ENVIRONMENTAL CHECKLIST - DRAFT
Steptoe Street Extension Project

A. BACKGROUND

1. Name of proposed project, if applicable:

Steptoe Street Extension Project

2. Name of applicant:

City of Kennewick and City of Richland as co-applicants

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

City of Kennewick
210 W. 6th Avenue
Kennewick, Washington 99336
Contact: Steve Plummer
(509) 585-4287

4. Date checklist prepared:

August 22, 2006

5. Agency requesting checklist:

City of Kennewick as lead agency

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

Construction is expected to take from 15 to 18 months. The project should commence in 2007 and be completed in 2009. The project may be phased depending on the availability of construction funding.

7. a. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
No.

b. Do you own or have options on land nearby or adjacent to this proposal? If yes, explain.
No.

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

A series of environmental discipline reports have been prepared for this project concerning the following topics: visual quality, economics, biology and wetlands, air quality, noise, and transportation. These were prepared by CH2M HILL in August 2006 and are available as SEPA references. Furthermore, *An Archaeological Survey of the Proposed Steptoe Street Extension, Benton County, Washington,* was prepared by The Confederated Tribes of the Umatilla Indian Reservation in July 2006. All reference documents, except for the *Archaeological Survey,* are available at the Kennewick City Hall, Planning Department, and are also available on the Steptoe Street Extension website (http://www.steptoestreet.com/). A Washington State Department of Transportation (WSDOT) Environmental Classification Summary (ECS) form and "No Effect Letter" have also been prepared.

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

There are no known applications pending for governmental approvals of other proposals directly affecting the property covered by this proposal. Land adjacent to Steptoe Street is planned for future residential development (Grandridge Meadows, a subdivision south of Kennewick Park and east of Steptoe Street in Kennewick, and Heights at Meadow Springs, a subdivision south of Meadow Springs and west of Steptoe Street in Richland). Area to the south of the Steptoe Street Extension, the Southridge area, in Kennewick, is planned for urban development.

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

A Joint Aquatic Resources Permit Application (JARPA) will be completed to apply for a U.S. Army Corps of Engineers (USACE) Section 404 permit, a Washington State Department of Ecology (Ecology) 401 Water Quality Certification, and a Washington Department of Fish and Wildlife (WDFW) Hydraulic Project Approval (HPA). A WSDOT ECS form and "No Effect Letter" have been prepared. A "Notice of Intent" for coverage under the Construction Storm Water General Permit, through the Washington State Department of Ecology will be submitted at the time of construction.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The Project is located along the boundaries of the cities of Kennewick and Richland in central Washington. The City of Kennewick is the project lead, working in cooperation

with the City of Richland. The Project involves the extension of Steptoe Street from the Gage Boulevard intersection 1.4 miles south to a new intersection with Clearwater Avenue and continuing approximately 0.5-mile further south to West 10th Avenue. The extension would be classified as an urban arterial and would have four through traffic lanes; walkways, bike lanes, and pullouts are currently under consideration. A 6-foot masonry wall will be built along the new roadway between Gage Boulevard and Clearwater Avenue in areas adjacent to residences. Higher sound-barrier walls are being considered in some areas to further mitigate traffic noise; however, neighbors have generally objected to walls higher than 6 feet. Other major work would include construction of an underpass beneath the existing Burlington Northern Santa Fe (BNSF) railway and relocation of a portion of the BPA and Benton Public Utility District (PUD) transmission lines. The purpose of the Steptoe Street Extension is to:

- Provide increased access and improve traffic flow within the west Kennewick and south Richland Urban Growth Areas

- Support economic growth and community livability in the west Kennewick and south Richland Urban Growth Areas.

With increasing development in the west Kennewick and south Richland areas, major north/south roadways (Leslie Road and Columbia Center Boulevard) and the major east/west roadways (Clearwater Avenue and Gage Boulevard) are experiencing increased traffic and congestion. Columbia Center Boulevard and Leslie Road are currently at or near capacity during peak traffic hours. The continuing development of the area necessitates consideration of the Steptoe Street Extension at this time. The Steptoe Street Extension was identified as the preferred alignment for a north/south street to serve the west Kennewick and south Richland Urban Growth Areas in a study conducted in May 1995 for the Benton-Franklin Regional Council. Steptoe Street Extension has been part of the City of Kennewick and City of Richland long-range transportation planning since the late 1970s. A 60- to 100-foot dedicated right-of-way currently exists for the majority of the Steptoe Street Extension.

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

The majority of the Steptoe Street corridor is located along the border between the cities of Kennewick and Richland. The northern portion of the extension is located in Township 9N between Range 28E, Section 36 and Range 29E, Section 31. The southern portion of the extension is located in Township 8N continuing roughly between Range 28E, Section 1 and Range 29E, Section 6 (see attached aerial photo).

13. Does the proposed action lie within the Aquifer Sensitive Area (ASA), General Sewer Service Area, or Priority Service Area?

The project does not lie within an ASA. General sewer service is currently in place in the existing nearby developments.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (check one):

__X__ Flat	**_____ Steep Slopes**
_____ Rolling	**_____ Mountainous**
_____ Hilly	**_____ Other**

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

The topography of the site was reviewed using a 7.5-minute Topographic Map, USGS, Kennewick Quadrangle. The steepest slope along the proposed roadway is approximately 6 percent, which occurs on the north end of the site just south of the Gage Boulevard/Steptoe Street intersection. The total elevation change along the 1.9-mile route is approximately 80 feet, which is an average slope of less than 1%.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

According to the U.S. Natural Resources Conservation Service (NRCS), the dominant soil type is loamy fine sand (Hezel and Burbank Units) that covers approximately 67% of the site in the northern and central areas. This soil has 60 inches of usable root zone. Due to the texture and the low slopes, the surface runoff is usually very slow and the water erosion hazard is slight; however, the wind erosion hazard is severe. These soils are commonly used for cropland, although the soil has alkali areas that require special consideration for crop selection. The remainder of the site is covered with soil units described as loamy fine sands to fine sandy loams. Usable root zones range from 30 to 60 inches, runoff hazards are slight to moderate, and wind erosion hazards are moderate to severe. These soils are commonly used for cropland, range, and pasture.

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

No.

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

The land will be graded to prepare for road construction. The most significant excavation work will occur during construction of an underpass beneath the existing BNSF railway. Fill material will be required for construction of the roundabout and will be obtained from within the corridor.

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

Due to the flat slopes, significant water erosion is not anticipated. Significant wind erosion is possible during and after road grading due to surface disturbance and vegetation removal. Once pavement is installed and landscaping completed, wind erosion hazards will be mitigated.

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

Based on conceptual cross-sections of the proposed roadway, up to 75 percent of the right-of-way will be paved with asphalt and concrete in certain areas where the right of way is the narrowest.

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

Roadway improvements will be completed using Best Management Practices (BMPs) for erosion control as recommended in Ecology's Stormwater Management Manual for Eastern Washington (2004). See Section 2c below.

2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

During construction, activities that could impact air quality include:

- Fugitive dust generated during excavation, grading, loading, and unloading activities
- Dust generated during demolition of structures and pavement
- Engine exhaust emissions from construction vehicles, worker vehicles, and diesel-fuel-fired construction equipment
- Increased motor vehicle emissions associated with increased traffic congestion during construction
- VOCs and odorous compounds emitted during asphalt paving.

The regulated pollutant of concern for the first two source types is PM10. Engine and motor vehicle exhaust would result in emissions of CO, VOCs, NOx, PM10, PM2.5, and air toxics and greenhouse gases.

After construction, motorists accessing the Steptoe Street Extension will likely increase traffic at two intersections along Gage Boulevard with a resulting increase in vehicle emissions at these intersections. Overall, however, traffic flow will improve on surrounding roads and intersections, reducing idling time and thus improving air quality at these locations. Minimal net air quality impacts should occur.

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

No.

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

The following recommendations to reduce or control emissions during construction:

Dust Control

- Wet exposed soil to reduce dust generation.
- Use phased development.
    - Disturb only a portion of the work site at any one time.
- Use wind fencing to reduce wind-generated dust and dust movement offsite.
- Wet soil in trucks and/or load soil below top of truck bed to minimize dust emission during soil transport.
- Promptly clean up soil spills on existing public roads.
- Restrict onsite traffic to reduce soil disturbance and soil transport offsite.
- Provide wheel washers for vehicles before they leave the site to remove soil that would otherwise be carried offsite.
- Cover soil, gravel, and debris piles when possible to reduce dust and wind-blown debris.

Vehicle Emissions

- Locate truck staging areas and construction equipment away from sensitive receptors such as existing neighborhoods.
    - To be done as practical and in consideration of potential effects on other resources.
- Keep construction machinery engines in good mechanical condition to minimize exhaust emissions.
- Schedule work tasks to minimize traffic slowdowns and the resulting increase in vehicle emissions.
- Cover loads of hot asphalt to minimize odors.

3. Water

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

The Amon Wasteway roughly parallels the Steptoe Street Extension to the west of the existing right-of-way. It is shown as an intermittent stream on the USGS 7.5-minute topographic maps (Kennewick and Badger Mountain Quadrangles). Amon Wasteway flows to the north and discharges into Amon Creek, which in turn discharges into the Yakima River.

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

Near 10th Avenue, Amon Wasteway will be within 200 feet of the road for a run of approximately 600 feet.

At the southern boundary, Amon Wasteway flows beneath 10th Avenue through two 48-inch-diameter galvanized pipes. A roundabout proposed at this intersection would increase the length of these pipes and would have little impact on Amon Wasteway flow. Proposed plans will not be available until late 2007.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

A small amount of soil may need to be removed from the streambed to accommodate lengthening of the galvanized pipes. In addition, approximately 0.18-acre of WDFW priority habitat will be displaced resulting from construction of the roundabout at 10th Avenue and Clodfelter Road. This priority habitat has not yet been delineated as a wetland per USACE guidelines, but is a comparable estimation of wetlands in that area.

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

No.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

No.

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

No.

b. Ground:

1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

No.

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

None.

3) Describe any systems, other than those designated for the disposal of sanitary waste, installed for the purpose of discharging fluids below the ground surface (includes systems such as those for the disposal of storm water or drainage from floor drains). Describe the type of system, the amount of material to be disposed of through the system and the types of materials likely to be disposed of (including materials, which may enter the system inadvertently through spills or as a result of firefighting activities).

Stormwater runoff from the proposed improvements will be discharged to storm drainage facilities constructed in accordance with the requirements of the Washington Department of Ecology Eastern Washington Stormwater Manual (2004).

4) Will any chemicals (especially organic solvents or petroleum fuels) be stored in above ground or underground storage tanks? If so, what types and quantities of materials will be stored?

No.

5) What protective measures will be taken to insure the leaks or spills of any chemical stored or used on site will not be allowed to percolate to groundwater (this includes measures to keep chemicals out of disposal systems described in 3b(2) and 3b(3)?

During construction, cover, containment, and protection from vandalism shall be provided for all chemicals, liquid products, petroleum products, and non-inert wastes present on the site per Element #9 as stated in the Washington Department of Ecology's Eastern Washington Stormwater Manual (2004).

Petroleum spills during fueling of construction vehicles will be immediately contained and cleaned up by the construction contractor.

c. Water Runoff (including storm water):

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

Increased runoff will occur due to the installation of pavement. Runoff will be diverted to low maintenance native landscaping along the roadway, to stormwater swales, and to infiltration drywells.

2) Will any chemicals be stored, handled or used on the site in a location where a spill or leak will drain to surface or groundwater or to a storm water disposal system discharging to surface or groundwater?

No.

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

Yes, roadway runoff contains vehicle-generated waste materials, such as motor oil, gasoline, diesel and tire debris. Diversion of the runoff to landscaped areas should largely mitigate these wastes through biodegradation and vegetative uptake.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any (be especially clear on explanations relating to facilities concerning Sections 3b(4), 3b(6), and 3c(2) of this checklist:

As part of construction, a Storm Water Pollution Plan (SWPPP) will be prepared and BMPs implemented to minimize or prevent erosion. Best management practices will follow those set forth in the Washington Department of Ecology Eastern Washington Stormwater Manual.

4. Plants

a. Check types of vegetation found on the site:

Deciduous tree:
_____ alder
_____ maple
_____ aspen
__X__ other: willows (*Salix* sp.;in Amon Wasteway riparian zone)

Evergreen tree:
_____ fir
_____ cedar
_____ pine
_____ other

Wet soil plants:
_____ cattail
_____ buttercup
_____ bullrush
_____ skunk cabbage
__X__ other: reed canarygrass (*Phalaris arundinacea*)

Water plants:
_____ water lily
_____ eelgrass
_____ milfoil
_____ other

_X__ Shrubs: rabbitbrush, sagebrush

_X__ Grass: cheatgrass

____ Pasture

____ Crop or Grain

_ _ Other Types of Vegetation

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

The corridor is dominated by big sagebrush and gray rabbit brush, with multiple invasive weed species dispersed throughout, including cheatgrass, tarweed, and tall tumblemustard. Additional vegetation such as willows and reed canarygrass are adjacent to Amon Wasteway. The proposed 100-foot right-of-way running 1.9 miles through this area will result in the clearing of approximately 23 acres. Of that 23 acres, approximately 11 acres are vegetated with the species described above.

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

None.

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

Drought-tolerant and native plants will be used for landscaping, with little or no irrigated grass lawn. Use of swaths of river rock and larger rocks and boulders within the landscaped areas is being considered to create visual interest and to reduce water use and maintenance costs.

5. Animals

a. Check any birds and animals which have been observed on or near the site or are known to be on or near the site:

Birds:
_____ hawk
_____ heron
_____ eagle
_X__ songbirds
_X__ others: quail, white-crowned sparrows, house sparrows, robins, magpies

Mammals:
_____ deer
_____ bear
_____ elk
_____ beaver
__X__ others: rabbits, domestic dogs

Fish:
__X_ bass
_____ salmon
__X_ trout: north of BNSF railroad only
_____ herring
_____ shellfish

___X_others: mosquitofish, bluegill, pumpkinseed, sculpin, brown bullhead

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

None.

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

No.

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

None.

6. Energy and Natural Resources

a. What kinds of energy (electrical, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity for street lighting.

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

No.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

None.

7. Environmental Health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

None.

1) Describe special emergency services that might be required.

No special services.

2) Proposed measures to reduce or control environmental health hazards, if any:

N.A.

b. Noise

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

Train traffic on the existing BNSF railroad; residential background noise; off-road vehicles utilizing the existing unimproved right-of-way.

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

During construction, noise impacts would range from low (such as noise from trucks and other construction vehicles) to high (such as vibratory compaction equipment). A noise analysis conducted by CH2M HILL predicts that construction activities will generate noise levels ranging from 69 to 105 dBA at a distance of 50 feet. Unusually loud activities would be limited to daytime hours. There will also be a minor increase in local traffic noise resulting from construction workers traveling to and from the project.

During operation of the new road, vehicular traffic noise will be present where there wasn't any before, which will be a significant impact on adjacent property owners (*Noise Technical Report,* CH2M HILL, August 2006).

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

Construction:

- Whenever possible, operation of heavy equipment and other noisy procedures will be limited to non-sleeping hours.
- Effective mufflers will be installed and maintained on equipment.
- Equipment and vehicle staging areas will be located as far from residential areas as possible.
- Idling of power equipment will be minimized.

Operation:

- Noise mitigation will be necessary, although mitigation may be less than normally prescribed based on the local citizen's preference to accept more noise so as to reduce the height of a noise wall.
- The City has committed to a 6-foot wall and depressing the roadway by a minimum of 1-foot, which means that in certain areas the road would be depressed more than a foot because of the topography of that area. This will

provide a minimum 7-foot elevation difference from the roadway to the top of the wall.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The proposed roadway itself passes through areas that are largely vacant or undeveloped. Office and commercial development occurs to the north and south of the site. The central part of the site is located in an area that is predominantly suburban residential. The residential area includes the Meadow Springs and Willowbrook subdivisions to the west and the Fountain Hills, Kennewick Park, and future Grandridge Meadows subdivisions to the east. Homes in the residential areas are one to two stories high. Most residences have 6-foot-tall wood or chain link fences that line the proposed roadway. Numerous shrubs and trees of varying sizes are present on nearby residential property. The proposed roadway area appears to be regularly trafficked by neighboring residents on foot, bicycles, and off-road vehicles. The area is also used as a repository for yard waste, and miscellaneous debris is present throughout the study area.

b. Has the site been used for agriculture? If so, describe.

No.

c. Describe any structures on the site.

Overhead Benton PUD power lines are present within the right-of-way, through the residential developments. A Bonneville Power Administration (BPA) transmission line intersects approximately the middle of the right-of-way between Gage Boulevard and the BNSF railroad right-of-way. A BNSF railway crosses through the site north of Clearwater Avenue.

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

No.
A portion of the overhead power transmission lines will be relocated to accommodate the proposed roadway. An underpass will be constructed beneath the existing BNSF railway.

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

On the Kennewick side of the project, the majority of land is zoned Residential, Low Density. North of Gage Boulevard is zoned Residential, High Density and Residential, Medium Density. South of Clearwater Avenue is zoned Industrial.

On the Richland side of the project, the majority of land is zoned R-1 (Single-Family Residence), which is similar to Kennewick's Residential, Low Density classification. Near the Steptoe/Gage intersection, the land is zoned C-2 (Commercial Indoor Retail). The southern portion is zoned Agricultural/Holding with future conversion to R-1 zoning anticipated.

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

Future arterial road.

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

Not applicable.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

No.

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

None.

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

None.

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

Not applicable.

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

The project is compatible with existing land uses. Steptoe Street was identified as the preferred alignment for a north/south street to serve the west Kennewick and south Richland Urban Growth Areas in a study conducted in May 1995 for the Benton-Franklin Regional Council. Steptoe Street has been part of the City of Kennewick and City of Richland long-range transportation planning since the late 1970s. A 60- to 100-foot dedicated right-of-way currently exists for the majority of the Steptoe Street corridor from Gage Boulevard to 10th Avenue.

9. Housing

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

None.

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

None.

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

Not applicable.

10. Aesthetics

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

The tallest structures will be street lights. In residential areas these will be 30-foot-high cobra-head hooded lights to maintain 0.5-1.0 foot candles. In commercial areas, the same type of streetlight will be at 35-feet and will maintain 1.5-foot candles minimum.

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

The area would change from a vacant lot appearance, consisting of an unpaved road/trail, numerous side trails, scattered vegetation, and debris to an urban arterial, consisting of a four-lane road, adjacent planting strips, sidewalks and street lights.

The underpass to be built under the BNSF railway will require supporting sidewalls and a tunnel structure, both of which will be large-scale visual elements.

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

A 6-foot masonry-block noise mitigation wall will be constructed to separate the roadway from existing and future neighborhoods. This wall will screen some backyard views of the road for those homes that do not already have their views screened by existing fences, walls, and/or vegetation (trees and large shrubs). The distant views of nearby hills and mountains should not be impacted by the proposed project.

Higher sound-barrier walls are being considered in some areas to further mitigate traffic noise; however, neighbors have generally objected to walls higher than 6 feet.

11. Light and Glare

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

During construction, reflected light from trucks and other equipment will be introduced to the area in daylight hours. If construction occurs at night, vehicle, equipment, and supplemental lights would be present.

After construction, reflected light from passing vehicles will be introduced during daylight hours. At night, light will be added to the area from streetlights and passing vehicles.

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

No hazards are anticipated. Nighttime distant views of the landscape and sky will be diminished due to increased lighting.

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

None.

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

Streetlights will be hooded to help control glare into adjacent properties. The masonry-block wall in residential areas should largely mitigate glare from passing vehicles due to the level terrain.

12. Recreation

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

Mountain biking and walking along the undeveloped corridor.

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

Biking and walking will continue along the corridor after construction, although these activities would occur on paved sidewalks and pathways rather than the existing unpaved road/trail. The landscape will change considerably and become more formalized.

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

Sidewalks and multi-use paths will be installed to promote walking and biking.

13. Historic and Cultural Preservation

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

No.

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

Not applicable.

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

Not applicable.

14. Transportation

a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The existing corridor can currently be accessed by the east-west arterials: Gage Boulevard, Clearwater Avenue, and 10th Avenue. Access to the area will increase with construction of the new arterial; however, by limiting the number of intersections/adjoining streets, access is controlled.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

The Ben Franklin Transit System currently offers bus service along Gage Boulevard and the existing Steptoe Street north of the site, along Columbia Center Boulevard east of the site, and further east along Clearwater Avenue. Transit service will likely expand to include the Steptoe Street Extension once it is completed.

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

Significant street parking is not anticipated along the Steptoe Street Extension, although some pullouts are currently under consideration.

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

This project is a new urban arterial constructed in an existing unimproved right-of-way.

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

Yes. An underpass will be built beneath the BNSF railway.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

The diversion of traffic onto Steptoe Street will decrease traffic by 12 to 28 percent on corridors parallel to Steptoe Street as compared to the No Build alternative. Study intersections do not become worse as a result of the project, except for one at Gage Boulevard/Steptoe Street, which will operate within the City's standards, and Gage and Center Parkway intersection in 2028 Build, which can be mitigated by separating southbound turn movements (currently single shared lane). Most study intersections operate better with the project than under the No Build alternative due to shifts in traffic and increased north-south capacity. Peak volumes are anticipated between 4:00 p.m. and 6:00 p.m.

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

Steptoe Street extension is a measure to lessen transportation impacts (congestion) on nearby arterials (Leslie Road and Columbia Center Boulevard, north to south, and Clearwater Avenue and Gage Boulevard, east to west). Speed limit posted at 40 mph and no trucks allowed except for local service will control traffic in the area.

15. Public Services

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

The new 1.9-mile roadway is not anticipated to require any significant increase in public services. However, construction of the new roadway is anticipated to increase residential and commercial development in the area, which could necessitate increased public service in some or all of the following areas: fire, police, health care, schools, and road maintenance.

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

None.

16. Utilities

a. Check utilities currently available at the site:
__X__ electricity
__X__ natural gas
__X__ water
__X__ refuse service
__X__ telephone
__X__ sanitary sewer
_____ septic system
_____ other

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

Electrical service from the Benton County PUD will be extended for street lighting.

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Date Submitted: _____