shoreline is now an upscale festival area including a wooden boat museum and nearby marina and restaurants. Immediately to the south, the NRC Seattle's grounds abut the Maritime Heritage Center, a small Seattle City park, and the Center for Wooden Boats. On the west, north, and east, Lake Union borders NRC Seattle. To the west across Waterway No. 3, a narrow arm of Lake Union, is additional city parkland. While to the east, across Waterway No. 4, a small marina extends parallel to NRC Seattle's lot from the shoreline.

None of the alternatives would have an impact on the land use in the area. Both the Preferred Alternative and Demolition Alternative will contribute to the transformation of the past warehouse and industrial district into a pedestrian-oriented recreational and retail environment (City of Seattle EIS, February 1991). The Preferred Alternative is more likely to draw tourists as well as local users to the site because of the potential uses for the Armory Building. The Demolition Alternative will provide open space green park to serve informal open space and water access needs of local communities and downtown patrons.

The increased access and parks in the South Lake Union area will have a positive impact, therefore no mitigation is required.

#### **3.2 Historical and Archeological Resources**

NRC Seattle is one of the most historically and architecturally significant Naval Reserve Centers in the United States (U.S. Navy 1998). NRC Seattle is among the nation's oldest training facilities still associated with the Naval Reserve Program and is one of only two known Centers built expressly for use as a Naval Reserve training center (the other is the Naval Reserve Armory in Indianapolis, IN). Completed in 1942 using Works Progress Administration funding, NRC Seattle was a community-based project that the Federal government eventually designated as an official National Defense Project at the beginning of World War II. It was originally designed to accommodate Seattle's Naval Reserve/Naval Militia unit, but was used as an Advanced Naval Training School during the war. The facility has been under Navy control since 1942, is in good condition, and represents the Navy's half century of commitment to reserve training in Seattle (U.S. Navy).

The Armory Building (Building 10) is a two- and four-story, painted, reinforced concrete building. The building has a rectangular plan that measures 150 x 200 feet and is

organized around a central, four-story, gable-roofed drill hall. Two stories of the offices ring the drill hall and third and fourth floors project from the north gable overlooking Lake Union, resembling the brig of a ship. The Armory Building exhibits restrained Art Deco and Art Moderne features in its massive concrete exterior, its geometric and grooved detailing, and its nautical references (U.S. Navy). The parapet wall above the clerestory windows are painted in blue and gold to read "U.S. Naval Reserve", as is the south gable end wall.

NRC Seattle is over 50 years old and meets the age threshold recommended for National Register of Historic Places (NRHP) consideration (U.S. Navy). The building is associated with a prominent Seattle architect, B. Marcus Priteca, and survives as a good and rare local example of permanent military architecture with stylistic influences (U.S. Navy). The building retains its integrity to a high degree and is eligible for listing in the NRHP under Criteria A and C in the Areas of Military History and Architecture (U.S. Navy).

Neptune Hall (Building 27) was built in 1958 and 1959 as a classroom and shop building to accommodate the Center's burgeoning Reserve population (U.S. Navy). Paul Thiry, a Seattle architect, designed the two-story, flat-roofed, 80 x 112 foot rectangular building. Thiry, best known for the Seattle Center Coliseum, which he designed as a theme structure for the 1962 "Century 21 Exposition" World's Fair, introduced the architecture of the European Modernists to the Pacific Northwest in the 1930s. As a result, his name has become synonymous with mid- to late-twentieth century architecture of the area (U.S. Navy). Neptune Hall is consistent with his philosophy that the architect must try to preserve order and make all elements of the environment compatible (U.S. Navy).

The Washington State Historic Preservation Officer (SHPO), in a letter dated 10 November 1998, states that Building 27 is eligible for listing in the NRHP. The determination is based on information about the building's association with the work of noted architect Paul Thiry and its serving as an important and intact example of the International Style in the Seattle region. Consultation between Navy, SHPO, and the City resulted in a decision that historic eligibility would be further evaluated by the Seattle Landmarks Protection Board (LPB).

Under the Preferred Alternative the Armory Building would be reused for a multi-use facility and the City has not proposed to change the architectural form of the building. Therefore there would be no adverse effect on the historic building. The Demolition Alternative proposes to demolish the Armory Building. This alternative would have an adverse effect. Neptune Hall under both action alternatives would be demolished. Demolition of the building would have an adverse effect on the historic property. Under the No Action Alternative the federal government would retain ownership of the property.

As part of its compliance efforts under Section 106 of the National Historic Preservation Act (NHPA) (16 USC 470), the Navy developed a Memorandum of Agreement (MOA) (See Appendix B) with the SHPO and the City of Seattle. Deed restrictions will be

placed on the property conveyance as the long-term historic resource protection measure for the Armory Building. This will establish a process for property conveyance to preserve the historic structure. The MOA calls for the Seattle Parks and Recreation Department (DPR) to submit a nomination application for Building 27 to the LPB for consideration as a historic landmark. The Seattle LPB in a letter dated 11 April 2000 notified the Navy that the board voted to deny nomination of Building 27 on 5 April 2000. Therefore, the DPR will be responsible for the recordation of the building in accordance with the requirement of the MOA Attachment 2. Under the No Action Alternative, the property would be transferred to another Federal agency that will be required to comply with Section 106 of the NHPA.

The only reported portable historical or heritage asset at NRC Seattle was a ship's bell (BE) 0203, which was removed from the former USS Rombach (DE 364). The brass bell was displayed on the Quarterdeck of the Center. It measures 12" diameter by 12" high with the inscription USS EAGLE-57 1918. After the closure of NRC Seattle, the ship's bell was relocated to NRC Tacoma, Tacoma, Washington.

### 3.3 Air Quality

The proposed site air basin is considered to be in an air quality maintenance area and is regulated by the U.S. Environmental Protection Agency (EPA) and Puget Sound Clean Air Agency (PSCAA). The PSCAA is the local air pollution control agency that regulates particulate matter and asbestos emissions from demolition and construction activities. These regulations are designed to ensure compliance with air quality standards. Since the reuse alternatives must comply with PSCAA regulations, no significant impacts are anticipated. Impacts from the increase in traffic levels are indiscernible (City of Seattle EIS, February 1991).

Section 176 of the Clean Air Act, 42 U.S.C. § 7506, as amended, requires Federal agencies to review their activities to ensure that they do not hamper local efforts to control air pollution. This statute prevents Federal agencies from conducting activities that do not conform to an approved implementation plan but recognizes certain categorically exempt activities. The conveyance of real property, regardless of the method, is such a categorically exempt activity pursuant to 40 CFR 51.853(c)(2)(xiv), transfers of ownership, interests, and titles in land, facilities, and real and personal properties, regardless of the form or method of the transfer. Accordingly, conveyance of the NRC Seattle property does not require the Navy to conduct a conformity analysis.

No mitigation is required

### 3.4 Traffic

This section is based upon the analysis that was done for the City of Seattle's South Lake Union Park EIS. The traffic analysis in the EIS was based on a large park concept, a 12- to 14-acre site that included the Naval Reserve properties. The No Action Alternative referred to in this section is the EIS's No Action, which consists of no park and the Naval Reserves retaining the property. The transportation section of the City's EIS can be found in Appendix A.

The Preferred Alternative would increase PM traffic volumes to the site by 52 (39 incoming and 13 outgoing) (See: Figure 3.18 in Appendix A). Projected traffic volume for Year 2000 PM peak hour with the Preferred Alternative would be an increase of 1,225 daily trips from the Year 1990 traffic volume numbers. The Preferred Alternative would only cause an increase of 50 daily trips over the projected No Action numbers for the Year 2000. This information has been extrapolated from Appendix A, figures 3.11, 3.12, and 3.19.

The Demolition Alternative would increase PM traffic volume to the site by 28 (21 incoming and 7 outgoing). Projected traffic volume for Year 2000 PM Peak Hour with the Demolition Alternative would be an increase of 1,200 daily trips from the Year 1990 traffic volume numbers. The Demolition Alternative would only cause an increase of 25 daily trips over the projected No-Action numbers for the Year 2000. This information has been extrapolated from Appendix B, figures 3.11, 3.12, and 3.16.

The Navy's No Action Alternative would have less of an impact because the facility would be closed and transferred to GSA for future disposal. Any potential impacts associated with the future use of the site would be analyzed in a separate document produced by GSA.

Based on the above numbers, a smaller park, 5.09 acres as proposed in this EA, would have less of an impact on the traffic volumes in the proposed project area. Therefore, none of the alternatives in this EA would have an impact on traffic volumes in the proposed project area.

No mitigation is required .

### **3.5 Environmental Justice**

In February 1994, the President issued Executive Order 12898 that requires all Federal agencies to seek to achieve environmental justice by "identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations". The Department of Defense (DoD) followed in March 1995 with its Strategy on Environmental Justice to meet the intent of Executive Order 12898, which the U.S. Environmental Protection Agency (EPA) approved in April 1995. The Navy has established policies and assigned responsibilities with the goal of preventing disproportionately high and adverse human health or environmental effects on minority and low-income populations. The strategy states that DoD would use NEPA as the primary mechanism to implement the provisions of the Executive Order.

The area around the Proposed Action site is characterized as predominately warehousing, manufacturing, commercial retail, and offices. Due to the type of land uses in the area,

there are no known minorities or low-income communities around the Naval Reserve Center.

None of the reuse alternatives would have a significant adverse effect on minority or low-income communities. The No Action Alternative would have no effect on environmental justice.

No mitigation is required.

### **3.6 Children Health and Safety**

This section addresses the Proposed Action's potential to generate disproportionately high environmental health and safety risks to children, as required under Executive Order 13045. This executive order was prompted by the recognition that children, still undergoing physiological growth and development, are more sensitive to adverse environmental health and safety risks than adults. Under this order, the Federal agency must ensure that its policies, programs, activities, and standards address disproportionate environmental health or safety risks to children that result from the project; these risks should be described as those that are attributable to products or substances that the child is likely to come into contact with or ingest. These impacts include increases in noise levels in public school areas, which could disrupt children while they are in a learning environment.

All of the reuse alternatives would not have a significant adverse effect on either the environmental health or safety risks to children. The No Action Alternative would have no effect on children health and safety.

No mitigation is required.

### **3.7 Environmental Health**

NRC Seattle has not been identified by the EPA for investigation under the Federal Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (CERCLA). There are several small, portable storage lockers presently located on the property (Building 30) for storage of small containers of flammable paints, thinners, and oils. All storage lockers will be removed prior to property conveyance.

All known underground storage tanks (USTs) were removed in late 1993. Contaminated soils around two USTs located under Building 28 were removed to a clean background of less than 25 parts per million (ppm) in November 1993 (URS 1995). Contaminated soils around two USTs adjacent to Building 10 were not removed in 1993 due to concerns about possible structural damage to the building (URS 1995). In 1998, a Risk-Based Evaluation was conducted on the site and additional soil was removed to bring the site into compliance with the Washington State Model Toxic Control Act (MTCA) Method B

standard for petroleum hydrocarbons in residential soil, and has been determined to present no adverse environmental risk.

A comprehensive Asbestos Survey was conducted in 1992 to identify all potential sources of asbestos containing materials. Asbestos was removed from several locations in Buildings 10, 15, and 27 during asbestos abatement conducted in 1992. Corrugated cement asbestos board (CAB) panels were removed from Building 15 and from the site. Asbestos identified in an asbestos survey was removed from the boiler room in Building 27 and from several locations in Building 10. CAB paneling used on a former paint storage locker south of Building 27 has been disposed of.

A lead-based paint survey has not been conducted; however, given the age and experience with similar Navy buildings of this vintage, lead-based paint must be assumed present.

Given the age of the buildings, it is assumed that fluorescent light ballasts contain PCBs. All other PCB equipment has been removed from the property.

If known asbestos, presumed lead-based paint and PCBs known on the property are properly maintained, and demolition and remodeling activities comply with health and safety regulations, there will be no threat to human health.

Washington State Department of Ecology (Ecology) issued a determination that no further action is necessary at this site under MTCA to protect human health and the environment (Ecology 1998). However, Ecology's no further action determination for Building 10 is contingent upon the Navy filing a Restrictive Covenant with the auditor's office in King County for the contaminated soil area under the northeast portion of the building. The Restrictive Covenant states that the owner shall not alter, modify, or remove the existing structure in any manner that may result in the release or exposure to the environment of that contaminated soil or create a new exposure pathway without prior written approval from Ecology (Ecology 1998).

### **3.8 Minor Environmental Resource Topics Considered**

Water Quality: Both the Preferred Alternative and Demolition Alternative would have short-term impacts on water quality if the appropriate mitigation measures were not put in place. These mitigation measures are: (1) to direct runoff into existing drainage routes and collection systems; (2) use berms, sedimentation ponds, or barriers; and (3) replant disturbed areas as soon as possible. The contractor would be required to prepare and implement a Spill Prevention, Control, and Countermeasures Plan in accordance with EPA regulations.

Because the project area is a relatively small portion of the total drainage area, and the increase in permeable area is small, the total decrease anticipated in surface runoff volume would be very small. The Preferred Alternative has slightly less permeable

surface than the Demolition Alternative (less open landscaped area due to the Armory Building). The No Action Alternative would leave conditions the same as they are. Therefore, the long-term use under all alternatives would not substantially change the existing water quality and runoff conditions in the area.

Wildlife: There would be temporary disturbance to some birds and small mammal species that use the site, such as swallows, pigeons, sparrows, starlings, Canada geese, rats and mice, during the construction phase for the Preferred Alternative and Demolition Alternative. Due to the urbanized character of the area and the surrounding urban land use, the area could not support a significant wildlife population (City of Seattle EIS, February 1991). Both alternatives will improve the vegetation and wildlife in the area. The No Action Alternative will not change the existing conditions.

Noise: Construction of either of the two park development alternatives would cause temporary increases in local sound levels but would be subject to maximum sound intensities defined by City ordinance (City of Seattle EIS, February 1991). Implementation of any of the alternatives would have a minimal increase in traffic volumes. Increased traffic noise from such a change would be slight as to be indiscernible to most humans (City of Seattle EIS, February 1991). Consequently, there would be no impact from increased traffic noise for either alternative. Park activities for either the Preferred Alternative or Demolition Alternative would have no impact on noise in the area. The No Action Alternative would have no impact on noise in the surrounding area.

Utilities and Services: None of the alternatives will have an impact on utilities in the area. Under both the Preferred Alternative and Demolition Alternative, the responsibility of solid waste would transfer from the Navy to the City of Seattle Department of Parks and Recreation. It is not anticipated that the proposed park would generate more waste than existing conditions. Currently, the City provides public service (fire, emergency, and police) to NRC Seattle. The conveyance and reuse of NRC Seattle would have no impact on public services in the area.

## 4.0 Other Environmental Considerations

### 4.1 Cumulative Impacts:

Cumulative impacts are considered those impacts, which result from the incremental consequences of a project when added to other past, present, and reasonably foreseeable future actions. The cumulative effects may go unnoticed when examined individually, but can become magnified when other projects are incorporated. The following projects are currently under consideration for future construction, as summarized below:

**4.2 Irreversible and Irretrievable Commitments of Resources:**

Construction of the Preferred Alternative or Demolition Alternative would commit the properties to this use for the life of the development, thereby precluding other uses for the site. Due to the longevity and maintenance of structural improvements, and the recreational value of parkland, land once developed for a park seldom becomes available for other future uses. Thus, the proposed park development would essentially be an irreversible commitment of land resource (City of Seattle EIS, February 1991).

Irreversible and irretrievable commitment of resources includes energy required during construction, and energy, water consumption, and commitment of natural resources after construction has completed and the park is operational. Use of the park by visitors would exert a demand for community services and resources in the form of solid waste collection and disposal, police and fire protection services, and public highways.

## 5.0 Distribution List:

The following is the distribution list for this EA.

### Federal Elected Officials

U.S. Senator Maria Cantwell

U.S. Senator Patty Murray

U.S. Representative Jim McDermott

### State Elected Officials

Senator Pat Thibaudeau

Representative Ed Murray

Representative Frank Chopp

### Indian Tribes

Muckleshoot Indian Tribe

### Federal Agencies

U.S. Environmental Protection Agency

Defense Technical Information Center

Advisory Council on Historic Preservation

U.S. Fish and Wildlife Service

National Marine Fisheries Service

### Washington State Agencies

Washington State Office of Archaeology and Historic Preservation/SHPO

Washington State Department of Ecology

Washington State Department of Fish and Wildlife

Washington State Department of Natural Resources

### Local Agencies and Organizations

King County

City of Seattle, Planning Department

Seattle Public Library

## 6.0 List of Preparers:

Kimberly Kler  
Engineering Field Activity, Northwest

## 7.0 References:

OAHP (Washington State Office of Archaeology and Historic Preservation). 1997. Letter from Stephen A. Mathison, Restoration Designer, OAHP, to Dale C. Rudolph, Engineering Field Activity Northwest, Naval Facilities Engineering Command, Department of the Navy. June 26, 1997.

OAHP (Washington State Office of Archaeology and Historic Preservation). 1998. Letter from Gregory Griffith, Comprehensive Planning Specialist, OAHP, to Dale C. Rudolph, Engineering Field Activity Northwest, Naval Facilities Engineering Command, Department of the Navy. November 10, 1998.

Seattle Department of Parks and Recreation (Seattle). 1991. South Lake Union Park Final Environmental Impact Statement. February 1991.

United States Navy (U.S. Navy). 1998. Draft Cultural Resources Survey and Assessment of Naval Reserve Centers. October 1998.

URS Consultants, June 1995. Draft Final Environmental Baseline Survey Report Naval Reserve Readiness Center Seattle, Washington. Prepared for Engineering Field Activity, Northwest, Naval Facilities Command, Poulsbo, Washington.

Washington Department of Ecology (Ecology). 1998. Letter from Judith M. Aitken, Toxics Cleanup Program, Ecology, to John Gordon, Engineering Field Activity, Northwest, Naval Facilities Engineering Command, Department of the Navy. September 29, 1998.

APPENDIX A  
TRANSPORTATION ANALYSIS

### 3.3 TRANSPORTATION

This section is based on a transportation study performed by The TRANSPRO Group to assess traffic and parking impacts associated with the development of the proposed South Lake Union Park. The technical information contained in the transportation study is presented in this section. Technical terms are defined in the Glossary, Appendix A.

This transportation analysis addresses the typical summer weekday traffic impacts of the no-action alternative and the typical summer weekday and special event traffic impacts of Alternative B, the Union Green Concept, and Alternative C, the Maritime Heritage Concept. The traffic impact analysis focuses on operations and safety at the park access intersections. The analysis year for all of the alternative scenarios is 2000, when Phase II (full park development) is expected to be completed.

For the purpose of the transportation analysis, special events are assumed to take place on a weekday when total traffic volumes in the project vicinity are anticipated to be higher than during the weekend. As an example, the special-event scenario for Alternatives B and C would reflect traffic impacts on a Friday afternoon during the Wooden Boat Festival.

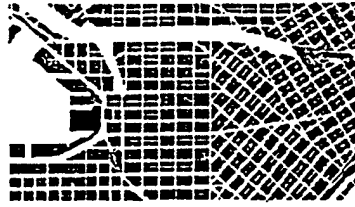
#### 3.3.1 AFFECTED ENVIRONMENT

##### Street System Characteristics

The transportation study area is bounded on the east by Dexter Avenue, on the west by Fairview Avenue, on the north by Prospect Street, and on the south by Mercer Street. Study area street system characteristics are shown in Figure 3.10.

Dexter Avenue North is a north/south minor arterial with two lanes in each direction. It is classified as a minor transit street north of Valley Street and as a major transit street south of Valley Street. Dexter Avenue North will provide access for motorists destined to the park from north Seattle via SR 99.

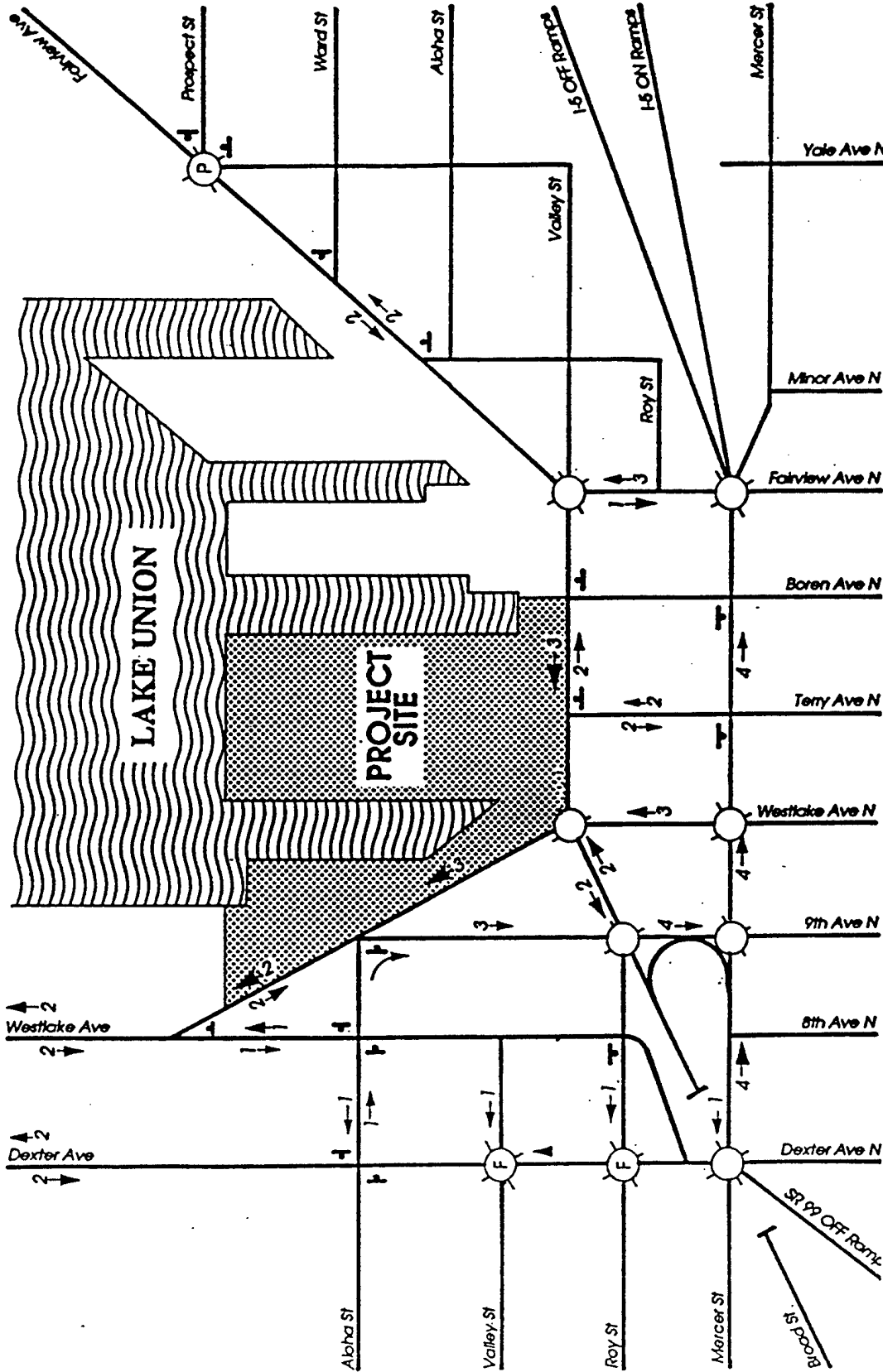
Ninth Avenue North is a principal arterial, operating one way southbound with three to four lanes in the project vicinity. It is classified as a minor transit street. Ninth Avenue North provides an important link for motorists destined south and east around Lake Union. This street transitions into the southbound travel lanes of Westlake Avenue North, south of Aloha Street.



**SOUTH LAKE UNION PARK**  
Environmental Impact Statement

Figure 3.10

Street System Characteristics



NO SCALE

Legend	
	Traffic Signal
	Pedestrian Signal
	Flashing Beacon
	Stop Sign
	Number of Lanes
	Direction of Travel

## Transportation

Westlake Avenue North is a principal arterial, operating one way northbound with two to three lanes in the project vicinity. It is classified as a major transit street north of Valley Street and as a minor transit street south of Valley Street. Westlake Avenue North operates as a two-way street, north of Aloha Street.

Terry Avenue North is a north/south commercial, local access street with two lanes in each direction. Terry Avenue North extends north of Valley Street into the project site.

Fairview Avenue North is a north/south principal arterial with two lanes in each direction along the eastern shore of Lake Union, north of Valley Street. South of Valley Street and north of Mercer Street, it operates with three lanes northbound and one lane southbound. Fairview Avenue North is classified as a minor transit street.

Valley Street is an east/west principal arterial along the south end of Lake Union. In the three blocks between Westlake Avenue North and Fairview Avenue North, the street includes two eastbound and three westbound travel lanes. In this segment, Valley Street is classified as a minor transit street. West of 8th Avenue North, Valley Street is a local access street operating as a one-way street with one lane in the westbound direction.

Roy Street is an east/west local access street operating as a one-way street with one lane in the westbound direction west of Ninth Avenue North. Roy Street will provide access to SR 99 for motorists destined to North Seattle from the park.

Mercer Street is a principal arterial, operating as a one-way street with four eastbound travel lanes in the project vicinity. It is classified as a minor transit street. The Mercer Street corridor is the major travel route between I-5, the recreational facilities of Seattle Center, and the residential areas of lower Queen Anne. This corridor has been the subject of numerous transportation studies over the last 30 to 40 years.

Broad Street is a principal arterial with two lanes in each direction. Broad Street is oriented in the southwest direction from the project site and continues under the Mercer Street/Dexter Avenue North intersection to the Denny Regrade business district. Broad Street provides an important link between the project site and South Seattle/West Seattle via SR 99.

### Traffic Volumes

Existing traffic volumes in the project vicinity were obtained from the Seattle Engineering Department (SED) and peak-hour intersection turning movement counts conducted by TRANSPO in 1989 and 1990. Available traffic volumes prior to 1990 were increased by a 1-percent annual growth factor to a common year for all

existing traffic volumes. Existing PM peak-hour traffic volumes in the immediate vicinity of the project range from 3,550 on Valley Street, west of Fairview Avenue North, to 1,515 on Westlake Avenue North, north of Valley Street. Figure 3.11 shows the existing PM peak-hour traffic volumes in the study area.

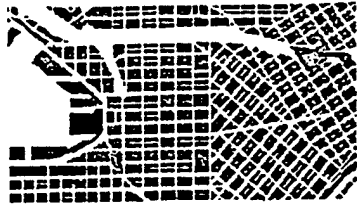
Traffic Accidents

Traffic accident information at intersections in the project vicinity was obtained from SED. Table 3.6 summarizes the average annual accidents for the five-year, nine-month period from January 1984 through September 1989.

Table 3.6. Accident Summary - Average Annual Accidents (January 1984 - September 1989)

Intersection	Personal Injury	Property Damage	Fatal	Total
Dexter Avenue North/Aloha Street	0.3	1.4	0.0	1.7
Dexter Avenue North/Valley Street	1.7	2.3	0.0	4.0
Dexter Avenue North/Roy Street	2.3	3.8	0.2	6.3
Dexter Avenue North/Mercer Street	3.6	7.5	0.0	11.1
Mercer Street/9th Avenue North	5.7	12.2	0.0	17.9
Mercer Street/Westlake Avenue North	4.2	10.6	0.0	14.8
Mercer Street/Terry Avenue North	2.8	7.5	0.0	10.3
Westlake Avenue North/8th Avenue North	0.3	0.5	0.0	0.8
Westlake Avenue North/9th Avenue North	0.5	1.4	0.0	1.9
Aloha Street/8th Avenue North	0.2	0.5	0.0	0.7
Broad Street/9th Avenue North	3.0	7.6	0.0	10.6
Broad Street/Valley Street	1.6	4.2	0.0	5.8
Valley Street/Terry Avenue North	4.9	4.7	0.0	9.6

Source: Seattle Engineering Department, 1990

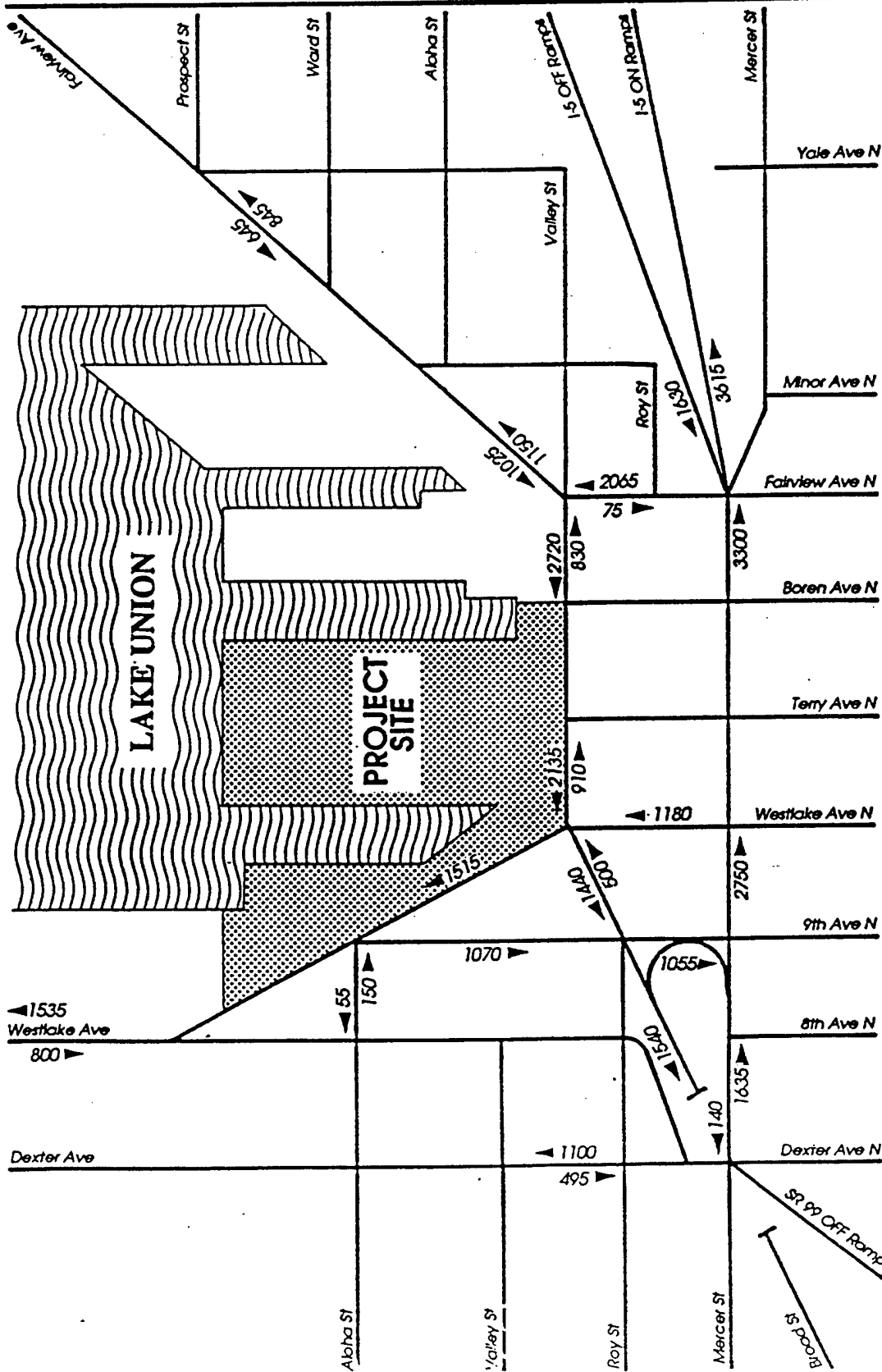


**SOUTH LAKE UNION PARK**  
Environmental Impact Statement

**Figure 3.11**

1990 PM  
Peak Hour  
Traffic  
Volumes

Existing  
Conditions



NO SCALE

## Transportation

The City of Seattle classifies signalized intersections as "high accident" locations when the average number of accidents exceed ten per year. For unsignalized intersections, a high accident location is identified when the average number of accidents exceeds five per year. The following four study area intersections are listed on SED's 1988 high accident intersection report: Terry Avenue North/Valley Street, Mercer Street/Westlake Avenue North, Ninth Avenue North/Mercer Street, and 9th Avenue North/Broad Street. Table 3.6 shows that the Dexter Avenue North/Roy Street, Dexter Avenue North/Mercer Street, and Mercer Street/Terry Avenue North intersections also meet the high accident location definition based on the average annual number of accidents between January 1984 and September 1989.

### Transit Service

Metro Transit routes 26 and 28 are north/south routes between downtown Seattle and north/central and northwest Seattle along the west shore of Lake Union on Westlake Avenue North and Ninth Avenue North. The northbound buses can be boarded at the Westlake Avenue North/Mercer Street intersection, and the southbound buses can be boarded at either the Ninth Avenue North/Aloha Street or Ninth Avenue North/Broad Street intersections. Service intervals are 20 to 30 minutes between 5:00 a.m. and 6:30 p.m., and thirty minutes between 6:30 p.m. and 1:00 a.m. The last bus departs the project vicinity in the southbound direction at 2:00 a.m.

Metro Transit routes 73 and 74 are north/south routes between downtown Seattle and north/central and northeast Seattle along the east shore of Lake Union on Fairview Avenue North. These buses can be boarded at the Fairview Avenue North/Valley Street intersection. Service intervals are 20 to 30 minutes between 6:00 a.m. and 6:30 p.m. and 60 minutes between 6:30 p.m. and 2:00 a.m. The last bus departs the project vicinity in the southbound direction at 2:00 a.m.

While accessibility to transit service routed through the area is relatively convenient, accessibility to most other routes in the system would require a transfer in the Seattle CBD or University District. Therefore, direct transit service is not available to most areas of the region from the project vicinity.

### Non-Motorized Facilities

Pedestrian/bicycle activity in the project vicinity is generally low, typical of activity on streets with on-street parking and relatively high traffic volumes and low parking turnover. The street network in the vicinity does not provide many amenities for pedestrians and bicyclists, which may also be a deterrent to pedestrian and

bicycle activity. There is some existing pedestrian activity on the site associated with Northwest Seaport and the Center for Wooden Boats. Pedestrian activity levels increase east of the project site connected with the retail and restaurant uses in the Chandler's Cove development. This area, along with Northwest Seaport and the Center for Wooden Boats, is currently a significant pedestrian attraction in the area.

On the west side of Fairview Avenue is a pedestrian/bicycle bath. Sidewalks currently exist on most other streets in the project vicinity. There are crosswalks and pedestrian signal indicators at the Valley Street/Westlake Avenue North, Valley Street/Fairview Avenue North, Highland Drive/Westlake Avenue North, and Fairview Avenue North/Prospect Street intersections. In addition to these locations, there are unprotected pedestrian crosswalks on Westlake Avenue North at 8th Avenue North and Aloha Street.

### Parking

A total of 253 parking spaces are provided on the site for existing uses. These spaces are located in the following areas:

- Center for Wooden Boats - 36 spaces
- Naval Reserve Center - 144 spaces (not open to public)
- Terry Street north of Valley Street - 51 spaces (on-street spaces)
- Interim park east of Westlake Avenue - 22 spaces

### **3.3.2 IMPACTS**

#### Alternative A - No-Action

Alternative A, the no-action alternative, provides a baseline against which the proposed-action alternatives can be compared. Under the no-action alternative, the four current property owners would maintain control and ownership of the site.

#### Design Year Traffic Volumes

Year 2000 PM peak-hour traffic volumes were forecasted using information from two traffic impact studies in the project vicinity: traffic impact analysis for the Marriott Residence Inn and the Dupar/Westlake mixed-use development. The total with-project traffic-volume forecasts from these traffic impact studies were used because they include traffic volumes generated from all of the planned development in the site vicinity. The

traffic volume forecasts from these studies were increased by an additional 1 percent per year compounded annual growth rate to obtain the year 2000 traffic volumes for the no-action alternative.

Planned projects in the site vicinity include the Marriott Residence Inn, the Fred Hutchinson Cancer Research Center, east of the site, and over ten office and residential projects in the Westlake Avenue Corridor. Year 2000 PM peak-hour traffic volumes under the no-action alternative are shown in Figure 3.12.

### Planned Transportation System Improvements

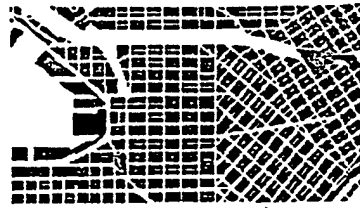
The following improvements were suggested in the Dupar/Westlake traffic impact study to obtain level of service (LOS) E or better conditions in 1992, the estimated year of completion for this project. These improvements were identified to mitigate the cumulative traffic impacts from the proposed Dupar/Westlake development and other planned developments in the area and are being considered for implementation as part of the approval process for the Dupar/Westlake project. Some or all of these improvements are expected to be in place by the year 2000.

**Dexter Avenue North/Aloha Street** - A two-phase traffic signal will need to be added to improve operations and safety for turning movements from Aloha Street. This intersection will likely meet Manual of Uniform Traffic Control Devices (MUTCD) Warrant 9 by 1992. The MUTCD contains standard thresholds used throughout the country for warranting the installation of a traffic signal, based on traffic volumes, accidents, or pedestrian volumes. The traffic-volume thresholds for Warrant 9 are based on peak-hour volumes at an intersection.

**Dexter Avenue North/Valley Street - SED** is currently considering the conversion of the existing traffic signal at this intersection from flashing operation to full signal operation. This signal conversion will need to be added to improve level of service for the northbound left turn and westbound approach. However, this intersection does not currently meet, and is not forecasted to meet, any of the MUTCD warrants for signalization.

**Dexter Avenue North/Roy Street - SED** is currently considering the conversion of the existing traffic signal at this intersection from flashing operation to full signal operation. Under stop-sign control, this intersection is forecasted to operate at LOS E or better for all turning movements in 1992, the future forecast year used in the Dupar/Westlake Study.

**Dexter Avenue North/Mercer Street** - The addition of a southbound exclusive left-turn phase and optimized signal timing is under consideration. This intersection is interconnected with the Mercer Street/Broad Street signal system to provide progressive traffic flow in the Mercer Street/Broad Street corridors and to minimize

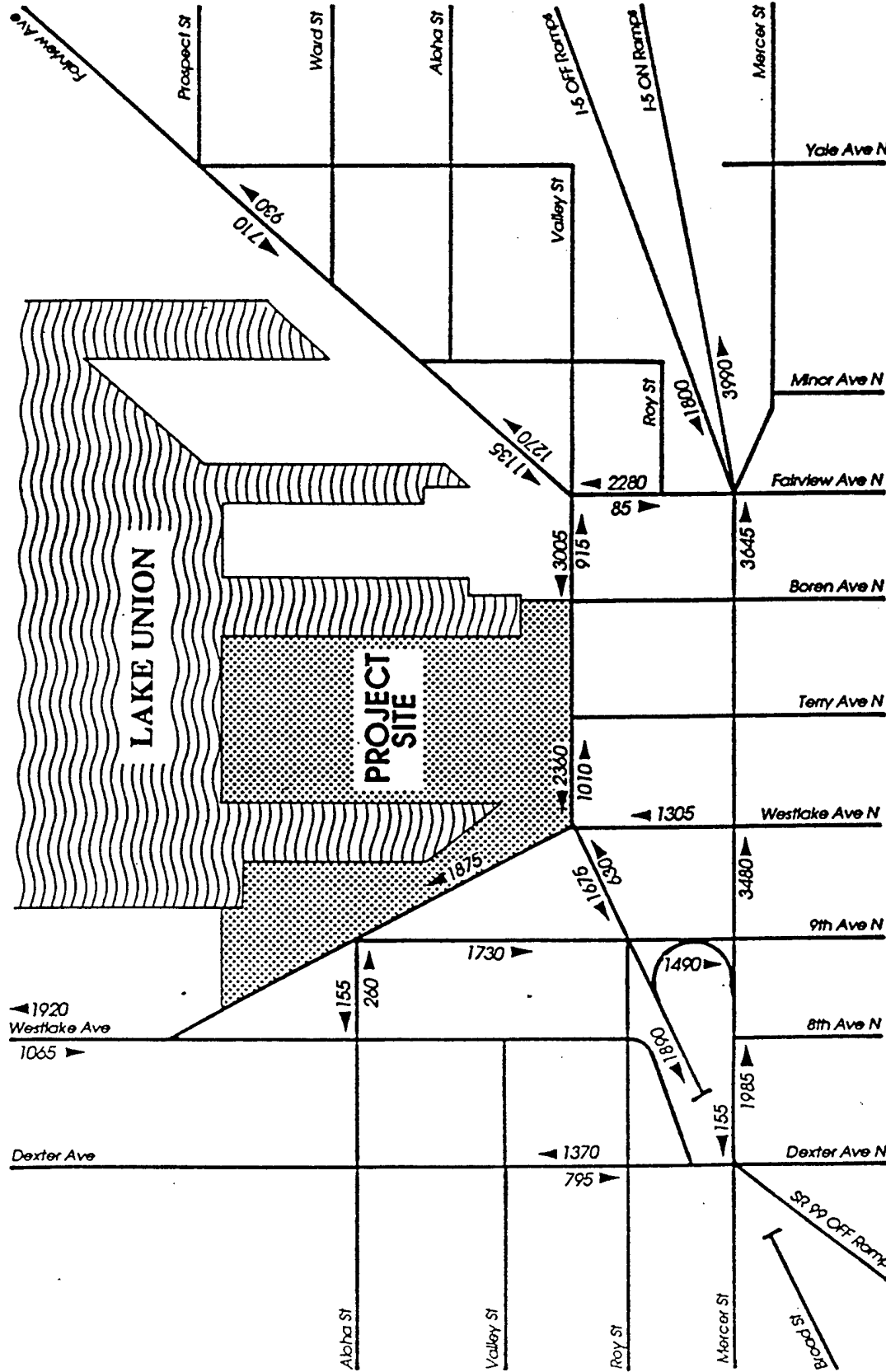


**SOUTH LAKE UNION PARK**  
Environmental Impact Statement

**Figure 3.12**

Year 2000  
PM Peak  
Hour Traffic  
Volumes

No Action  
Alternative



NO SCALE

## Transportation

vehicle delays. Since the traffic signals in these corridors operate as a system, changing the phasing or timing at one intersection would affect others as well. Therefore, the suggested improvements may not be practical to enact.

**Broad Street/9th Avenue North** - Signal timing optimization is under consideration. This intersection is interconnected with the Mercer Street/Broad Street signal system; therefore, the suggested improvement may not be practical to enact.

In addition to these potential improvements, the Broad Street Throughway alternative was the recommended conceptual solution of the City of Seattle Office for Long-range Planning in October 1988, to relieve traffic congestion in the Mercer Corridor. This recommendation was contained in the *South Lake Union Transportation Concepts Study*, issued in October 1988. This alternative, however, does not currently have an identified funding source. Therefore, it is not assumed to be in place by the year 2000.

The Seattle City Council directed this study to identify and evaluate transportation improvements that meet four general goals:

- Improve access to Seattle Center
- Support development of the South Lake Union Park
- Interconnect the park, Seattle Center, and downtown
- Accommodate moderate employment growth.

The study examined a number of surface street improvements as well as the depressed roadway concept. This depressed roadway concept was ultimately recommended in the study as the Broad Street Throughway.

If the Broad Street Throughway was implemented, Valley Street would become a two-way boulevard and traffic volumes would be substantially reduced. Valley Street would become a local access street under this scenario. This would accomplish the land-use objectives established in the South Lake Union area by removing a substantial portion of traffic from the boundaries of the proposed park.

The cost of the Broad Street Throughway was estimated to be \$44.6 million in 1992 dollars. This includes the costs of redesigned ramps to and from I-5 and the pedestrian/bicycle lid over the proposed throughway between Terry Avenue and Westlake Avenue. The pedestrian/bicycle lid would provide access to the South Lake Union park area.

## Parking

The on-site parking supply under the no-action alternative is anticipated to be identical to the existing on-site parking supply.

## Transit Service

There are no planned improvements to transit service in the area. With the recent increase in retail, office, and other commercial development in the area, however, there have been some preliminary discussions for providing a transit circulator between the Convention Center, Seattle Center, and South Lake Union. This was one of the findings contained in the transit, high occupancy vehicles, and rail section of the South Lake Union Transportation Concepts Study.

## Non-Motorized Facilities

A pedestrian/bicycle path is planned as part of the interim site improvements. A Lake Union loop connecting Gas Works Park with the project site via existing pedestrian/bicycle paths and railroad right-of-way is under consideration by the city. Such a loop path would likely be well traveled due to its connection with the Burke-Gillman Trail.

## Alternative B - Union Green Concept

The Union Green Concept is an open, green park which emphasizes public access, shoreline walking, and small craft activities.

## Trip Generation

Trip generation under Alternative B, the Union Green Concept, was developed for two scenarios: a typical summer weekday with no special event and a summer weekday with a special event such as the Wooden Boat Festival. The traffic impacts from each of these scenarios are analyzed for the typical afternoon commute peak hour (5-6:00 p.m.), the time period when total traffic volumes in the site vicinity would likely be the highest. For a typical summer weekday, the park was assumed to average 360 users with an average length of stay of two hours based on park attendance estimates provided by TRA.

For the special-event scenario, an average of 20 single-day special events per year was assumed with an average attendance of 3,000 persons per event. The average length of stay during a special event would be three hours. For both the typical summer and the special event weekday scenario, it was assumed that 50 percent of the park users would arrive after 5:00 p.m. This assumption recognizes the fact that many people attending a special event on a weekday would not be able to arrive until after the typical work day ended. On the other hand, the 50 percent of park users arriving prior to 5:00 p.m. would be students, parents with small children, workers with evening jobs, and others who are not constrained by a typical midday work schedule.

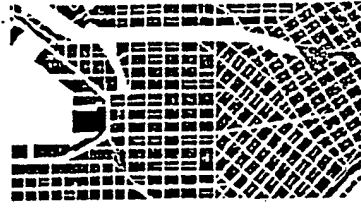
Daily variation in park attendance was estimated from parking accumulation information published in *Shared Parking* (Urban Land Institute, 1983). Based on these estimates, the project is expected to generate 350 daily and 28 PM peak-hour (21 in, 7 out) vehicle trips on a typical summer weekday. This results in 8 percent of the daily traffic generated from the park occurring in the PM peak hour. This is similar to the PM peak hour percentage indicated in *Trip Generation* (Institute of Transportation Engineers, 1987) for a park use. This assumes an average vehicle occupancy of 2.05 persons per vehicle and no transit use.

On a special event day, the project is expected to generate 2,920 daily and 344 PM peak-hour vehicle trips. Of the PM peak-hour vehicle trips, 75 percent will be entering the project site, while 25 percent will be exiting the project site. No reduction in trip generation was made to account for trips generated by the current land uses on the site that would occur under the no-action alternative but not under Alternatives B or C at full development. Therefore, the trip generation estimates are considered to be conservatively high.

### Trip Distribution and Assignment

The trip distribution and assignment of project-generated traffic was developed from the trip tables contained in the Puget Sound Council of Governments' (PSCOG) regional transportation model. These trip tables indicate the geographical distribution of trips to and from the site vicinity. Figure 3.13 shows the trip distribution.

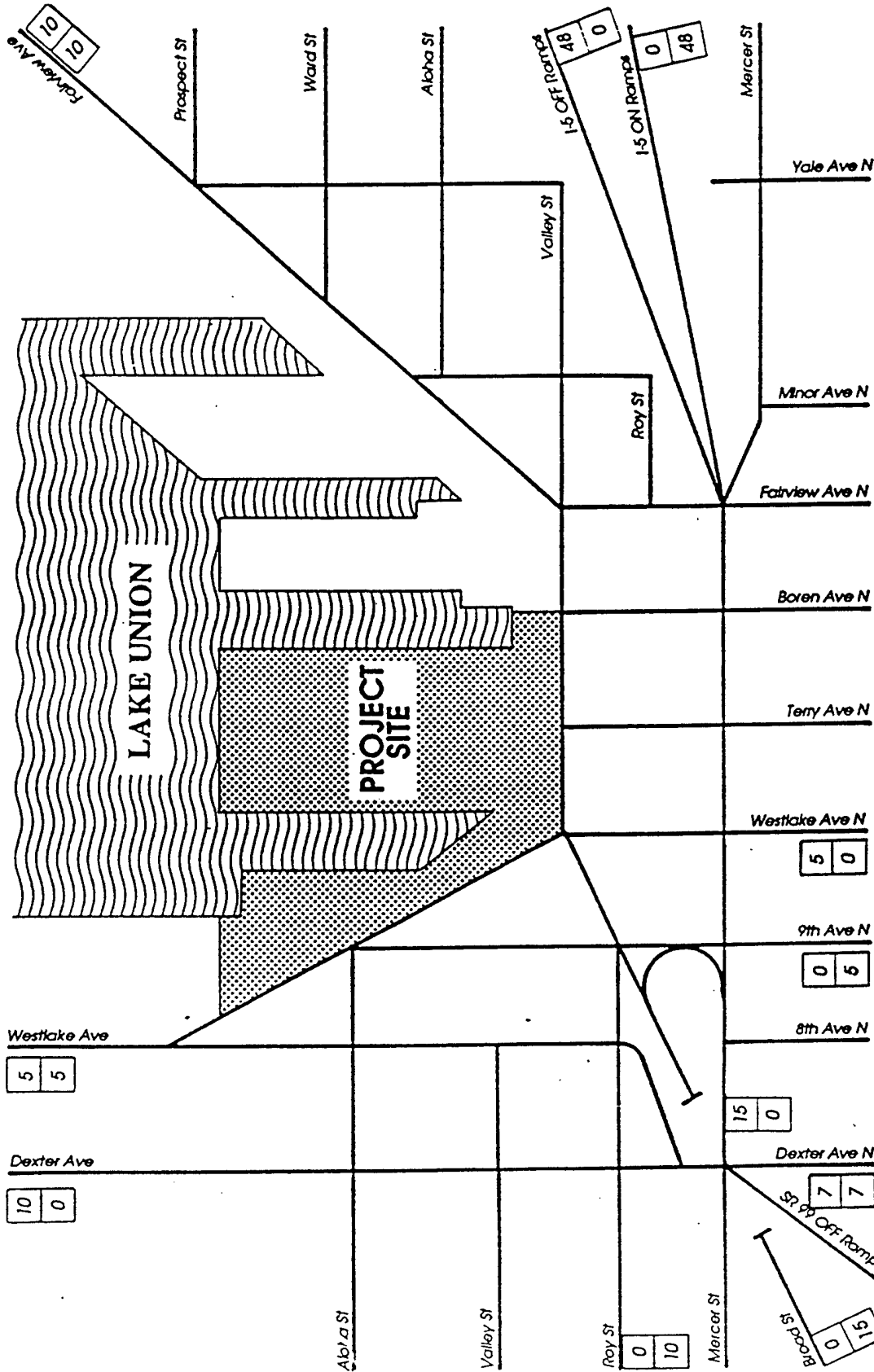
The trip assignment was conducted by assigning project-generated traffic to the major travel paths between the project site parking areas and the endpoints of the study area roadway network. These travel paths generally represent the most direct routes to and from the project site. The inbound and outbound travel routes are different in some instances due to several one-way streets in the study area. The project-generated PM peak-hour traffic volumes on a typical summer weekday and on a special event day are shown on Figures 3.14 and 3.15, respectively.



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**Figure 3.13**

Trip Distribution

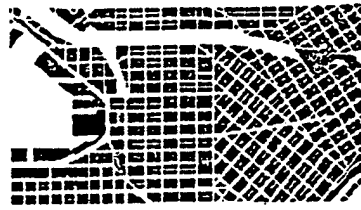


**Legend**

- Percentage Entering
- Percentage Exiting



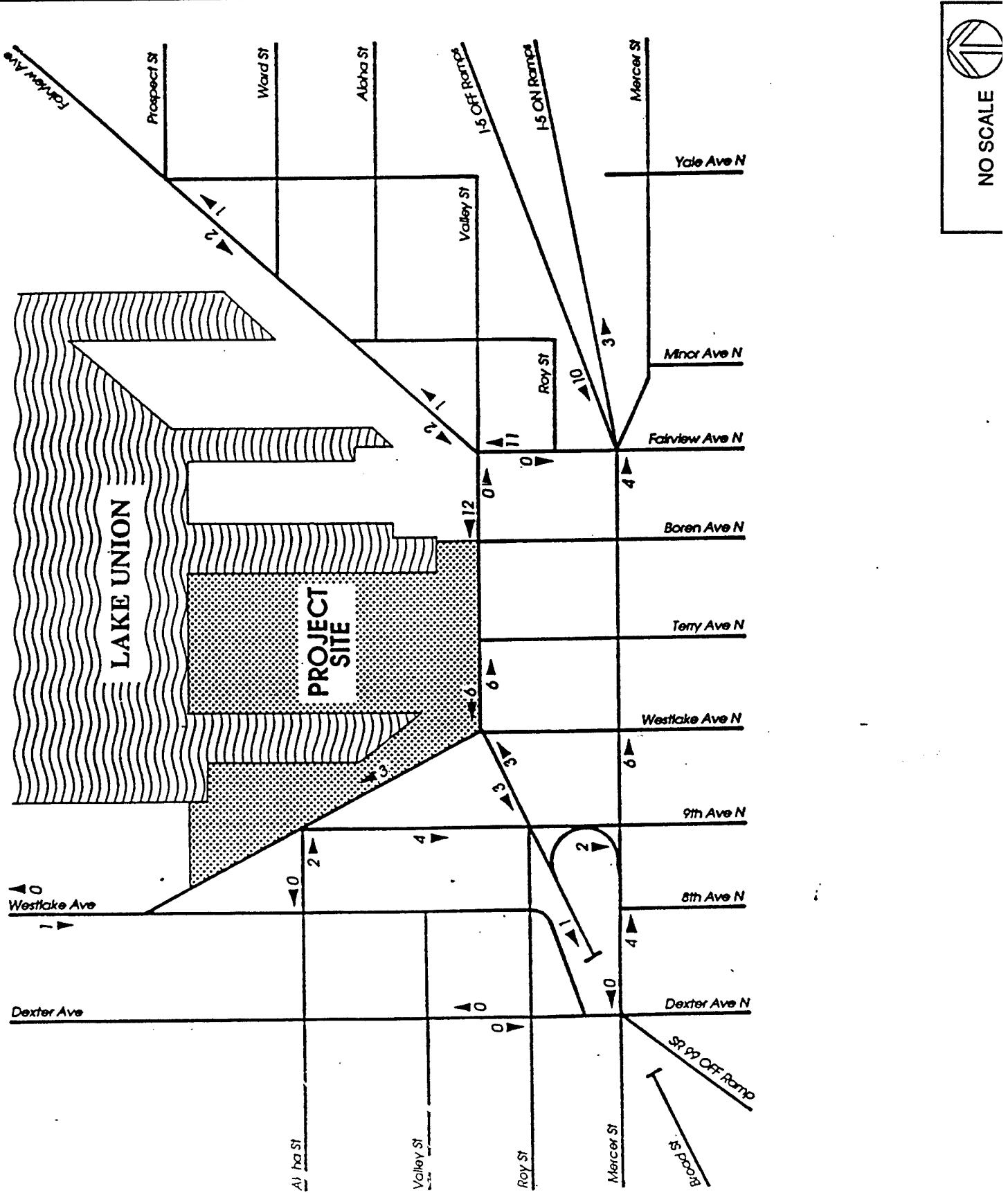
NO SCALE



**SOUTH LAKE UNION PARK**  
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**Figure 3.14**

Alternative B  
Project Generated PM Peak Hour Traffic Volumes  
Typical Summer Weekday





## Design Year Traffic Volumes

Year 2000 PM peak-hour traffic volumes were obtained by adding project-generated PM peak-hour vehicle trips to the year 2000 PM peak-hour traffic volumes under the No-Action Alternative. The resulting PM peak-hour traffic volumes on a typical summer weekday and special event day for the Union Green Alternative are shown on Figures 3.16 and 3.17, respectively.

For the typical summer weekday scenario, project-generated traffic will represent less than 0.3 percent of the total PM peak-hour traffic volumes at any intersection in the site vicinity. For one of the special event weekdays, the Union Green Alternative would represent approximately 3.7 percent of the total year 2000 PM peak-hour traffic volumes at the Valley Street/Fairview Avenue North intersection.

## Off-Site Traffic Impacts

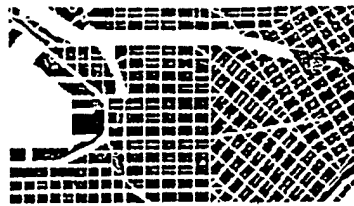
Aside from the three to four event days that may occur on a weekday, the Union Green Concept would have little to no impact on level of service or traffic operations at any off-site intersections during typical commute peak hours. Even during a weekday event, project-generated traffic volumes would be, at most, 6 percent of the total year 2000 traffic volume at any location in the project vicinity. This would occur on Valley Street between Terry Avenue North and Westlake Avenue North in the eastbound direction.

On peak weekend hours during a special event, traffic volumes and congestion levels in the area would be noticeably higher as compared to the no-action alternative without a special event. It should be mentioned, however, that many of the special events such as the Boats Afloat Show and Wooden Boat Festival would continue to occur with the no-action alternative.

The typical weekday commute peak hour will remain the most critical hour in terms of traffic congestion in the site vicinity. The traffic increase associated with the park, however, is minimal during this time period, except during special event days.

## Vehicular Access

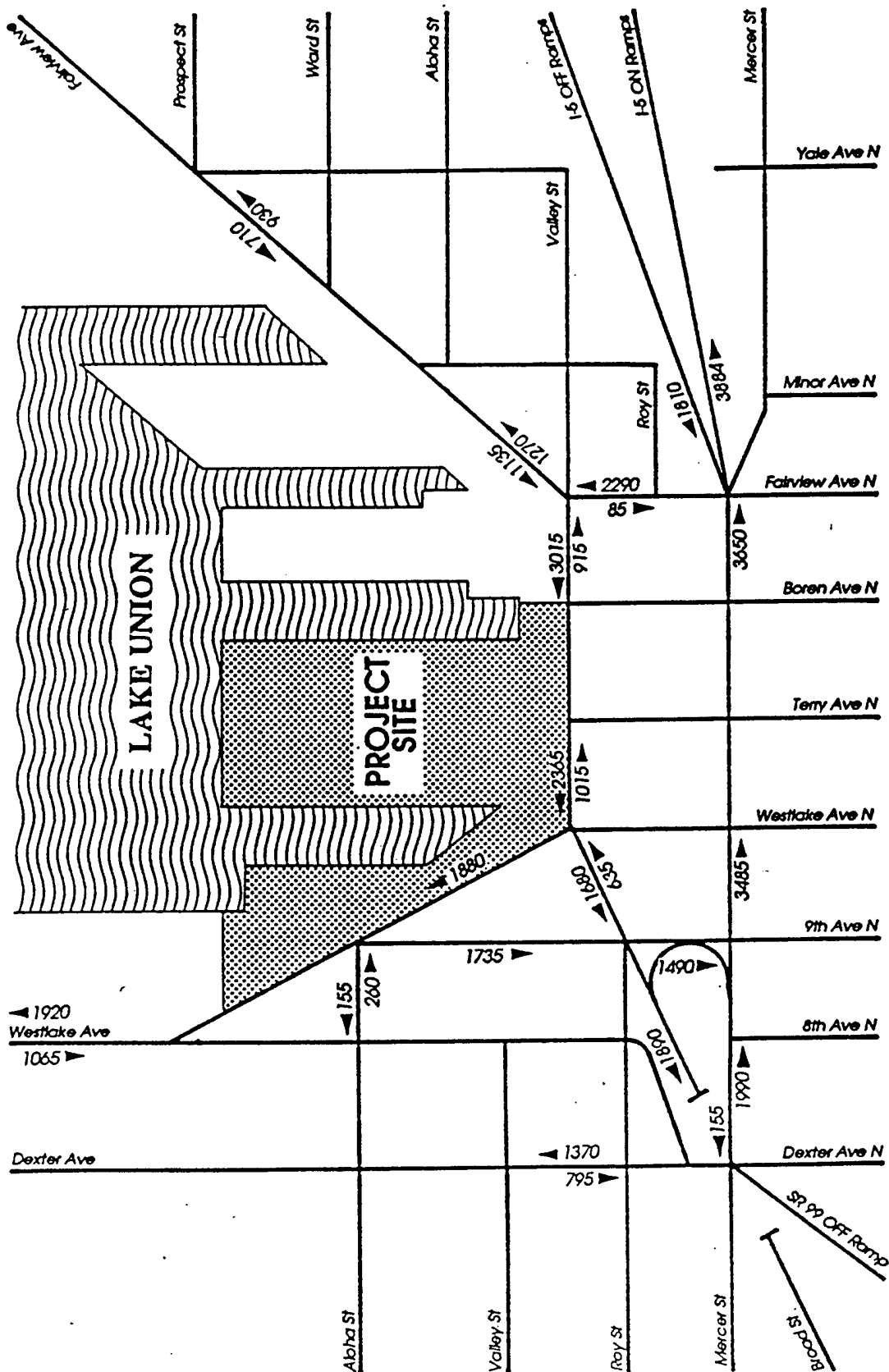
Vehicular access to the on-site parking areas would be concentrated at two intersections: the Valley Street/Terry Avenue North intersection is currently stop-sign controlled, and the Westlake Avenue North/Highland Drive intersection is controlled by a traffic signal. Based on traffic volumes generated by the Union Green Concept, minimum traffic-volume warrants for requiring signalization at the Valley Street/Terry Avenue North intersection would likely not be met.



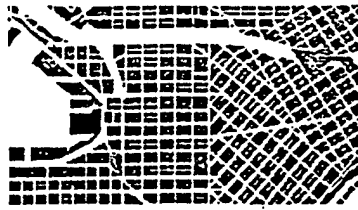
**SOUTH LAKE UNION PARK**  
Environmental Impact Statement

**Figure 3.16**  
Alternative B

Year 2000  
PM Peak Hour  
Traffic Volumes  
With Project - -  
Typical Summer  
Weekday  
Conditions



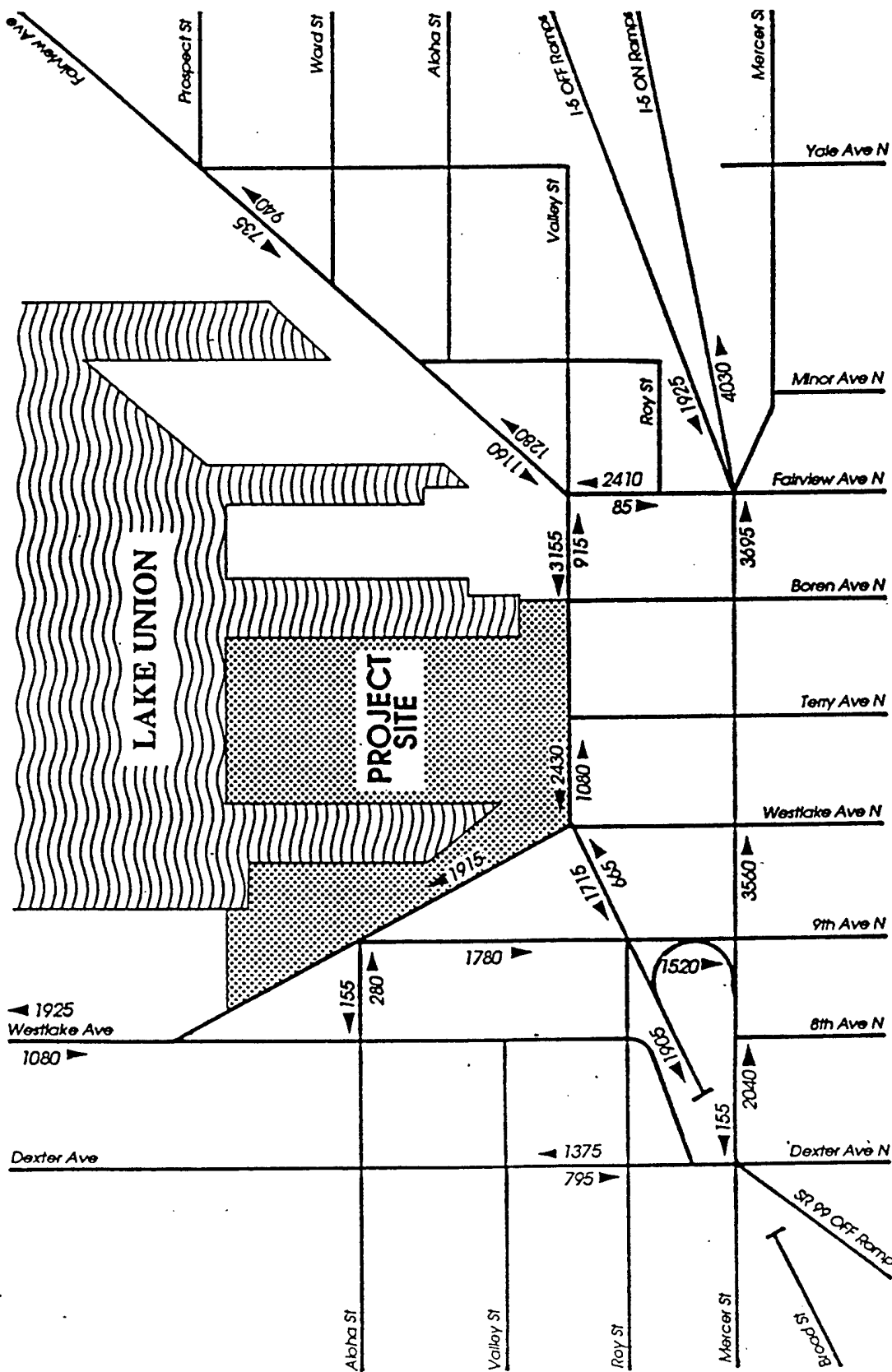
NO SCALE



**SOUTH LAKE UNION PARK**  
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**Figure 3.17**  
Alternatives B & C

2000 PM Peak Hour Traffic Volumes With Project-Special Event Conditions



NO SCALE

Level of Service (LOS) was calculated at the Valley Street/Terry Avenue North Intersection using the year 2000 total traffic volumes on a typical weekday and a special event weekday. The methodology used for the level of service is from the *Highway Capacity Manual* (Transportation Research Board, 1985). Table 3.7 summarizes the results of the level-of-service analysis.

**Table 3.7. Year 2000 PM Peak-Hour LOS Summary at the Primary Project Access Intersection - Alternative B (Union Green Concept)**

Intersection	Movement	Typical Summer Weekday		Special Event Weekday	
		LOS	RC1	LOS	RC1
Terry Ave North/Valley St	NB Left	E	53	E	14
	NB Thru/Right	D	127	E	91
	SB Left	E	54	E	41
	SB Thru/Right	D	158	D	125
	EB Left	D	156	D	143
	WB Left	C	278	C	236

<sup>1</sup> RC = Reserve Capacity - the additional capacity (number of vehicles that could make the turn in a peak one-hour period) for each turn movement at a stop sign-controlled intersection. At LOS F, there is no additional capacity available.

Source: The TRANSPO Group, 1990.

At the Valley Street/Terry Avenue North Intersection, the eastbound left-turn lane is not long enough to provide storage for more than two vehicles. In addition, the potential for traffic accidents would likely increase due to the increase in turning movements to and from the on-site parking areas. The LOS E conditions obtained for the left-turn movements from Terry Avenue North indicate that very long delays would likely occur during the PM peak hour (see Section 3.3.3, Mitigating Measures, below).

Access to the parking area located east of Westlake Avenue North would be provided through the signalized Westlake Avenue North/Highland Drive Intersection. Since this parking area would only have a supply of eight spaces, the traffic impacts from the proposed park at this intersection would be minimal.

## Transportation

It should also be mentioned that the existing public right-of-way of Terry Avenue North, north of Valley Street has been incorporated into the site design of the park. Therefore, either a street vacation or a street use permit will need to be obtained from the City of Seattle.

### Parking

A total on-site parking supply of approximately 128 spaces is included in the plan concept for the Union Green Alternative. The on-site parking supply is located in three areas:

- North of Valley Street between Boren Avenue North and Terry Avenue North - approximately 40 spaces
- South of Valley Street between Boren Avenue North and Terry Avenue North - approximately 80 spaces
- East of Westlake Avenue with access at Highland Drive through the parking area to Lake Union Air and the AGC building - approximately 8 spaces.

Access to the parking areas located north and south of Valley Street would be provided from Terry Avenue North.

Peak-parking demand for this alternative was developed from estimated attendance figures and information from *Shared Parking* (Urban Land Institute, 1983). This document was used to estimate the hourly parking demand for the park. Table 3.8 summarizes the estimated parking demand for typical weekday and weekend scenarios as well as for a special event on a weekday or weekend day.

Table 3.8. Parking Demand - Alternative B (Union Green Concept)

Hour	Typical Summer Weekday		Typical Summer Weekend Day		Special Event Weekday		Special Event Weekend Day	
	Demand	S/(D) <sup>1</sup>	Demand	S/(D) <sup>1</sup>	Demand	S/(D) <sup>1</sup>	Demand	S/(D) <sup>1</sup>
Beginning								
6:00 a.m.	7	121	6	122	0	128	0	128
7:00	7	121	29	99	86	42	27	101
8:00	14	114	46	82	86	42	133	(5)
9:00	21	107	81	47	172	(44)	213	(85)
10:00	28	100	93	35	258	(130)	373	(245)
11:00	35	93	104	24	344	(216)	426	(298)
12:00 p.m.	28	100	110	18	430	(302)	479	(351)
1:00	14	114	110	18	344	(216)	506	(378)
2:00	7	121	104	24	172	(44)	506	(378)
3:00	14	114	93	35	86	42	479	(351)
4:00	28	100	81	47	172	(44)	426	(298)
5:00	42	86	46	82	344	(216)	373	(245)
6:00	49	79	29	99	516	(388)	213	(85)
7:00	42	86	6	122	603	(475)	133	(5)
8:00	14	114	0	128	516	(388)	80	48
9:00	0	128	0	128	258	(130)	27	101

1 S (D) = On-Site Parking Surplus or Deficit

Source: The TRANSPO Group, 1990.

As shown in Table 3.8, the on-site parking supply exceeds the parking demand generated on a typical summer weekday or weekend day (see Section 3.3.3, Mitigating Measures, below). However, the parking demand on a weekday or weekend day during a special event exceeds the on-site parking supply during many hours of the day. This would primarily occur, however, during hours of the day when the parking supply associated with other office and commercial uses in the project vicinity would be underutilized. The largest parking deficit of 475 spaces is expected to occur at 7:00 p.m. on a weekday during a special event.



overpass or installation of an actuated pedestrian signal at either Terry Avenue North or Boren Avenue North. (See Section 3.3.3 Mitigating Measures, below).

Similar pedestrian safety concerns exist at the unprotected crosswalk of Westlake Avenue North at Aloha Street. The closest protected pedestrian crossing of Westlake Avenue North is located two blocks to the north at Highland Drive. This location would become more critical when the number of pedestrians increases from other planned developments in this site vicinity.

### Alternative C - Maritime Heritage Concept

The Maritime Heritage Concept is similar to Alternative B, except it includes a Maritime Heritage Center with year-round moorage for historic vessels, and the existing Armory Building would become a multi-use facility. Average park attendance for a typical summer weekday and weekend day was estimated to be approximately twice as much as for Alternative B.

### Trip Generation

Trip generation under Alternative C, the Maritime Heritage Concept, was developed for two scenarios: a typical summer weekday with no special event and a summer weekday with a special event such as the Wooden Boat Festival. For a typical summer weekday, park attendance was assumed to average 660 with an average length of stay of two hours.

For the special-event scenario, an average of 35 special event days per year (some of which may be several-day events) with an average attendance of 3,000 persons per special event day was estimated. The average length of stay during a special event would be three hours. For both the typical summer and the special-event weekday scenario, it was assumed that 50 percent of the park users would arrive after 5:00 p.m. This assumption recognizes the fact that many people attending a special event on a weekday would not be able to arrive until after the typical work day has ended. On the other hand, the 50 percent of park users arriving prior to 5:00 p.m. would be students, parents with small children, workers with evening jobs, and others who are not constrained by a typical midday work schedule.

Daily variation in park attendance was estimated from the parking accumulation information published in *Shared Parking* (Urban Land Institute, 1983). Based on these estimates, the project is expected to generate 640 daily and 52 PM peak-hour (39 in, 13 out) vehicle trips on a typical summer weekday. This results in eight percent of the daily traffic generated from the park occurring in the PM peak hour. This is approximately twice the typical weekday trip generation for Alternative B. On a special event day, this

alternative is expected to generate the same amount of traffic as the Union Green Concept- 2,920 daily and 344 PM peak-hour trips (258 in, 86 out).

### Trip Distribution and Assignment

The distribution and assignment of project-generated traffic for Alternative C was developed using similar assumptions as described for Alternative B. Figure 3.18 shows the project-generated PM peak-hour traffic volumes on a typical summer weekday for Alternative C. Since the trip generation for a special event is the same as Alternative B, the project-generated special event traffic volumes shown on Figure 3.15 are also applicable for Alternative C.

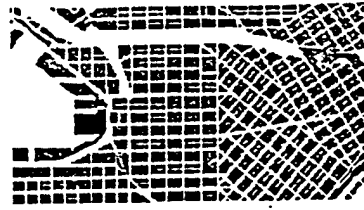
### Design Year Traffic Volumes

Year 2000 PM peak-hour traffic volumes were obtained by adding project-generated PM peak-hour vehicle trips to the year 2000 PM peak-hour traffic volumes under the no-action alternative. Figure 3.19 shows the resulting total traffic volumes on a typical summer weekday for Alternative C - Maritime Heritage Concept. Since the trip generation for a special event is the same as Alternative B, the total special event traffic volumes shown on Figure 3.17 are also applicable for Alternative C.

### Off-Site Traffic Impacts

For the typical summer weekday scenario, Alternative C would generate approximately twice as much traffic as Alternative B. This amount of project-generated traffic, however, would be less than 1 percent of the total traffic volumes at any location in the project vicinity. Therefore, on a typical summer weekday, the project would have little to no effect on traffic operations or level of service at off-site intersections in the project vicinity.

There are 15 more special event days estimated to occur for this alternative as compared to Alternative B. Therefore, the off-site traffic impacts during a special event would occur more frequently with this alternative. As mentioned previously, however, many of the special events such as the Boats Afloat Show and Wooden Boat Festival would also continue to occur with the no-action alternative.

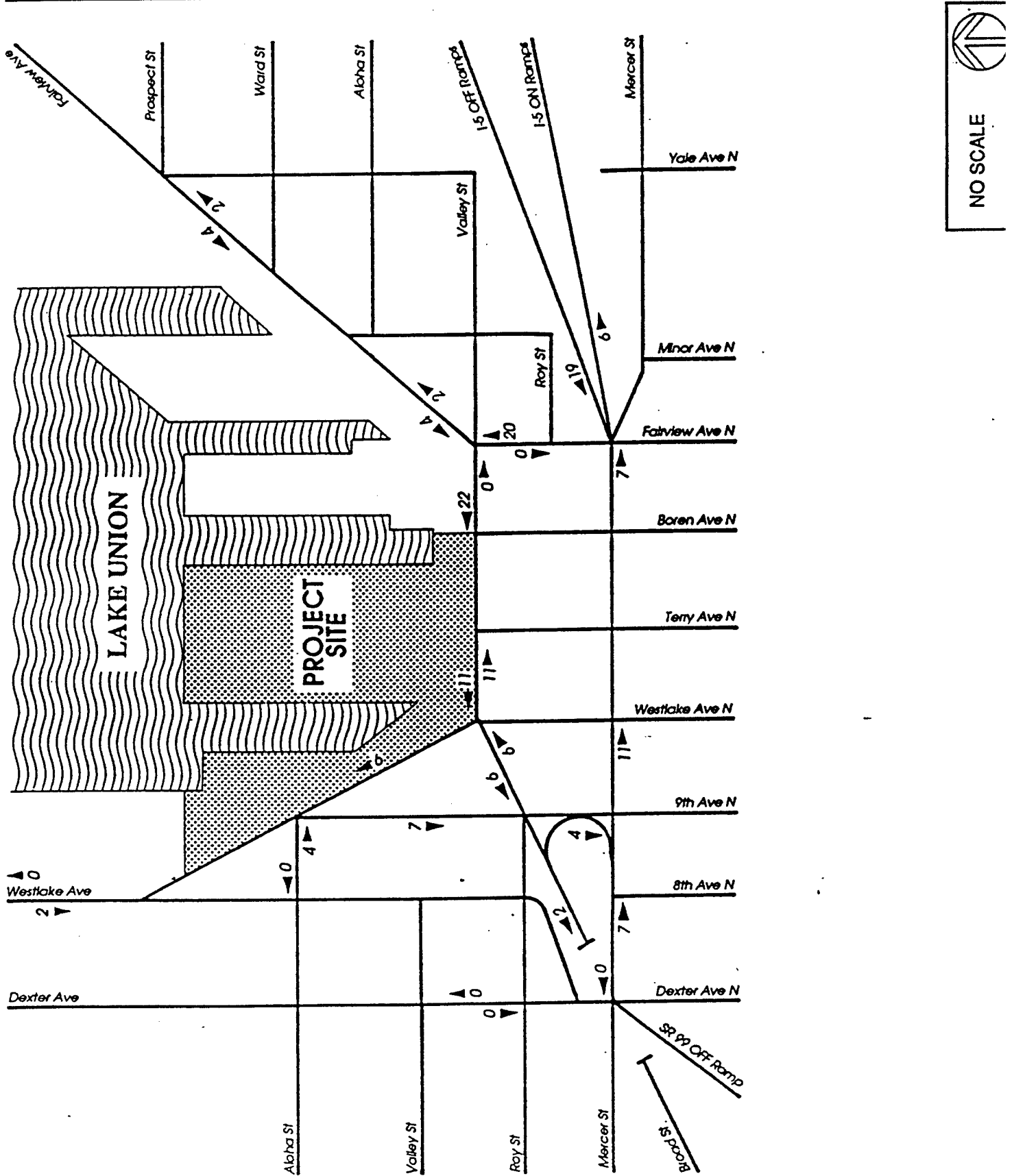


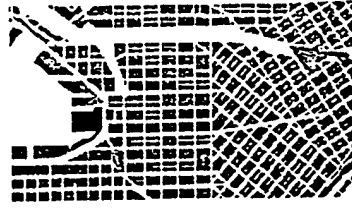
**SOUTH LAKE UNION PARK**  
Environmental Impact Statement

**Figure 3.18**

Alternative C

Project-Generated PM Peak Hour Traffic Volumes - Typical Summer Weekday

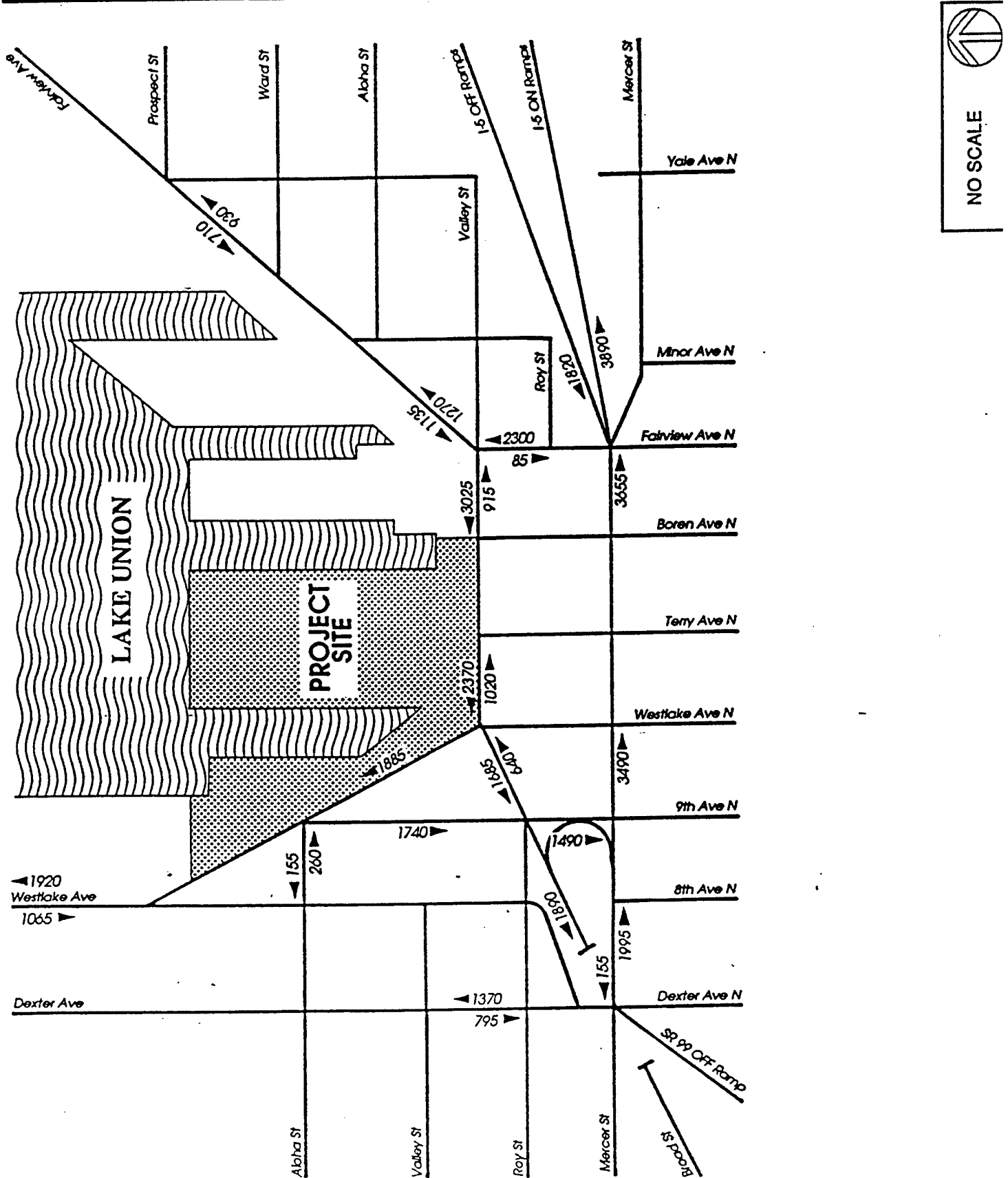




**SOUTH LAKE UNION PARK**  
Environmental Impact Statement

**Figure 3.19**  
Alternative C

Year 2000  
PM Peak Hour  
Traffic Volumes  
With Project .....  
Typical Summer  
Weekday  
Conditions



### Vehicular Access

Impacts at the vehicular access locations would be similar to Alternative B. For the typical summer weekday scenario, Alternative C would generate approximately twice as much traffic as Alternative B. This amount of traffic, however, would not change any of the level-of-service values at the project access intersection shown in Table 3.7.

### Parking

A total on-site parking supply of approximately 128 spaces is included in the plan concept for the Maritime Heritage Alternative. The on-site parking supply is located in three areas:

- North of Valley Street between Boren Avenue North and Terry Avenue North - approximately 40 spaces
- South of Valley Street between Boren Avenue North and Terry Avenue North - approximately 80 spaces
- East of Westlake Avenue with access at Highland Drive through the parking area to Lake Union Air and the AGC building - approximately 8 spaces.

The same number of parking spaces are provided for Alternatives B and C. However, parking demand will exceed the on-site capacity more frequently in Alternative C, relying on off-site facilities during more frequent special events as well as during typical summer weekend days. (See Section 3.3.3, Mitigating Measures, below under Parking.) Access to the parking areas located north and south of Valley Street would be provided from Terry Avenue North.

Peak parking demand for Alternative C was developed from estimated attendance figures and information from *Shared Parking* (Urban Land Institute, 1983). Table 3.9 summarizes the estimated parking demand for Alternative C.

Table 3.9. Parking Demand - Alternative C (Maritime Heritage Concept)

Hour	Typical Summer Weekday		Typical Summer Weekend Day		Special Event Weekday		Special Event Weekend Day	
	Demand	S/(D) <sup>1</sup>	Demand	S/(D) <sup>1</sup>	Demand	S/(D) <sup>1</sup>	Demand	S/(D) <sup>1</sup>
Beginning								
6:00 a.m.	13	115	11	117	0	128	0	128
7:00	13	115	55	73	86	42	27	101
8:00	26	102	87	41	86	42	133	(5)
9:00	40	88	153	(25)	172	(44)	213	(85)
10:00	51	77	175	(47)	258	(130)	373	(245)
11:00	64	64	196	(68)	344	(216)	426	(298)
12:00 p.m.	51	77	207	(79)	430	(302)	479	(351)
1:00	26	102	207	(79)	344	(216)	506	(378)
2:00	13	115	196	(68)	172	(44)	506	(378)
3:00	26	102	175	(47)	86	42	479	(351)
4:00	51	77	153	(25)	172	(44)	426	(298)
5:00	77	51	87	41	344	(216)	373	(245)
6:00	90	38	55	73	516	(388)	213	(85)
7:00	77	51	11	117	603	(475)	133	(5)
8:00	26	102	0	128	516	(388)	80	48
9:00	0	128	0	128	258	(130)	27	101

<sup>1</sup> S (D) = On-Site Parking Surplus or Deficit

Source: The Transpo Group, 1990.

As shown in Table 3.9, the on-site parking supply exceeds the parking demand generated on a typical summer weekday. However, the parking demand on a typical summer weekend day, special event weekday, or special event weekend day exceeds the on-site parking supply during many hours of the day. The parking deficit would primarily occur, however, during hours of the day when the parking supply associated with other office and commercial uses in the project vicinity would be underutilized. The largest parking deficit of 475 spaces is expected to occur at 7:00 p.m. on a weekday during a special event because

Transportation

this represents the time when the most people would be using the site. This would only occur if the attendance assumption of 3,000 with 50 percent arriving after 5:00 p.m. is accurate. The parking deficit during a typical summer weekend day is estimated to be a maximum of 79 vehicles between 12:00 and 2:00 p.m.

During these special events and typical summer weekend days, the parking demand not accommodated in the on-site parking areas would impact the on- and off-street parking supply in the project vicinity. This would increase the competition for on-street parking spaces located west of Westlake Avenue and east of Fairview Avenue North. These areas, except for parking associated with restaurants and marinas, would be underutilized during many of the peak-parking demand hours of the park.

In addition, arrangements with building owners in the site vicinity could be developed so that some portion of the larger private off-street parking lots would remain open to the public during special events. Opportunities exist for a shared parking arrangement with existing and planned mixed-use projects located west and north of the site (1000 Dexter Avenue North, 1500 Dexter Avenue North, and the Dupar/Westlake project) as well as projects located east of the site (Fred Hutchinson Cancer Research Center). The parking supply available at these projects in combination with on-street parking would likely accommodate the peak-parking deficit projected for the typical summer weekend day and for a special event. With Alternative C, there is a parking deficit projected for typical summer weekend days that does not occur with Alternative B.

Transit Service

Impacts to transit service would be the same as for Alternative B.

Non-Motorized Facilities

Impacts to non-motorized facilities would be the same as for Alternative B.

*Just  
if we were  
we would be  
by off site  
but not need*

### 3.3.3 MITIGATING MEASURES

#### Alternative B - Union Green Concept

##### Roadways and Intersections

The following improvements are suggested to mitigate the direct impact from vehicular traffic and pedestrians for Alternative B. The mitigation measures developed are primarily needed at the Valley Street/Terry Avenue North intersection.

A new protected pedestrian crossing of Valley Street at Terry Avenue North should be provided by a grade-separated pedestrian structure or a pedestrian-actuated signal and crosswalk. This is needed to provide a safe crossing of Valley Street between the park and the surface parking area south of Valley Street. Without this new protected pedestrian crossing, it would be difficult to force pedestrians to cross Valley Street at the existing protected crosswalks at Fairview Avenue North and Westlake Avenue North.

The addition of a pedestrian-actuated signal at the intersection of Valley Street/Terry Avenue North would likely have a minimal impact on traffic operations at the existing Westlake Avenue North/Valley Street and Fairview Avenue North/Valley Street intersections. If the pedestrian phase of this new signal was timed to coincide with the northbound phase of the Westlake Avenue North/Valley Street intersection, traffic congestion during peak periods would not increase substantially. The pedestrian-actuated phase at this new signal location would need to be a maximum of 24 seconds compared to an existing 48-second northbound phase at the Westlake Avenue North/Valley Street intersection. Because of this, the new pedestrian signal would only increase delays for westbound vehicles in the curb lane of Valley Street. These vehicles currently have a free right turn at the Westlake Avenue North/Valley Street intersection.

The installation of a traffic signal at this intersection would also improve safety for vehicles exiting from the on-site parking areas. The intersection may meet the minimum requirements for Warrant 6, the accident experience warrant, if recent accident trends continue. This warrant is satisfied when five or more reported accidents, of types susceptible to correction by traffic signal control, have occurred within a 12-month period. In addition, adequate trial of less restrictive remedies must occur before this warrant is satisfied.

Alternatively, a pedestrian overpass could be constructed at this location. This would be a more expensive solution than a pedestrian-actuated signal. The overpass would also need to be designed for handicapped access, potentially requiring lengthy ramps to meet the maximum slope requirements for a handicapped access ramp. This could result in having the ramps terminate at less than optimal locations on either end of the overpass. In addition to the higher cost, a pedestrian overpass is less desirable than an actuated signal

## Transportation

because of the greater temptation for pedestrians to cross at an unprotected location. This potential exists because the ramps may terminate at less than optimal locations.

Finally, the westbound left-turn lane should be extended at the Valley Street/Terry Avenue North intersection with or without signalization. The turn lane should be extended to provide a full-width lane for a minimum of 150 feet.

A protected pedestrian crossing of Westlake Avenue North is provided at the signalized Highland Drive intersection. A marked pedestrian path or walkway should be developed, however, between the Westlake Avenue North/Highland Drive intersection and the northern end of the proposed park to provide a safe pedestrian facility through Lake Union Air/the AGC Building parking area.

### Transit Service

The Department of Parks and Recreation should cooperate with Metro or other organizations regarding the implementation of a potential new transit shuttle or other transit service improvements in the vicinity of South Lake Union Park. If this occurs, the distribution of promotional information for the service would be helpful.

To minimize traffic impacts on special event days, it may be desirable to initiate a transit shuttle service between the park and more remote parking lot locations. If associated with special events, such a shuttle service could be funded by event sponsors. Again, the distribution of promotional information would help to increase the awareness for this type of service.

### Parking

A possible parking mitigation would be to change the design concept to dedicate more space on site to parking or acquire more property for parking use.

For typical weekdays and weekend days with no special events, the on-site parking supply would be adequate to meet the demand generated. During these time periods, it may be difficult to reserve these parking areas for park users only. Placing time limit restrictions on the parking spaces should be considered to discourage nonpark-related users of these parking areas as much as possible. However, time limit restrictions could result in higher use of available on-street parking.

On special event days, there would be a substantial parking deficit during many hours of the day. To mitigate this deficit, the park managers should establish standing agreements with surrounding property owners to

arrange to have some portion of the larger private off-street parking lots remain open to the public. Temporary signs should be used during special events to direct motorists to these available public parking areas. This would help to reduce the impact of traffic associated with vehicles searching for available parking.

### Alternative C - Maritime Heritage Concept

The mitigating measures associated with Alternative C will be the same as those described for Alternative B. The only significant difference is the expected parking deficit during peak summer weekend days, which would not occur with Alternative B.

The potential mitigation discussed above to dedicate more space on site to parking or to acquire more property for parking use has greater applicability to Alternative C because of the expected parking deficit during peak summer weekend days and the greater number of event days.

### **3.3.4 UNAVOIDABLE ADVERSE IMPACTS**

During typical weekdays and weekend days, when there are no special events scheduled at the park, there are no unavoidable adverse impacts identified that cannot be mitigated, except that there may be some excess parking demand on typical summer weekend days with Alternative C. During a limited number of event days (20 days for Alternative B and 35 days for Alternative C), there may be some unavoidable adverse impacts due to traffic-volume increases at intersections in the project vicinity and possible excess parking demand.

APPENDIX B

STATE HISTORIC PRESERVATION OFFICER  
CONSULTATION AND MEMORANDUM OF AGREEMENT



DEPARTMENT OF THE NAVY  
ENGINEERING FIELD ACTIVITY, NORTHWEST  
NAVAL FACILITIES ENGINEERING COMMAND  
19917 7TH AVENUE N.E.  
POULSBRO, WASHINGTON 98370-7570

11010  
Ser 5319/152CS  
November 9, 1998

Mr. David Hansen  
State of Washington  
Acting State Historic Preservation Officer  
Office of Archeology and Historical Preservation  
P.O. Box 48344  
Olympia, WA 98504-8343

Dear Mr. Hansen:

A Historic Property Inventory Form for Building 27 at the Naval Reserve Center on Lake Union in Seattle is provided for your information and National Register eligibility determination. The evaluator has indicated the building appears to meet the criteria for the National Register (criteria C). However, since the building is less than 50 years old, it must meet the exceptional significance threshold. We do not believe that this building meets the exceptional criteria on the national level since it does not possess widespread recognition of its existence or value by either the general public or in professional literature. The significance evaluation is in fact oriented to Seattle and Western Washington. We therefore defer the determination of eligibility based on exceptional local /regional importance to your office. Please advise us of your determination so that we may proceed with consultation and the development of an MOA regarding the proposed transfer and sale of the entire Naval Reserve Center complex to the City of Seattle.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dale C. Rudolph", is positioned above the typed name.

DALE C. RUDOLPH  
Head, Facilities Planning Department

Enclosure:  
Historic Property Inventory Form



STATE OF WASHI

DEPARTMENT OF COMMUNITY, TRADE AND ECONOMIC DEVELOPMENT  
Office of Archaeology and Historic Preservation420 Golf Club Road SE, Suite 201, Lacey • PO Box 48343 • Olympia, Washington 98504-8343 • (360) 407-0752  
Fax Number (360) 407-6217

November 10, 1998

Mr. Dale C. Rudolph  
Engineering Field Activity, Northwest  
19917 7<sup>th</sup> Avenue N.E.  
Poulsbo, Washington 98370-7570In future correspondence please refer to:  
Log: 111098-03-USN  
Re: Determination of Eligibility,  
Building 27 Naval Reserve Center,  
Seattle

Dear Mr. Rudolph:

Thank you for contacting the Washington State Office of Archaeology and Historic Preservation (OAHP) regarding the above referenced property on Lake Union in Seattle.

In response, I have reviewed the inventory data on Building 27 and discussed the question of National Register eligibility with OAHP's Architectural Historian Lauren McCroskey. As a result of this review, it is my opinion that Building 27 is eligible for listing in the National Register of Historic Places. Although less than 50 years in age, the statement of significance prepared by Meredith Clausen reveals interesting information about the building's association with the work of noted architect Paul Thiry and its serving as an important and intact example of the International Style in the Seattle region.

Thank you for the opportunity to comment on the eligibility of this property. I recognize that this determination will affect the consultation process regarding transfer of the Naval Reserve Center to the City of Seattle. On behalf of OAHP, I look forward to working with your office and the City to reach a satisfactory transfer. Please feel free to contact me at (360) 407-0766 should you have any questions.

Sincerely,

  
Gregory Griffith  
Comprehensive Planning Specialist

GAG

Cc: Karen Gordon



STATE OF WASHINGTON

DEPARTMENT OF COMMUNITY, TRADE AND ECONOMIC DEVELOPMENT

OFFICE OF ARCHAEOLOGY AND HISTORIC PRESERVATION

111 21st Avenue S.W. • P.O. Box 48343 • Olympia, Washington 98504-8343 • (206) 753-4011 • SCAN 234-4011

June 26, 1997

Mr. Dale C. Rudolph  
Department of the Navy  
Engineering Field Activity Northwest  
Naval Facilities Engineering Command  
19917 Seventh Avenue Northeast  
Poulsbo, Washington 98370-7570

In future correspondence on this project,  
please refer to:

Log: 063597-11-USN

Re: Lake Union Reserve Center,  
Building 10

Dear Mr. Rudolph:

The above referenced property has been reviewed under provisions of Section 106 of the National Historic Preservation Act of 1966 and 36 CFR 800.

We concur with the finding of the Draft Cultural Resources Survey and Assessment of the Lake Union Reserve Center that Building 10 (RTB) is eligible for listing in the National Register of Historic Places.

If you have any questions regarding our review of the report, please contact me at (360) 753-7436.

Sincerely,

Stephen A. Mathison  
Restoration Designer

SAM:sam

cc Karen Gordon





STATE OF WASHINGTON

DEPARTMENT OF COMMUNITY, TRADE AND ECONOMIC DEVELOPMENT  
Office of Archaeology and Historic Preservation

420 Golf Club Road SE, Suite 201, Lacey • PO Box 48343 • Olympia, Washington 98504-8343 • (360) 407-0752  
Fax Number (360) 407-6217

February 4, 2000

Mr. Robert K. Ulrich  
Engineering Field Activity, Northwest  
Naval Facilities Engineering Command  
19917 7<sup>th</sup> Avenue, N.E.  
Poulsbo, Washington 98370-7570

In future correspondence please refer to:  
Log: 111098-03-USN  
Re: MOA Naval Reserve Center,  
Transfer of Buildings 10 and 27 to  
City of Seattle

Dear Mr. Uhrich:

Enclosed please find the original copy of the Memorandum of Agreement (MOA) pertaining to the above referenced action. The MOA has been signed by Dr. Allyson Brooks, State Historic Preservation Officer.

Thank you and your staff member Carol Slade for assistance in this process. Should you have any questions, please feel free to contact me at 360-407-0766.

Sincerely,

Gregory Griffith  
Deputy State Historic Preservation Officer

GAG  
Enclosure



**MEMORANDUM OF AGREEMENT  
BETWEEN THE U.S. NAVY AND THE  
WASHINGTON STATE HISTORIC PRESERVATION OFFICER  
REGARDING TRANSFER AND SALE OF THE  
NAVAL RESERVE CENTER, SEATTLE WASHINGTON**

**WHEREAS**, the US Navy (Navy) has closed the Naval Reserve Center, Seattle located at Lake Union in the City of Seattle Washington and is in the process of disposing of the property; and

**WHEREAS**, the Navy has determined that interim leasing, transfer and/or disposal of the Naval Reserve Center, Seattle will have an effect upon properties that are eligible for listing in the National Register of Historic Places (hereinafter referred to as "historic properties"); and

**WHEREAS**, the historic properties consist of two individually eligible buildings, Building 10, and Building 27; and

**WHEREAS**, the former Naval Reserve Center, Seattle property is planned to be transferred to the City of Seattle under a combination of property reversion and sale; and

**WHEREAS**, the Navy has consulted with the Washington State Historic Preservation Officer (SHPO) in accordance with Section 106 of the National Historic Preservation Act, 16 U.S.C. 470 (NHPA) and its implementing regulations (36 CFR Part 800); and

**WHEREAS**, the City of Seattle has participated in the consultation and is in agreement with the stipulations as evidenced by their signature as a concurring party;

**NOW, THEREFORE**, the Navy and SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect the property transfer from Federal to non-Federal ownership will have on historic resources.

**STIPULATIONS**

**I. The Navy and the City of Seattle will ensure that the following stipulations are implemented:**

**A. BUILDING 10**

1. Property Transfer: The Navy transfer/ disposal actions for the Naval Reserve Center, Seattle shall include a protective covenant for historic resources for Building 10. The covenant attached hereto as Appendix One will be included in the transfer instrument and recorded in the real estate records of King County, State of Washington.

2. Follow on Management: The City of Seattle shall consult with the SHPO to determine a mutually agreeable procedure to provide for the follow on consultation and resource protection actions required by the historic preservation covenant. This consultation shall be initiated not later than 30 days following the property transfer. The Navy will provide written notification to the SHPO of the effective date of the property transfer.

## **B. Building 27**

1. Property Transfer: The Navy transfer/disposal actions for the Naval Reserve Center, Seattle will not include a protective covenant for historic resources for Building 27.

2. Follow on Management: The Seattle Parks and Recreation Department (DPR) will submit a nomination application for Building 27 to the Seattle Landmarks Protection Board (LPB) for consideration of Building 27 as an historic landmark. DPR will start the evaluation of the building in support of this application prior to the property transfer and will submit the completed application as soon as possible but not later than 60 days following property transfer. The evaluation of Building 27 will be done by individuals meeting the Secretary of the Interior's professional qualification standards.

a. If the LPB designates Building 27 as a Landmark, DPR will comply with Seattle Municipal Code Section 25.12.670 relating to approval of alterations or significant changes to City Landmarks. The Code specifically requires a certificate of approval from the LPB for "alterations or significant changes (including demolition) to specific features or characteristics of the site, improvement, or object, which are identified in the approved nomination, or the Board report on designation..."

b. If the LPB does not designate Building 27 as a Landmark, the building will be subject to alteration and potential demolition without further review. Prior to any adverse effect actions the DPR will be responsible for the recordation of the building in accordance with the requirements of Attachment 2.

## **II. Dispute Resolution:**

Should the SHPO or the ACHP object within 30 days to any plans or actions submitted by the Navy pursuant to this Memorandum of Agreement, the Navy shall consult with the SHPO to resolve the objection. If the Navy determines that the objection cannot be resolved, the Navy shall forward all documentation relevant to the dispute to the Advisory Council on Historic Preservation (Council) for recommendations regarding the dispute or comment pursuant to section 36 CFR Section 800.6(b) within the next 30 days. Any recommendation or comment provided by ACHP will be understood to pertain only to the subject of the dispute. The Navy's responsibility to carry out all the actions under this memorandum of Agreement that are not subjects of the dispute will remain unchanged.

**III. Amendments:**

Any party of the MOA may propose to the other parties that it be amended, whereupon the parties will consult in accordance with 36 CFR 800.5 (e) to consider such and amendment.

**IV. Termination:**

Any party to this MOA may terminate it by providing thirty (30) days notice to the other parties provided that the parties will consult during the period prior to termination to seek agreement on amendments or other actions that will avoid termination. In the event of termination, the Navy in consultation with the Council and the SHPO, will determine how to carry out the Navy's responsibilities under Section 106 in a manner consistent with applicable provisions of the 36 CFR Part 800.

Execution of this Memorandum of Agreement by the Navy, and the Washington SHPO, its subsequent acceptance by the Advisory Council, and the implementation of its terms evidence that the Navy has afforded the Council an opportunity to comment on the proposed property transfer of the former Naval Reserve Center, Seattle to the City of Seattle and its effects on historic properties and has satisfied the requirements of Section 106 of the National Historic Preservation Act

**APPROVED: UNITED STATES NAVY**

By  Date 19 NOV 99  
M. H. CONAWAY, CAPT, CEC, USN  
Commanding Officer, Engineering Field Activity Northwest

**APPROVED: WASHINGTON STATE HISTORIC PRESERVATION OFFICER**

By  Date 2/2/2000  
ALLYSON BROOKS, Ph.D.  
SHPO

**CONCUR:  
CITY OF SEATTLE**

By  Date 1/19/2000

APPENDIX ONE

**HISTORIC PRESERVATION COVENANT  
For Building 10 at the Naval Reserve Center,  
Seattle, Washington**

**Property description of Naval Reserve Center, Seattle Property conveyed**

In consideration of the conveyance of the property described above, which contains Building 10 Grantee hereby covenants on behalf of itself, its heirs, successors and assigns at all times to the United States of America to maintain and preserve Building 10 in a manner that preserves those attributes that make this historic property eligible for inclusion in the National Register of Historic Places as follows. General building features of concern include exterior facade, roof, and fenestration, color, use of materials and mass. The specific significant exterior and interior features of this building are listed on Attachment A.

1. Grantee shall preserve and maintain Building 10 in accordance with the recommended approaches in the Secretary of the Interior's "Standards for Rehabilitation and Guidelines for Rehabilitating Buildings" (Department of the Interior, National Park Service).
2. No construction, alteration, remodeling, demolition, or other action which would materially affect the integrity or appearance of the building shall be undertaken or permitted to be undertaken without the express prior written permission of the Washington State Historic Preservation Officer (SHPO) or duly authorized representative thereof. Actions considered to materially affect the building would affect the exterior surfaces, or change the height, or alter the exterior facade (including without limitation exterior walls, windows and roofs, design, color and materials) or adversely effect the structural soundness of the building or alter a significant interior feature. However, reconstruction, repair, repainting, or refinishing of presently existing parts or elements of the building which has resulted from deterioration or wear and tear shall be permitted without the prior approval of the SHPO, provided the action is performed in a manner which will not alter the appearance or material composition of those elements of the building subject to the covenant.
3. The SHPO shall be permitted at all reasonable times to inspect the property in order to ascertain if the above conditions are being observed.
4. The Grantee agrees that the Washington SHPO may at the discretion of the SHPO, without prior notice to the Grantee, convey and assign all or part of its responsibilities contained herein to a third party.

HISTORIC PRESERVATION COVENANT FOR BUILDING 10

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5. In the event of a violation of this covenant, and in addition to any remedy now or hereafter provided by law, the United States Government may, following reasonable notice to the Grantee, institute any action to enjoin said violation or to recover the restoration of the property. In accordance with applicable law, the successful party may be entitled to recover all costs or expenses incurred in connection with such action, including all court costs and attorney's fees.

6. The failure of the Washington SHPO or the United States Government to exercise any right or remedy granted under this instrument shall not have the effect of waiving or limiting the exercise of any other right or remedy or the use of such right or remedy at any other time.

7. This covenant is a binding servitude on (name of grantee), its heirs, successors, and assigns in perpetuity. Restrictions, stipulations and covenants contained herein shall be inserted by grantee verbatim or by explicit reference in any deed or other legal instrument by which it divests itself of either fee simple or any lessor estate of Building 10.

This covenant shall be a binding servitude upon the real estate received that is associated with Building 10 and shall be deemed to run with the land. Execution of this covenant shall constitute conclusive evidence that (name of grantee) agrees to be bound by the foregoing conditions and restrictions and to perform the obligations set forth herein.

IN WITNESS WHEREOF, the United States of America, acting by and through the Department of the Navy caused this instrument to be executed this \_\_\_\_\_ day of \_\_\_\_\_ 199\_\_.

UNITED STATES OF AMERICA

By \_\_\_\_\_

IN WITNESS WHEREOF, the Grantee, caused this instrument to be executed this \_\_\_\_\_ Day of \_\_\_\_\_ 199\_\_.

By \_\_\_\_\_

Attachment A to Historic Preservation Covenant

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There is a two-chamber damage control wet trainer located on the northeast wall. A second level balcony with a metal railing surrounds the dill hall area. The ward room located in the northeast corner of the second floor contains a roman brick fireplace built into a curved wood wall unit and a wood parquet floor, wood base boards and original doors. The former indoor rifle range area, located south of the wardroom down to room 215, retains its hinged steel window guards. The ship bridge simulation space on the fourth level at the north end is a contributing building feature. Additional contributing details include two service windows on either side of Room 223 and glazed wall tile and glass block inserts in three men's restrooms (rooms 143,219, 237).

## APPENDIX TWO

### DOCUMENTATION REQUIREMENTS FOR BLDG 27

In the event of demolition or other adverse effect to Building 27, documentation will be provided as follows:

#### A. Photography

1. Large format (4"x5" or larger negative) photographs showing the resource in context as well as details of its historic features, which shall be processed for archival permanence in accordance with Historic American Building Survey photographic specifications. Views shall include:

Contextual views showing building in its setting

Elevation views of all elevations

Detail views of exterior architectural features

Detail views of significant interior spaces and architectural features

2. Large format (4"x 5" or larger negative) photographs printed on 8" x10" paper of original full size as built drawings. Show each floor plan, site plan, elevation, and significant architectural and structural details that may be unique or expressive of the International Style of architecture.

#### A. Written Documentation

A written historical and descriptive report on Building 27 shall be completed following the "outline format" as described on page 5 of the Historic American Building Survey- Guidelines for Preparing Written Historical and Descriptive Data (Cultural Resource Program, National Park Service, Seattle, Washington, October 1993). Work will focus on the building's architect, his other professional work and civic involvement in the city of Seattle, as well as the historical context of the building its relative importance as example of the International Styles within the City of Seattle and the Pacific Northwest.

#### B. Public Information Display

The City of Seattle in will develop a public information display in consultation with the SHPO and the National Park Service. This display shall include at a minimum, the following:

Photographs of Building 27 exterior and interior, and the Reserve Center site.

Description of Building 27 architectural characteristics and operational relationship to Building 10.

APPENDIX TWO  
DOCUMENTATION REQUIREMENTS FOR BLDG 27

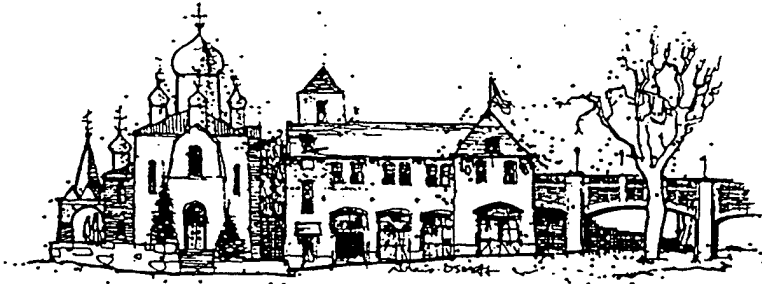
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**Public Information Display (Cont.)**

Overview description of the life, professional work, and civic involvement of the building's architect, Paul Thiry. This overview shall include photographs of representative examples of his work in the Puget Sound region. This overview will be developed in consultation with an architectural historian who is a recognized authority on Thiry's work.

A draft of the public information display content and layout shall be submitted to the SHPO and the NPS for review and approval. Completed display shall be installed in Building 10 at a location reviewed and approved by the SHPO. Location of the display shall not detract from the historic building fabric or use and enjoyment of Building 10 by the public. Installation shall occur not later than 45 days after receipt of comments on final version of the display.

Photography and the Public Information Display will be completed before demolition or other actions creating adverse effect to Building 27, is taken.



The City of Seattle

## Landmarks Preservation Board

700 Third Avenue · 4th floor · Seattle, Washington 98104 · (206) 684-0228

April 11, 2000

LPB 102/00

Robert Uhrich  
Director of Land Management and Base Closure  
Department of the Navy  
Engineering Field Activity Northwest  
19917 7<sup>th</sup> Ave N.E.  
Poulsbo, WA 98370-7570

Subject: 845 Terry Ave N., the Neptune Building

Dear Uhrich:

At the April 5, 2000 meeting of the City's Landmarks Preservation Board, the Board voted to deny the nomination of the Neptune Building at 845 Terry Ave N., in Seattle. The majority opinion to deny the nomination was based on the following findings:

1. The building is not the location of, nor is it associated in a significant way with, an historic event with a significant effect upon the community, city, state or nation;
2. The building is not associated in a significant way with the life of a person important in the history of the city, state, or nation;
3. The building is not associated in a significant way with a significant aspect of the cultural, political, or economic heritage of the community, city, state or nation;
4. The building does not embody the distinctive visible characteristics of an architectural style, or period, or of a method of construction;
5. The building is not an outstanding work of its designer or builder;

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Department of Neighborhoods**

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6. The building is not a prominent feature of the neighborhood or the city, as required by designation Standard F.

Termination of Proceedings

SMC 2.12.850A states:

“In any case where a site, improvement or object is nominated for designation as a landmark site or landmark and thereafter the Board fails to approve such nomination or to adopt a report approving designation of such site, improvement or object, such proceeding shall terminate and no new proceeding under this ordinance may be commenced with respect to such site, improvement or object within five (5) years from the date of such termination without the written agreement of the owner.”

This provision is applicable to these nomination proceedings.

Issued: April 11, 2000



Elizabeth Chave  
Coordinator, Landmarks Preservation Board Coordinator

cc: Jim Diers  
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