

## COMPLETE STREETS CHECKLIST

*For projects over \$500,000*

Project Name: AAC 15th Ave W/NW &amp; Ballard Bridge Deck

Project Developer: Caylen Beaty

Phone Number: 684-0299

Opportunity Statement (See Project Roadmap for instructions):

This paving project will preserve and extend the life of one of Seattle's busiest arterial streets. Improvements made will contribute to a safer space for all road users. The approximately 1.1-mile, multi-lane corridor will contribute approximately 6.7 lane-miles to our Levy goal to pave up to 180-lane miles of arterial streets by 2024. Through the Complete Streets process, there may be opportunities to partner with SDOT's transit and pedestrian groups to better connect neighborhood residents to transit.

Description of scope from originating project:

This paving project is made up of three primary paving components: a mill and overlay of the asphalt along 15th Ave W/NW between W Emerson St and NW 57th St, replacement of the asphalt on the bridge's approach structures (which may include bridge deck repairs and the installation of a waterproof membrane), and replacement of select concrete panels on the ramps connecting to NW Leary Way. The Project is scheduled to begin construction in Q3 of 2023 and is targeting completion by Q4 of 2024.

Project Extent: 15th Ave N/NW and Ballard Bridge Deck between W Emerson St to NW 57th St

Project Budget and Funding Source(s) (List modal plans if applicable):

SDOT AAC Program (Maintenance Operations Division): \$6.2M  
SDOT Roadway Structures: \$3 million  
SSRP (sidewalk scope funded by SSRP): \$500k  
Surface Transportation Block Grant Program (STP) Puget Sound Regional Council (PSRC): \$1.5M (for Construction)  
National Highway Freight Program (NHFP): \$5M (for Construction)

**Total: \$16.2 million**

If grant funded, list timeline:

PSRC funds must be obligated by June of 2023 and NHFP funds by June of 2024. Construction is

## **1 Purpose of the Complete Streets Checklist**

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Seattle's Complete Streets policy is about creating and maintaining safe streets for everyone. In 2007, the Seattle City Council passed Ordinance 122386, known as the Complete Streets ordinance, which directs Seattle Department of Transportation (SDOT) to design streets for people who walk, bike, ride transit and people of all ages and abilities while promoting safe operation for all users, including cars and freight. This is the lens through which SDOT views all of our projects.

SDOT uses a rigorous, data-driven process to develop complete streets. Streets Illustrated provides the roadmap of how SDOT administers the Complete Streets program. The Complete Streets checklist is the tool SDOT uses to collect data and information about the status of the street and surroundings, as well as the details of the project during a project's complete streets assessment in the early stages of the 0-30% design phase, with a goal of identifying specific improvements that can be incorporated into the project to balance the needs of all users.

## **2 Complete Streets Review Story Map - Getting Started**

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Data pertaining to questions in this checklist can be found in the [Complete Streets Review Story Map](#). To use the map you need to know the following:

Using your mouse wheel or the zoom controls at the top left corner of the map, zoom to your project area. As you will notice, zooming in makes new data appear on the map. Alternatively, you can use the search tool (magnifying glass button) to type in an address for the location you are looking for. For the most accurate results, include both the city (Seattle) and the state (WA) after the address.

Once you have reached an acceptable scale, begin by clicking on step #3 (Arterial Classification and Street Type), and click on the following numbered tabs to see just the relevant data for each topic. Each map will preserve the scale of the previous map.

Within each map you can click on any of the features to get whatever information is associated with that layer. Because these maps include data with the same shapes, you may need to zoom in or out to see other available layers.

Summary:

- Some data layers will only display at a distinct scale, you will need to zoom in or out on the maps to find and view all the layers you need for each topic.

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### **Questions or comments about the checklist template?**

Please email Gabriel Seo ([gabriel.seo@seattle.gov](mailto:gabriel.seo@seattle.gov)) for more information.

### 3 Project Coordination

1. Review [DOTMaps](#), the [Complete Streets Review Story Map](#) and associated links. Are there any opportunities to coordinate with relevant City projects/initiatives within the project area? ☒ Yes ☐ No

Discuss coordination opportunities and list contact information:

Project ID: 46379 - Route 44 TPMC: Transit speed and reliability improvements along Route 44 btwn Ballard & UW. Intersects with project at 15th & NW Market. Work should be completed by AAC construction start. (2.7.2022 - 2.9.2023)

Project ID: 45309 - Route 40 TPMC: Transit priority and speed improvement projects along Route 40 (12.26.2023 - 12.31.2024)

Project ID: XXXXXX - Market and 15th Signal Project (date - date)

Project ID: 50171 - BSR Phase III: Seismic retrofits to the bascule span of the Ballard Bridge (9.3.21 - 1.17.2024)

Project ID: 47456 - NW Market AAC: Paving and maintenance project along NW Market St between 24th and 15th Avenues NW (Currently on hold. Scheduled: 10.01.2021-1.06.2023)

Project ID: 45238 - Ballard Multimodal Corridor/Burke-Gilman Missing Link

2. Are there any opportunities to coordinate with relevant active private development within the project area? ☒ Yes ☐ No

Discuss private development coordination opportunities and contact information:

5020 15th Ave NW (Project #3034310-LU): Application has been approved to build a 5-story office building with 15 parking stalls at the corner of 15th Ave NW and NW 51st St (LU permit expires 02.12.24)

1511 NW 51st St (Project #3032912-LU): Permits issued for a 5-story congregate residence (Pod Apartment) just to the west of 15th Ave NW (LU permit expires 12.22.23)

1544 NW 52nd St (6722930-CN): 69-unit, 8-story residential building with 0 parking units. Construction permits issued: (9.02.21 - 03.02.23)

1446 NW 53rd St (6691152-CN): 55-unit, 7-story residential building building on the NE corner of 15th & 53rd. (11.08.21 - 5.08.23)

Describe final decision:

#### 4 Street Classification & Type

Arterial Classification: ☒ Principal ☐ Minor ☐ Collector  
☐ Non-Arterial ☐ Boulevard ☐ SFD Non-Arterial

If project area has multiple arterial classifications, describe:

15th Ave W/NW is a Principal Arterial from the south project limit near W Emerson St to the north project limit at NW 57th St.

Street Types:

- ☐ Alley
- ☐ Downtown
- ☐ Downtown Neighborhood
- ☐ Downtown Neighborhood Access
- ☒ Industrial Access
- ☐ Minor Industrial Access
- ☐ Neighborhood Corridor

- ☐ Neighborhood Yield
- ☐ Parks Boulevard
- ☐ Urban Center Connector
- ☒ Urban Village Main
- ☐ Urban Village Neighborhood
- ☐ Urban Village Neighborhood Access

Other Facilities:

- ☐ Trails
- ☐ Unopened Right of Way
- ☐ Non-SDOT Property

If project area has multiple street types, please list which segments per type:

-15th Ave W (W Emerson St - NW 46th St): Industrial Access Street  
 -15th Ave NW (NW 46th St to NW 57th): Urban Village Main

ROW Width:

Emerson St to Ballard Bridge: 60'; Ballard Br: 50'; North end Ballard Br: 94'; Ballard Bridge - NW 50th St: 60'; NW 50th St - NW 53rd St: 30'; NW 53rd - NW 57th: 104'

Describe relevant standards from [Streets Illustrated](#) and any [deviations](#) you'll be requesting:

The stretch of 15th Ave that spans the Ballard Bridge is classified as an Industrial Access street type. Industrial Access streets are usually adjacent to, or located in, industrial zones and are designed to accommodate large volumes of traffic, particularly freight. Public programming is limited on these streets generally--and the Bridge particularly. Industrial Access does not preclude bike facilities if outlined in the BMP, though consultation with freight is essential.

Traveling north, as the bridge touches down at NW 50th St, 15th Ave NW becomes an Urban Village Main Street until the end of the project area. Urban Village Main Streets are the spines of Seattle's urban villages and centers (outside of Downtown) providing residents and workers with daily essentials and visitors a range of services. While Urban Village Main Streets must accommodate the movement of people and goods through the Urban Center or Village, the design of these streets encourages slower speeds and clearly communicates that walking, bicycling and transit access are prioritized.

## 5 Safety & Channelization

1. Posted Speed:

2. 85th percentile speed (if available):

Location, date collected:

a. Is the 85th percentile over posted speed? ☒ Yes ☐ No

b. Are there high collision locations in the project area? ☒ Yes ☐ No

c. Are there Bicycle and Pedestrian Safety Analysis priority locations in the project areas? ☒ Yes ☐ No

d. Does the frequent Transit Network or RapidRide network operate in the project area? ☒ Yes ☐ No

If Yes to a, b, or c contact Vision Zero to discuss traffic calming recommendations. If yes to d. contact Transit and Mobility to discuss.

4. a. Average Weekday Traffic (AWDT):

Location, date collected:

c. Average Weekday Traffic (AWDT):

Location, date collected:

b. Average Weekday Traffic (AWDT):

Location, date collected:

5. Does the project area have 4 or more lanes? ☒ Yes ☐ No
6. If AWDT is less than 25K and lane configuration includes 4 or more through lanes, contact Traffic Operations for review for potential rechannelization. If along RapidRide (existing or future), Priority Bus Network, or Frequent Transit Network include Transit and Mobility in these discussions.

Should rechannelization be considered in the project scope?

Rechannelization is not being considered with this project. AWDT is over 25k and this is a Major Transit street, an Over Legal route, and on the Major Freight network. While the Ballard Bridge is on the 2014 Bicycle Master Plan Recommended Bike Network, it is not on the 2019-2024 Planned Bicycle Master Plan Implementation Plan.

Describe recommendations:

Recommendations from Vision Zero (Chris Svolopolous, per email received 10.14.21)  
-15th & 54th closing the pedestrian crossing here and officially restricting ped crossings with R9-3BL or R9-3BR signs on the east/west approaches.  
-5th & 56th might also warrant closing the ped crossing and sending them to Market.  
-Provided recommendations for the Leary Way and 15th Ave NW intersection.

Recommendation from TOD (Oli Frenchowicz, per email on 10.15.21)  
-In order to connect pedestrian facilities on either side of 15th Ave NW along the project extents and provide ADA accessibility to our infrastructure, the project shall:  
•Provide ADA compliant ramps for crossings at all legs  
•Provide openings in the C-Curb (or median treatment) to allow pedestrians to cross (where applicable)  
oMin. 8' openings. 10' Preferred

Describe final decision:

Upon completion of the paving/panel replacement process, the project will restripe the roadway to match its current channelization.

The project will close the crossing at 15th Ave NW and NW 50th St and install appropriate signage. The project will maintain the legal crossings of 15th Ave at NW 54th St and NW 56th St and will ensure gaps in the c-curb are sized correctly and line up with curb ramps.

**6 Pavement Condition**

1. Is the Pavement Condition Index 65 or below at any point in the project area? ☒ Yes ☐ No

2. Describe any visible areas of disrepair in the roadway:

There is visible disrepair and cracking along the project area.  
-15th Ave W from W Emerson St to NW 46th St has a PCI of 28.  
-The NB Ballard Bridge off-ramp has a PCI of 47.  
-The SB Ballard Bridge on-ramp has a PCI of 6.  
-15th Ave NW from NW 46th to NW 50th has a PCI of 0.  
-15th Ave NW from NW 50th to NW 51st has a PCI of 44.  
-15th Ave NW from NW 51st to NW 52nd has a PCI of 48.  
-15th Ave NW from NW 52nd to NW 53rd has a PCI of 49.  
-15th Ave NW from NW 53rd to NW 57th has a PCI of 57.

4. Describe any areaways in the project area:

There are no known areaways in the project area.

Describe recommendations:

See recommendations in the project's Pavement Report.

*Please provide planning level cost estimates for recommendations:*

Describe final decision:

See Pavement Report. The core project scope is to pave through the project limits.

7

**Flex Lane / Curbspace**

1. Will project change existing flex lane use(s)? ☐ Yes ☒ No  
If No, skip to #7. If known, describe proposed changes:

2. Describe existing flex zone use(s) [e.g., loading zones] in project area:

15th Ave NW is a 6-lane high-speed arterial with minimal to no flex or loading zones along the project extent. There is a two-way center turn lane that extends north from NW 56th St to well outside of the project area

3. Describe adjacent land use(s) that utilize the flex lane:

The ROW extends through the Ballard Hub Urban Village as well as the Ballard Interbay Northend Manufacturing and Industrial Center. The southern portion of the project area near W Emerson and W Nickerson is zoned IG2 U/45; from

☐ Residential ☒ Commercial + Mixed Use ☒ Industrial

4. Describe [ROW Allocation Framework](#) prioritized functions for the flex lane for specified land use(s) [in your project area](#):

1. Modal Priority
2. Access for Commerce
3. Access for People
4. Activation
5. Greening
6. Storage

5. What is the utilization of existing parking (e.g., peak parking occupancy)?

There is currently no parking along 15th Ave W/NW within the project area.  
There is parking along the Ballard Bridge off-ramps

6. How can flex lane functions be met nearby or off-street?

Existing flex lane functions will continue to be met nearby or offstreet

7. Will any existing accessible parking spaces be impacted? ☐ Yes ☒ No

8. How many accessible on-street parking spaces is your project required to install? ([per Streets Illustrated section 3.13](#))

There is currently no parking nor plans to add parking to this stretch of 15th Ave NW. Therefore, the project is neither removing nor installing parking, zero on-street spaces are required

Describe recommendations for flex lane:

Recommendation from Curbside Management (Mary-Catherine Snyder, per email on 11.17.21).  
-No coordination needed with Curbspace.  
Brian H is working on a curbspace on-street study south of the project area.

Describe final decisions:

This project will not change the existing flex lane or have parking impacts.

## 8 Signals & Intelligent Transportation Systems (ITS)

1. Does the project include or impact traffic signals that are on the left-turn Signal List, the High Priority (new) Signal List, or the Major Maintenance (rebuild) List?

No

2. Is a full signal warranted in the project area? ☐ Yes ☒ No  
If yes, consult with signal design manager about opportunities to upgrade.

3. Does the project area include any signals with a Condition Index read as the worst 10% of all signals?

No

4. Is the project on the ITS Key Arterial Network? ☒ Yes ☐ No  
If so, list segments:

15th Ave W/NW is on the ITS Key Arterial Network from W Emerson St to NW 57th St.

*Describe recommendations:*

Per email with Venu Nemani 10.23.21:  
- Reference the BIRT for action items along the corridor  
- Consult Chris Eaves for freight considerations in the area

As part of the complete streets process, the project team reached out to TOD regarding priority signal projects in the area. The Project Team met with Tom L and Wassim K to discuss 15th and Market Signal coordination:

- Opportunities to coordinate with installation of curb ramps, APS, signal detection loops, mast arm relocation  
- Details likely to be finalized at 60/90 percent design

*Please provide planning level cost estimates:*

*Describe final decisions:*

- BIRT planning study was used to inform scope of the project, see Traffic Analysis Report for more details  
- Project team consulted with Chris Eaves both early on as part of the Complete Streets process as well as again closer to 30% submission  
- Project Team will continue to coordinate with 15th and Market Signal Project to finalize scope additions



9 Pedestrian Infrastructure

1. Is sidewalk repair needed in the project area? ☒ Yes ☐ No  
If yes, contact the Sidewalk Safety Repair Program (SSRP) Manager.
2. Will sidewalk repair impact trees? ☒ Yes ☐ No  
If yes, summarize recommendations from Urban Forestry:  

Sidewalk repair work will impact some trees. Project team is working with SSRP and UF to identify sidewalk scope and UF scope to include in this project. Scope will be included in the project's 30% plans. UF identified around 90 trees in the project area, 70+ that need tree pits to be expanded or modified in some way, 4 that would need to be removed. UF also
3. Are there missing sidewalks in the project area? ☐ Yes ☒ No  
If yes, contact the PMP Implementation Coordinator
4. Are there missing curb ramps or tactile pads in the project area? ☒ Yes ☐ No  
If yes, contact ADA Program Manager
5. Are there Accessible Pedestrian Signal requests in the project area? If yes, contact ADA Program Manager ☐ Yes ☒ No
6. Is the project within a 20mph school zone or at a school crosswalk? If yes, contact SRTS Program Manager ☒ Yes ☐ No
7. Are there tier 1 or tier 2 **signalized** intersections in the project area? If yes, contact Pedestrian Crossing Lead ☐ Yes ☒ No
8. Are there tier 1 or tier 2 **unsignalized** intersections in the project area? If yes, contact Pedestrian Crossing Lead ☐ Yes ☒ No

Describe tier 1 and tier 2 signalized & unsignalized recommendations:

There are no tier 1 or tier 2 signalized or unsignalized intersections within the project area.

9. Describe any adverse impacts to pedestrian travel triggered by your project (e.g., removal of a pedestrian buffer):

Short term street and sidewalk closures will occur during the project's construction phase

Describe recommendations:

No PMP recommendations (David Burgesser per email received 10.12.21 and Kadie Bell-Sata per email received 10.21.21). They also noted the area scores low on the PMP and is likely to not be a priority in the immediate future.

ADA recommendations (Nathalie Salazar, per email received 10.14.21):  
"Unfortunately, we do not have any locations here that overlap with the project area (APS, CSR's or Transition Plan)...I included the planned curb ramp map so that you can see other projects that may be planning on installing curb ramps along that corridor"

SSRP (Stuart Vitagliano) provided detailed scope recommendations via email on 12.1.21

Please provide planning level cost estimates:

Describe final decisions:

Project will upgrade triggered ramps to meet ADA standards and requirements. The project will sawcut, bevel, and repair sidewalks as identified and funded by the Sidewalk Safety Repair Program. See planset for further detail

## 10 Bicycle Infrastructure

1. Does the project area contain locations on the Recommended Bicycle Network? ☒ Yes ☐ No

2. Is there an existing bike facility? ☒ Yes ☐ No  
If yes, list street segments:

There is a signed bike route extending across the Ballard Bridge ending and turning west at NW Ballard Way. The Ship Canal Trail runs below the southern end of the Ballard Bridge and parallel to W Emerson St.

3. Do facilities in the project area meet the existing [Bike Master Plan \(BMP\)](#) designation? ☐ Yes ☒ No

*If existing facilities do not meet BMP designation, review [Streets Illustrated](#) for bicycle design guidance and consult with BMP Coordinator about opportunity to upgrade the facilities.*

4. Describe any adverse impacts to bicycle travel triggered by your project (e.g., bike lane closure during construction, pavement seam in bike lane, etc):

Construction could temporarily impact bicycle travel in the project vicinity.

*Describe recommendations:*

BMP recommendations (Monica Dewald, per email received 10.11.21):  
-No recommendations as the Burke Gilman Trail Missing Link project is still on hold  
-Consult with Summer Jawson of NGW for greenway crossings  
-May be something in past Ballard Bridge studies, coordinate with its authors (Serena Lehman, per email received 10.19.21)

NGW recommendations (Summer Jawson, per email received 10.18.21):  
-NGW has no planned projects, recently finished a signal at 15th & 53rd

*Please provide planning level cost estimates:*

*Describe final decision:*

The project team met with the SDOT Bicycle Master Plan team and other relevant planning study teams (such as the 2020 Ballard Bridge Planning Study and the 2020 Ballard-Interbay Regional Transportation System (BIRT) study) to discuss recommended bicycle infrastructure on the Ballard Bridge. After review, it was determined that there were no near-term improvements that could be added to the scope of a maintenance project. Additionally, based on these conversations and reviewing the available funding that we have for this paving project, this project is not planning to add additional bike facilities to the Ballard Bridge. The project team is working to identify and include pedestrian and bicycle safety improvement scope within this project, such as new curb ramps, sidewalk repair work, and improvements around trees along the corridor.

## 11 Transit Infrastructure

1. Is there a bus route/bus stop/bus layover within the project area? ☒ Yes ☐ No

If Yes, describe and consult Streets Illustrated for transit design standards. List them here.

The project area features both traditional bus stops and RapidRide stops, design considerations are below.

-Transit Stop: A Transit Stop typically has a curb height at the head of the transit zone of less than or equal to 6 inches. Level with the standard curb height in the

2. Is there a RapidRide (existing or future), Priority Bus Network, or Frequent Bus Network route within the project area? ☒ Yes ☐ No

If Yes, describe which bus routes and type of overlap. Consult Transit Master Plan for investment recommendations. List recommendations here and consult with the Transit and Mobility group.

RapidRide D Line runs the length 15th Ave NW and the Ballard Bridge  
Route 40 travels below 15th Ave NW at NW Leary Way  
Route 44 intersects 15th Ave NW at NW Market (has OCS lines)  
Routes 31 and 32 use the approaches on the southern end of the ship canal

3. Is there overhead catenary wire for trolley buses within the project area? ☒ Yes ☐ No

Is a change to channelization proposed with this project? ☐ Yes ☒ No

If Yes to either of the above, describe and consult with the Transit and Mobility group who will connect you with the appropriate Metro contact, if necessary.

4. Are there transit stops in the project area more than 500 ft from a controlled crossing in the project area? ☐ Yes ☒ No  
Is there an opportunity to consolidate bus stops? List recommendations here and consult with the Transit and Mobility group who will connect you with the appropriate Metro contact, if necessary.

5. Describe any adverse impacts to transit operations triggered by your project (e.g., any anticipated operational impacts to bus travel times, rechannelization, bus stop impacts etc.)

No long term negative impacts anticipated for transit. Project will need to coordinate extensively with King County Metro on detours during construction.

Describe recommendations:

Transit and Mobility Recommendations  
(Christine Alar, per meeting on 11.15.21):  
-Add concrete bus pads near the Leary Way and Market St bus stops (4 total)  
-Maintain a 6 inch curb height to ensure proper deployment of ADA ramps off bus  
-Recommended to coordinate with Metro early in the planning process

King County Metro Recommendations  
(Luka Ukrainzyk, per meeting on 8.31.21):  
>Be aware of catenary wires along Market St, will require close coordination with Metro  
>The corridor features many bus routes including RapidRide which means there is TSP infrastructure in the area. Be aware as crews work in cabinets and on poles

Please provide planning level cost estimates:

Describe final decision:

The project will install 4 new concrete bus pads at two KC Metro bus stop pairs along the corridor: 15th & Leary, 15th & Market. Additionally the project will make sure all curbs at bus stops meet ADA requirements and lane-widths meet transit requirements. Project staff will work closely with King County Metro throughout the design and construction process to minimize impacts to transit and transit riders.

## 12 Freight Infrastructure

1. Is the project on the Recommended Freight Network? ☒ Yes ☐ No

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Major Truck Street | <input type="checkbox"/> Limited Access Street       |
| <input type="checkbox"/> Minor Truck Street            | <input checked="" type="checkbox"/> Over-Legal Route |
| <input type="checkbox"/> First / Last Mile Connector   | <input checked="" type="checkbox"/> Heavy Haul       |

2. Does project area meet [curb radius](#) and [clearance standards](#)? ☒ Yes ☐ No

3. Are there identified freight projects in project area? [\(Freight Master Plan \(FMP\)\)](#) ☒ Yes ☐ No

4. Is this project in the [downtown traffic control zone](#)? ☐ Yes ☒ No

*Describe recommendations:*

Freight recommendations (Chris Eaves TOD/Freight, per email received 10.11.21):

- Coordinate with project team for 15th & Market signal improvements
- Maintain communication through development and construction to ensure access for over-legal loads and seagoing vessels
- Ensure project team is in regular communication with freight/industrial groups in the area

Project will need to consider freight turning movements, particularly during the construction phase.

*Please provide planning level cost estimates:*

*Describe final decision:*

The project will maintain proper lane widths for both traditional freight and over-legal loads. The Project Team has, and will continue, to communicate regularly with the NSIA/BIA throughout the planning, design, and construction process. Construction will be staged in such a way that a minimum amount of lanes remain open, ensuring freight movements can continue with minimal interruption.

13 Urban Forestry

1. Describe any existing [urban forestry](#) assets within the project limits that need to be protected during construction:

There are many SDOT and privately owned trees in the project area. The larger area's tree coverage is the lowest in north Seattle at 23.15%.

2. Are there Heritage Trees in the project area? ☐ Yes ☒ No
3. Does your project propose planting trees or expanding the ground plane landscape? ☒ Yes ☐ No
4. Will there be ground cover that requires maintenance or pruning? ☐ Yes ☒ No
5. Will sidewalk infrastructure be impacted (e.g. narrowing of sidewalks, sawcutting etc.)? ☒ Yes ☐ No

If yes, contact the Sidewalk Safety Repair Program (SSRP) Manager and summarize recommendations from SSRP:

Project team is working with SSRP and UF to identify sidewalk scope and UF scope to include in this project. Scope will be included in the project's 30% plans.

Describe recommendations:

Urban Forestry Recommendations (per meeting with Shane Dewald 12.13.2021):

Provided assessment of trees and tree related infrastructure in the project area, providing detailed recommendations for tree retention and removal as well as pits that could be expanded

Please provide planning level cost estimates:

Describe final decision:

The project team will work in tandem with Urban Forestry and the Sidewalk Safety Repair Program to coordinate the expansion of tree pits. As identified by Urban Forestry, the project will remove 4 trees found to be in poor health. Following SDOT's 2:1 planting policy, the project will plant 8 trees in locations identified by Urban Forestry and the project engineer. The project will also replace monolithic curbs as required during the paving process.

14 Urban Design and Planning

1. Is there a [Street Design Concept Plan](#) for the project area? ☐ Yes ☒ No

2. List any plan(s) that overlap with project area (and relevant plan boundaries):

None

3. Have other urban design or transportation plans been completed, or are draft plans in progress, within project area (including plans from other City departments)? ☒ Yes ☐ No

4. Is there an opportunity to add pedestrian lighting in the project area? ☐ Yes ☒ No

5. Is your project within the [Age-Friendly Prioritization Area](#)? ☒ Yes ☐ No

If yes, please contact Urban Design Program Coordinator, Policy and Planning to discuss opportunities for incorporating Age-Friendly Street Design elements.

The Age-Friendly Street Design elements may include:

- Seating
- Public Toilets
- Hill Climb Assists
- Weather Protection
- Wayfinding
- Transit Amenities

6. Is your project likely to include any departure from Streets Illustrated design standards and/or Best Management Practice e.g. two-way PBLs, interim design treatments - flexible delineators and paint striping for bike lanes, curb bulbs, alternative sidewalk designs, etc.? ☐ Yes ☒ No

If yes, please contact Urban Design Program Coordinator, Policy and Planning.

Describe recommendations:

Initial recommendations from Urban Design (Gabriel Seo, per email received 10.25.21):

- Determine whether the project qualifies under 1% for the arts, i.e. maintenance vs capital project
- Incorporate age-friendly design elements wherever possible, e.g. benches, lighting, handrails, longer pedestrian signal timing, curb ramps/bulbs
- Options for crossing 15th Ave at the south end of the Ballard bridge around W Emerson St and W Nickerson St is currently very challenging and unsafe. This intersection may need attention to address the crossing safety issues for both people walking and biking.

Final recommendations from UD (Gabriel

Please provide planning level cost estimates:

Describe final decision:

Project Team determined that AAC projects (maintenance) do not contribute to 1% for the arts. Project team will work closely with TOD and SDOT's signal team to ensure that curb radii are appropriate for a Major Truck Street and pedestrian timing allows for people of all ages and abilities to cross comfortably.

## 15 On-Site Stormwater Management

1. Does your project create or replace 2,000 SF of hard surface, or disturbing 7,000 SF of land?  
If yes to either, do an early draft of drainage memo to better understand requirements  
  
If no, skip to item 3.  
  
☒ Yes ☐ No
2. Have the minimum requirements of the [2016 Stormwater Code](#) been evaluated?  
  
☒ Yes ☐ No
  - i. Is this project in an area identified as suitable for infiltrating GSI approaches (per SPU GIS data), including permeable pavement options?  
  
☒ Yes ☐ No
  - ii. Does project area require infiltration investigation?  
If investigation has been done, include findings in description of BMPs below  
  
☐ Yes ☒ No
  - iii. Are there opportunities in the project limits to accommodate On-Site Stormwater Management BMPs?  
  
☐ Yes ☒ No
  - iv. Is there an opportunity to remove impervious surface as part of this project in accordance with the [2013 Executive Order](#) which urges all City departments to incorporate natural drainage features into capital projects?  
  
☒ Yes ☐ No

Describe recommendations:

Refer to project's drainage memo

Please provide planning level cost estimates:

Describe final decision:

Please describe opportunities:

Tree pit expansion

Please provide rough cost estimates:

Negligible

3. Is this project on a street identified as potentially eligible for SPU partnership opportunities (per SPU GIS data)?  
  
☐ Yes ☒ No

## Art

Consult with SDOT Arts & Enhancements Project Manager to complete this section.

*Seattle was one of the first cities in the United States to adopt a percent-for-art ordinance in 1973. The program specifies that 1% of eligible city capital improvement project funds be set aside for the commission, purchase and installation of artworks in a variety of settings.*

1. Is there an opportunity for a 1% Percent for Art funded public art project(s) in the project area? ☐ Yes ☒ No
  
2. Consult the [SDOT Art Plan](#). Is there an opportunity to implement [SDOT Art Plan](#) toolbox elements (e.g. signal box art, sidewalk inlays, creative street furniture or bollards or planters, creative bicycle racks, etc.) in the project area? ☐ Yes ☒ No

Contact: Kristen Ramirez  
Email: [kristen.ramirez@seattle.gov](mailto:kristen.ramirez@seattle.gov)  
Phone: (206) 615-1095

Prepare the following information:

1. Name of Program (official CIP name)
2. Approximate project scope & budget
3. Timing/schedule
4. Whether there is space for art in the project area

Describe Public Art or SDOT Art Plan opportunities:

Describe final decisions:

This project is classified as a maintenance effort and therefore does not contribute to the 1% for Art fund.



Based on the initial project information provided, the above noted Complete Streets elements are recommended to be incorporated into the project scope. The program owners and subject matter experts (collectively the Complete Streets Checklist Reviewers), who provided input through the Complete Streets Checklist process, will collectively make final decisions regarding project scope, based on these preliminary Complete Streets recommendations. If at any time, resolution between the team members cannot be reached regarding a scope item or additional department wide policy guidance is needed, the project should present the issue to the Complete Streets Steering Committee (CSSC).

In addition to these broad preliminary scope recommendations, ongoing urban design review is required for 30%, 60%, and 90% design drawings to review consistency with these preliminary recommendations, as well as ongoing design details and urban design opportunities. To the greatest extent possible, all major scope recommendations will be made during the Project Definition phase.

Should any scope changes be proposed post the Project Definition phase, the Project Manager is to inform the Complete Streets Checklist Reviewers (or CSSC if applicable) and obtain consensus for the revised scope. The Complete Streets Checklist and Project Definition Memo will need to be updated accordingly.

**Project Developer** Caylen Beaty

*name (please print)*

08/08/2022

*date*

Caylen Beaty

Caylen Beaty (Aug 8, 2022 11:04 PDT)

*signature*

**Project Manager** Jenny King

*name (please print)*

08/08/2022

*date*

Jenny King

Jenny King (Aug 8, 2022 10:16 PDT)

*signature*