

Notice of Complete Application And Optional SEPA Notice

The responsible official has a reasonable basis for expecting to issue a SEPA Determination of Non-Significance (DNS) or Mitigated Determination of Non-Significance (MDNS) on this project. As such, the optional DNS/MDNS notice process is being used pursuant to 14.02.135 BMC. This may be the only opportunity to comment on the environmental impacts of the proposal.

Issue date: February 2, 2016

End of comment period February 23, 2016

Applicant: City of Bothell
18515 101st Avenue NE
Bothell, WA 98011

Agent: Jason Torrie, P.E., Supervising Engineer
425-806-6832

Hearing information, if applicable: Not applicable.

Project case number: SEP2015-07421

Project name: SR522 Stage 3 Improvements

Project description: The SR 522 Stage 3 project is the final stage in the City of Bothell's SR 522 corridor improvements. The project will provide road and safety improvements, access management, and business access and transit (BAT) lanes along an approximately 4,000 feet segment of SR 522. The SR 522 Stage 3 project is intended to improve transit speed and reliability which would support the vision of downtown Bothell as a transit-friendly urban core. SR 522 serves commuter, transit and freight connections which all support the regional growth centers along this corridor.

This segment will complete a missing link of Business Access and Transit (BAT) lane improvements. Transit speed and reliability will be improved with the installation of BAT lanes where none currently exist. BAT and/or queue jump lanes have been completed on either end of this project segment during earlier phases of the SR 522 Multi-Modal Corridor improvements. Without completing this missing link, transit buses must merge into and out of general purpose lanes in both directions. This results in delay and conflicts, not only for transit, but for general purpose traffic and freight. To facilitate better traffic flow

through this area, the City of Bothell is proposing to complete the last phase of corridor improvements.

Project location: The project is located in the City of Bothell on SR 522/Bothell Way, from approximately 800 linear feet west of 96th Avenue NE (Wayne Curve) to 83rd Place NE (the new western city limit). It lies within Section 11, Township 26 North, Range 04 East and 05 East. The total project length is approximately 4,000 linear feet (Figure 1).

Other permit applications pending with this application: None.

Other permits approved or required, but not included with this application: None.

Special studies requested of the applicant at this time (RCW 36.70B.070): None.

Existing documents that evaluate the impacts of the proposed project: Environmental checklist.

Application received: 11/20/2015

Date of notice of complete application: 12/4/2015

Vesting Date: 11/20/2015

The proposal includes the following mitigation measures under applicable codes, if an MDNS is expected:

- An MDNS is not expected. The Responsible Official anticipates issuing a DNS on this project.

The project review process will incorporate or require mitigation measures regardless of whether an EIS is prepared. A copy of the subsequent threshold determination for the specific proposal stating the time period for filing an appeal may be obtained upon request.

A copy of the subsequent threshold determination for the specific proposal stating the time period for filing an appeal **may be obtained upon request** (in addition, the city may maintain a general mailing list for threshold determination distribution)

A preliminary determination of overall project consistency has not been made at the time of this notice. The following applicable development regulations will be used for project mitigation and consistency: Bothell Municipal Code Titles: 11-Administration, 12-Zoning, 14-Environment, City of Bothell Design and Construction Standards and Specifications, Imagine Bothell...Comprehensive Plan.

Every person has the right to comment on this project by submitting those comments in writing to Jeff Smith, Senior Planner at the Department of Community Development within the comment period identified above. Those who may wish to receive notice of and participate in any hearings, and/or request

a copy of the decision once made and any appeal rights may also submit such requests to the Department of Public Improvements.

Project files, plans and documents are available for viewing and/or copying (at the requestor's cost) and are located at the Department of Community Development, Bothell City Hall, 18415 101st Ave NE, Bothell, WA 98011. Please phone (425) 806-6400 and arrange a time to view these documents prior to your visitation to the Department.



City of Bothell
SR 522 Stage 3 Improvements

DRAFT SEPA Environmental Checklist

October 2015

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Renewed
Jason Torrie
Jeffrey D Smith
Sr. Planner
12/4/2015

A. Background

1. Name of proposed project, if applicable:

SR 522 Stage 3 Improvements

2. Name of applicant:

City of Bothell

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

Jason Torrie, PE
Supervising Engineer
City of Bothell Public Works
425.486.2768 ext. 6832
jason.torrie@bothellwa.gov

4. Date checklist prepared:

October 30, 2015

5. Agency requesting checklist:

City of Bothell

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

Construction is expected to commence in 2017, depending on funding availability, and span two construction seasons. ✓

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

There are no plans for future additions, expansion, or further activity at this time. ✓

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

The following studies have been conducted for the SR 522 Stage 3 Improvements Project:

- *Draft Section 4(f) Temporary Occupancy Approval Form* (ESA, 2015a)
 - *Draft Biological Assessment* (ESA, 2015c)
 - *Draft Environmental Justice Report* (ESA, 2015d)
 - *Final Wetlands and Streams Technical Report* (ESA, 2015e)
 - *Draft Noise Technical Report* (ESA, 2015g)
 - *Draft Transportation Technical Report* (KPFF, 2015a)
 - *Draft 30% Drainage Analysis* (KPFF, 2015b)
 - *Final Geology and Soils Discipline Report* (Shannon & Wilson, Inc., 2015a)
 - *Draft Hazardous Materials Discipline Report* (Shannon & Wilson, Inc., 2015b)
- ✓

SEPA Environmental Checklist

- *Cultural Resources Assessment* (ESA, 2015i)

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 such applications at this time.



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

The project will require:

- Clean Water Act Section 404 Water Quality Permit, United States Army Corps of Engineers (USACE)
- Clean Water Act Section 401 Water Quality Certification, Washington State Department of Ecology (Ecology)
- Concurrence with Section 106 of the National Historic Preservation Act, DAHP
- National Pollutant Discharge Elimination System Baseline Construction General permit, Ecology
- Critical Areas review, City of Kenmore
- Land disturbing and/or construction activity approval
- State right-of-way permits and approvals
- Noise variance (possible) for construction activities outside of normal hours



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 SR 522 Stage 3 project is the final stage in the City of Bothell's SR 522 corridor improvements. The project will provide road and safety improvements, access management, and business access and transit (BAT) lanes along an approximately 4,000 foot segment of SR 522. The SR 522 Stage 3 project is intended to improve transit speed and reliability which would support the vision of downtown Bothell as a transit-friendly urban core. SR 522 serves commuter, transit and freight connections which all support the regional growth centers along this corridor.

This segment will complete a missing link of Business Access and Transit (BAT) lane improvements. Transit speed and reliability will be improved with the installation of BAT lanes where none currently exist. BAT and/or queue jump lanes have been completed on either end of this project segment during earlier phases of the SR 522 Multi-Modal Corridor improvements. Without completing this missing link, transit buses must merge into and out of general purpose lanes in both directions. This results in delay and conflicts, not only for transit, but for general purpose traffic and freight. To facilitate better traffic flow through this area, the City of Bothell is proposing to complete the last phase of corridor improvements.



The key elements of the SR 322 Stage 3 project include:

- Widening the general travel lanes;
- Adding BAT lanes in each direction;
- Access management on both sides of the roadway (potential removal and/or relocation of driveways);
- Interconnection of signals;
- Construction of a sidewalk on the north side of the roadway;
- Retaining walls to support roadway widening;
- Installation of other roadway improvements such as curb and gutters, center medians, street lights, stormwater facility improvements, and landscaping; and
- Utility undergrounding.

Right-of-way acquisition will be required for the proposed roadway widening in the form of partial (strip-takes) and potentially whole parcel acquisition. In addition, the King County Burke Gilman Trail runs parallel to SR 522, south of the roadway.

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

The project is located in the City of Bothell on SR 522/Bothell Way, from approximately 800 linear feet west of 96th Avenue NE (Wayne Curve) to 83rd Place NE (the new western city limit). It lies within Section 11, Township 26 North, Range 04 East and 05 East. The total project length is approximately 4,000 linear feet (Figure 1). ✓

NE10th Ave. Bridge & Roadway Improvements Project

FIGURE 1 VICINITY MAP

located at
end of checklist
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B. Environmental Elements

1. Earth

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other:

To the north, the proposed project abuts steep slopes at the east and west extent of the proposed project area and transitions to gently sloping to flat terrain near the center of the project area. South of the project, steep to gently declining slopes descend to the Sammamish River and the river valley.

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

The majority of the roadway area is relatively flat. However, moderate-to steep slopes are present north of SR 522 within the eastern half of the project area, and south of SR 522 in the western and central part of the alignment (Shannon & Wilson, Inc., 2015a). The steepest slope is approximately 18%, which is located north of SR 522 within the eastern half of the project area.

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

There are 6 soil units mapped by the Natural Resource Conservation Service (NRCS) (2015) within the project area: Everett gravelly sandy loam 0 to 5 percent slopes (EvB), Norma sandy loam, Alderwood gravelly sandy loam 6 to 15 percent slopes (AgC), Alderwood gravelly sandy loam 15 to 30 percent slopes (AgD), Kitsap silt loam 2 to 8 percent slopes (KpB), and Puget silty clay loam (Pu). There are no agricultural lands of long-term commercial significance within the project area.

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

King County's geohazard maps (King County, 2015) do not map a landslide hazard within the project limits. However, slope failures could impact the project in isolated areas due to the steepness of the existing slopes. Near-vertical slopes are located to the north and south of the project. Based on a field reconnaissance of the project and historic exploration conducted within the project area, these slopes are composed of dense to very dense glacial till (Shannon & Wilson, Inc., 2015a). Undermining the toe of these slopes could present a stability hazard.

North of the steep slopes, at the west and east ends of the project, descends to gently sloping to flat terrain near 91st Avenue NE (Shannon & Wilson, Inc., 2015a), possible indicating previous slope failures. Slopes at this location may pose a stability hazard.

Gently declining slopes south of the Burke-Gilman Trail contain loose and soft fill and alluvium (Shannon & Wilson, Inc., 2015a). These slopes are susceptible to movement

under static (non-earthquake) conditions when saturated, disturbed, or loaded, and also present a hazard under earthquake loading conditions. Heavy equipment and construction materials at the top of these slopes may cause ground movement and slope instability.

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

Clearing, grading, and fill will be required within the right-of-way to construct the proposed roadway improvements. Clearing and grubbing will occur over about 3.2 acres along the project alignment. The construction of the road will require approximately 4,200 cubic yards of cut (excavation) for roadway widening, retaining wall construction, and stormwater treatment facility construction. The proposed action will also require approximately 17,800 cubic yards of fill to accommodate the widened roadway and associated fill slope, resulting in a net of about 13,600 cubic yards of fill. All fill material will be obtained from an approved commercial quarry within a short distance from the project.

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

Soil erosion could occur as a result of the project. Project construction would require land clearing, grubbing, removal of topsoil, and other site preparation work. The prepared ground surface for the proposed roadway expansion and the temporary access road would have a high erosion potential, if exposed during the rainy season or in the presence of surface water (Shannon & Wilson, Inc., 2015a). The amount of erosion and sedimentation would depend on the amount of soil exposed and/or disturbed, weather conditions, groundwater conditions, and the erosion control measures.

Additionally, during construction of the project, soil exposed in slope excavation may be susceptible to erosion until retaining wall construction is complete (Shannon & Wilson, Inc., 2015a). Roadway construction in the vicinity of slopes could result in debris slides and shallow sloughing on the slopes. Roadway construction in the vicinity of steep slopes could result in debris slides and shallow sloughing on the slopes. High slopes north and south of the project could experience landsliding, depending on the soil and water conditions, slope angles, and construction activities. As the proposed walls are constructed, slope failures could occur in proper construction practices are not followed.

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

Post-project pollution generating impervious surfaces will total 9.18 acres of the site.

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

Temporary erosion control measures will be detailed in a Stormwater Pollution and Prevention Plan drafted for the project, as required by the Washington State Department Ecology. Other BMPs and construction water quality treatment measures would be installed to minimize erosion and to treat stormwater runoff during construction. BMPs specific to the site and project would be specified by the City of Bothell in the construction contract documents, and the construction contractor would be required to implement them. Specific BMPs may include but are not necessarily limited to the use of silt fence, inlet protection, outlet protection, check dams, wattles, erosion control fabric and construction entrances.

2. Air

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Fugitive dust from construction operations and emissions from construction equipment and vehicles would temporarily impact air quality in the project area. The project is located within a carbon monoxide (CO) maintenance area. An Air Quality analysis was prepared for the project, which concluded that there would be no violations of the federal CO 1-hour or 8-hour ambient standards (ESA, 2015b). ✓

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

There are no off-site sources of emissions or odor that would affect the proposal. ✓

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

Best Management Practices (BMPs) would be implemented during project construction to control dust levels and emissions. This would be achieved through use of measures such as well-maintained construction equipment, watering and stabilizing areas where earthwork is being conducted; and cleaning wheels and streets to reduce transportation of dirt off-site. ✓

3. Water

- a. Surface Water:

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

One ephemeral stream is located within the project area, which flows south under SR 522 and ultimately discharges into the Sammamish River (ESA, 2015e). Swamp Creek, a perennial-flowing stream that is also a tributary to the Sammamish River, is located near the western end of the project area. ✓

One wetland (Wetland A) was identified near the western end of the project area, between the Burke Gilman Trail and of SR 522. The wetland is a palustrine shrub-shrub and forested slope wetland that appears to receive flow primarily from groundwater seepage.

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

The project would not affect Swamp Creek or ephemeral stream. Wetland A will be temporarily impacted because of the need for construction equipment access to the site, and a portion of the wetland's buffer will be impacted by a proposed retaining wall with compensatory mitigation. More information regarding work over, in, or adjacent to water can be found in the Wetlands and Stream Technical Report (ESA, 2015e). ✓

- 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.

While no permanent impacts are expected to occur to the small isolated wetland (Wetland A), about 6,645 ft² (0.15 acres) of wetland buffer will be impacted by the removal of vegetation or by fill. All fill material will be obtained from an approved commercial quarry within a short distance from the project.

In total, the project will cause 1,122 square feet of temporary construction impacts to Wetland A. All disturbed areas will be replanted with native species following construction, to restore or improve wetland functions. The project activities will occur at least 100 feet from the Sammamish River or Swamp Creek, so no impacts to riparian vegetation will occur.

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

The project will not require any surface water withdrawals or diversions.

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

The project does not lie within a 100-year floodplain.

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

Waste material will not be discharged to surface waters as a result of this project.

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No, groundwater would not be withdrawn, nor would water be discharged to groundwater.

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

No waste material will be discharged into the ground.

c. Water runoff (including stormwater):

- 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.

Water runoff from this project is composed of stormwater runoff only. An analysis of existing stormwater conditions is included in the SR 522 Stage 3 Improvements – 30% Drainage Analysis (KPFF, 2015b). This assessment briefly describes existing surface water conditions within the project vicinity, showing the flow paths through the project corridor. Currently, 7.17 acres of pollution generating surfaces exist on the project site, none of which include stormwater treatment features. Runoff from the corridor is collected into conveyance pipes running along the north and south sides of SR 522. These 18- and 24-inch pipes are routed southward, away from SR 522, and discharge directly or indirectly to the Sammamish River, located 100 to 800 feet to the south of the corridor (Figure 2). No stormwater treatment or detention occurs within the project area under existing conditions. The detention pipe shown on Figure 2 is on private property and is maintained by the parcel owner.

The project area includes three threshold discharge areas (TDAs) within the Project vicinity (Figure 2). All of these TDAs will continue to discharge through existing outfalls. No new outfalls or modifications to the existing outfalls will occur, and no basin transfers will occur due to the project. As detailed in the Biological Assessment, TDA 1 occupies the western portion of the project area and drains to the Sammamish River through two existing outfalls, TDA 2 also drains to the Sammamish River through a single existing outfall, and TDA 3 discharges to a single outfall in Swamp Creek. The TDAs include existing and new (proposed) pollution generating impervious surface (PGIS). The project proposes an increase to 9.18 acres of pollution-generating surfaces, 2.26 of which will include stormwater treatment measures. Runoff generated by the new PGIS within the project limits will be collected by a new conveyance system along the roadway and directed to water quality treatment facilities as described in the Biological assessment. Discharge from these facilities will flow to the Sammamish River and Swamp Creek using existing outfalls, with no in-water work required. The Sammamish River is considered a flow-exempt waterbody (Ecology, 2012a).

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

The proposed design is not expected to cause waste materials to enter ground or surface waters. Avoidance and minimization measures incorporated into the design and construction process would reduce the potential for adverse effects to water resources.

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

No alterations to drainage patterns are proposed.

NE10th Ave. Bridge & Roadway Improvements Project

Figure 2 Stormwater Threshold Discharge Areas

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

The proposed project is not expected to impair drainage patterns or result in more net effective pollution generating surface. Stormwater from project area PGIS currently receives no water quality treatment prior to discharge into Swamp Creek or the Sammamish River. As part of the proposed action, stormwater treatment will be provided for an area slightly larger (2.26 acres) than the area of new PGIS in the project area. Runoff generated by the new PGIS within the project limits will be collected by a new conveyance system along the roadway and directed to water quality treatment facilities as previously described.

Project activities will occur at least 100 feet from any water body used by ESA-listed fish species, substantially limiting the potential for effects. In addition, appropriate BMPs will be used for pollution, sediment, and erosion control during construction. Erosion and sediment control measures may include mulching, matting, and netting; filter fabric fencing; quarry rock entrance mats; sediment traps and ponds; and surface water interceptor swales and ditches. Significant long-term water quality impacts are not expected if erosion control BMPs, stormwater treatment facilities, and spill containment measures are properly implemented, monitored, and maintained during construction. A TESC plan would be prepared and implemented to minimize and control pollution and erosion from stormwater. The project will adhere to a Spill Prevention Control and Countermeasure (SPCC) plan developed specifically for this project.

Specific BMPs that would be implemented during construction are as follows:

- schedule excavation and grading work for dry weather;
- clearly define construction limits with stakes prior to the beginning of ground-disturbing activities. No disturbance would occur beyond these limits;
- install temporary construction fencing and silt fencing around streams, ditches, sensitive habitat, and delineated wetlands;
- minimize vegetation and soil disturbance to the maximum extent possible;
- implement construction BMPs to control dust and limit impacts to air quality, including the following: wet down fill material and dust on site, minimize ground disturbances, cover loads and ensure adequate freeboard to prevent soil particles from blowing away during transport, remove excess dirt, dust, and debris; and re-vegetate disturbed soil as soon as practicable;
- implement measures to minimize noise impacts during construction, including the installation and maintenance of sound attenuation devices and mufflers on all construction equipment and vehicles;
- no work within the ordinary high water mark (OHWM) of any Water of the U.S. will occur;
- equipment refueling would be conducted within a designated refueling area away from streams or wetland areas. Additionally, drip pans would be fitted with absorbent pads and placed under all equipment being fueled;
- spill control and emergency response plans would be implemented for fueling and concrete activity areas;
- staging areas would be limited to developed areas to minimize unnecessary ground disturbances along the project corridor;
- vegetation removal would be minimized to the greatest extent practicable, and erosion control blankets would be used to assist in the rapid revegetation of sites

disturbed by construction; no wet or curing concrete, including washout of equipment, would enter Waters of the State;

Mitigation for impacts to wetland, stream, and buffers will be provided in accordance with the City of Bothell Critical Area ordinance. Mitigation will include the enhancement of stream and wetland buffer with native tree and shrub species. Currently zero percent of stormwater from project TDAs are treated for water quality or quantity. The proposed action will provide water quality treatment for about 112 percent of the new PGIS.

4. Plants

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

- deciduous tree: big leaf maple and other maple varieties, alder, fruit trees, other
- evergreen tree: fir, cedar, pine, other
- shrubs: blackberry
- grass: reed canarygrass, common grass
- pasture
- crop or grain
- orchards, vineyards or other permanent crops.
- wet soil plants
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation: horsetail, dandelion, honeysuckle



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

Clearing and grubbing will occur over about 3.2 acres along the project alignment. Construction of the road and retaining wall will require both temporary and permanent removal of some upland vegetation. The vast majority of impacted plants are shrubs and invasive species. No riparian vegetation will be removed, so no indirect effects will occur as a result of decreased habitat suitability and riparian complexity. Temporarily cleared areas will be revegetated with noninvasive species following construction; however, it will likely take a minimum of a decade for plantings to reach the maturity of those removed during construction.



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

For plants, no designated critical habitat exists within the project site and the closest critical habitat is in Lake Washington. For animals, three threatened species could be present within the project vicinity (Coastal Puget Sound bull trout, Puget Sound Chinook salmon, Puget Sound steelhead DPS). However, no effects to ESA-listed fish species related to vegetation clearing will occur within the project area, given the location of clearing in the existing degraded corridor and the distance of construction activities for waterbodies that support listed species. At the time this checklist was completed, no steelhead critical habitat exists within the project area.



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

Areas of temporary vegetation disturbance would be reseeded and/or replanted with native vegetation following ground disturbing activities.



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

Invasive species including English ivy (*Hedera helix*), reed canarygrass (*Phalaris arundinacea*), and blackberry (*Rubus armeniacus*) have been observed on or near the project site. The mowed terraces and hillslopes include many non-native pasture grasses.



5. Animals

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Common wildlife species within or near the project area include deer, raccoon, opossums, squirrels, and songbirds. These species may use almost any portion of the vegetated project area.



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

As previously discussed, three threatened species could be present within the project vicinity (Coastal Puget Sound bull trout, Puget Sound Chinook salmon, Puget Sound steelhead DPS). However, no effects to ESA-listed fish species related to vegetation clearing will occur within the project area, given the location of clearing in the existing degraded corridor and the distance of construction activities for waterbodies that support listed species.



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

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



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

Mitigation for permanently and temporarily disturbed areas with native species is proposed. Invasive species will be removed and replanted with natives. Stormwater will be treated prior to discharge. These mitigation measures will provide long-term benefits to vegetation, wildlife, and fish and aquatic resources.



- e. List any invasive animal species known to be on or near the site.

No invasive animal species are known to be on or near the site.



6. Energy and Natural Resources

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

Electricity will be used to light the corridor. ✓

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

No, the project would not affect the potential use of solar energy by adjacent properties. ✓

- 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:

No such measures are proposed. The project does include new bicycle and pedestrian facilities, which would encourage the use of non-motorized travel alternatives in the project area. ✓

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.

No environmental health hazards would likely result from this project. As with most construction projects, there would be some risk of equipment spilling or leaking hazardous waste. However, the degree of risk would not be any greater than under normal circumstances. The contractor will be required to create and implement a Spill Prevention, Control, and Countermeasures (SPCC) Plan, that will include precautions to safely store hazardous materials and construction equipment. ✓

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

The *Hazardous Materials Discipline Report* (Shannon & Wilson, Inc., 2015b) conducted for the project describes hazardous sites within approximately one mile of the project site, including sites on the HSL (Hazardous Sites List), the CSCSL (Confirmed and Suspected Contaminated sites List). It is unlikely that the presence of these sites would have an impact on the project or vice versa because no known contamination has been identified directly in the project corridor. ✓

No known contamination has been identified directly in the project corridor, as described in the *Hazardous Materials Discipline Report* (Shannon & Wilson, Inc., 2015b). As detailed in the report, none of the adjacent sites on the HSL, CSCSL or other lists should present a risk of encountering hazardous materials during construction activities. However, the standard mitigation procedures contained in the report will be employed during construction to identify and handle contaminated sites should any be encountered during construction

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

The project includes acquiring all or part of four parcels for ROW expansion. Two of the parcels are former railroad tracks that may have contamination associated with past spills and/or maintenance of the railroad corridor. Another parcel has been occupied by an auto service garage, a saw filing company, and a cabinet shop. The residence here has been heated with oil, and there is a large shed, use unknown, on the northern portion of the property. The last parcel includes a service garage/shop that has been occupied by several property uses of concern including an auto repair shop, a cabinet/millwork shop, a recycling center, and a screen printing shop. Contaminants of concern associated with one or more of these parcels include petroleum products, creosote, PAHs, metals, solvents, and herbicides. Any demolished buildings could also contain hazardous building materials, such as asbestos or lead-based paint or for the use and storage of petroleum products. All such materials will need to be identified and disposed of properly prior to building demolition. Based on the *Hazardous Materials Discipline Report* (Shannon & Wilson, Inc., 2015b) prepared for this project, it is not anticipated that trenching for the project will encounter groundwater, based on groundwater levels.

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

During construction, herbicides, diesel fuel, and other petroleum products would be used.

- 4) Describe special emergency services that might be required.

It is not anticipated that special emergency services would be required for this project.

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

Standard hazardous materials mitigation: WSDOT has compiled a standard impacts and mitigation measures table that addresses typical impacts that may be encountered on construction projects. These mitigation measures typically apply to sites with low or moderate risk that are straightforward to manage. Most of the sites of concern identified in the *Hazardous Materials Discipline Report* (Shannon & Wilson, Inc., 2015b) for the proposed project would be mitigated using these measures.

For the sliver takes necessary to complete ROW improvements, the sites are considered a moderate risk due to former and current land use. For these sites, an Environmental Site Assessment (ESA) could be conducted to verify use and storage of hazardous materials and to evaluate whether a hazardous materials release to the soil or groundwater has occurred.

For buildings that will be demolished, hazardous buildings material survey could be completed prior to demolition of to provide for worker protection and appropriate handling of hazardous materials, such as asbestos or lead-based paint.

Because no known contamination has been identified directly in the project corridor, standard mitigation procedures will be used during construction to identify and handle any contaminated sites that could potentially be encountered during construction. In addition, a spill prevention, control and countermeasure plan will be developed and implemented in order to protect land and water resources. The plan will include requirements for spill prevention, preparedness, and response to prevent hazardous substances from discharging from the project site

b. Noise

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

Traffic noise is the predominant noise source in the project area and noise levels are typical of state route segments managing similar traffic flow; however, existing noise is not expected to affect the construction or operation of the proposed road improvements.

- 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.

Construction of the SR 522 Stage 3 project would result in a short-term increase in noise. The project will require the use of heavy machinery including graders, excavators, dump trucks, auger rigs, rollers, pavers, dozers and cranes. No pile driving or blasting activities will occur. Generally, noise generating construction activity would occur during normal construction hours (generally between 7 a.m. and 8 p.m. It is likely, however, that project construction will require intermittent nighttime work due to the high traffic volumes that use SR 522 and the maintenance of traffic (MOT) requirements that will be necessary for the project (between the hours of 10 p.m. and 7 a.m.).

A noise study was conducted as a part of project planning activities. Using the rules for decibel addition, the combined noise level of all construction equipment operating together was calculated. The three loudest pieces of equipment have noise levels of 89, 84, and 82 A-weighted decibels (dBA) at a distance of 50 feet from the source. Combined, the equipment will generate noise at 91 dBA at 50 feet from the source. The standard reduction for point source noise, such as that generated from construction activities is 6 dB per doubling of distance from the source. An additional 1.5 dB reduction can be applied for construction occurring at “soft sites,” which are areas with noise absorptive ground cover such as vegetation. The areas adjacent to the project have “soft site” conditions in the form of vegetation to the east and topography to the west. Therefore, the reduction in construction noise is 7.5 dBA per doubling of distance from the source.

Traffic noise for the existing roadway, at existing volumes and speeds, generates noise levels of about 72.2 dBA at 50 feet from the source (WSDOT, 2014). Line source noise, such as that generated by roadways, attenuates at a rate of 3 dB per doubling of distance, with an additional reduction of 1.5 dB for “soft site” conditions. Therefore, the reduction in traffic noise is 4.5 dBA per doubling of distance from the source. Based on the population densities of Kenmore and Bothell (about 3,000 people per square mile) the existing environmental background (ambient) noise levels would be approximately 50 dBA (FTA, 2006). It is anticipated that construction noise would attenuate to traffic noise at 2,900 feet, but would attenuate to ambient background noise at only 1,600 feet. Therefore,

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construction noise would be indistinguishable from background levels at a range of about 1,600 feet, which establishes the extent of the project site (ESA, 2015g).

Long term noise impacts can result from an increase in traffic volumes, vehicle speeds, or the amount of heavy trucks and this type of activity is expected to increase in the study area in conjunction with and in the absence of the project due to growth in the area. Based on a noise study conducted in conjunction with this project (ESA, 2015g), existing noise ranges from 53.7 to 75.4 dB(A) at the noise sensitive sites within the project corridor. Future no-build traffic noise levels are predicted to range from 53.8 to 75.5 dB(A), exactly the same as under the build scenario and essentially the same as the existing condition.

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

Construction of the project would generally occur between normal construction hours. Work outside of normal construction hours is required to receive permission from the affected jurisdictions.

Several potential measures to control nighttime construction noise impacts are provided in the *Draft Noise Technical Report* (ESA, 2015g), including prohibiting use of compression breaks and tonal back-up alarms, and ensuring that project outreach staff provide up-to-date information on proposed construction activities and respond to and assisting in resolving any noise complaints that may be received. Final construction noise abatement measures for any required nighttime construction will be determined through the noise ordinance variance processes with the cities of Bothell and Kenmore.

Long-term traffic noise abatement is not recommended as construction of noise barriers through the project corridor is not feasible, as determined consistent with evaluation requirements provided by FHWA and WSDOT.

8. Land and Shoreline Use

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

The study area neighborhoods include a diverse mix of residential, commercial, light industrial, and recreational land uses. Directly adjacent to SR 522 is a varied mix of commercial and single-family and multi-family residential. South and west of SR 522, in the City of Kenmore, land uses include mostly single-family and multi-family residential.

The Burke-Gilman Trail runs parallel to SR 522 in this area immediately south of the roadway. Wayne Public Golf Course lies at the southeast end of the project alignment. Red Brick Park is also located at the east end of the project alignment, and is also a designated historic site. South of the Burke-Gilman Trail, and south of the residences, the Sammamish River also roughly parallels SR 522. The Blue Heron Landing Marina is located south of the project site, approximately midway along the alignment, on the Sammamish River.

The current roadway is a public facility. The project would require acquisition of frontage strips or potentially whole parcels from some adjacent properties to extend the right-of-way and facilitate construction of necessary stormwater facilities. For the acquisitions, land uses on the properties would change to public facility.

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- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or non-forest use?

The project is proposed to be constructed through a built-out corridor and has not been used as working farmlands or working forest lands. ✓

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No, the project will not affect, or be affected by, surrounding farm or forest land. ✓

- c. Describe any structures on the site.

Most of the roadway improvements would take place on or adjacent to existing right of way. Parcels that could experience partial or whole property acquisition mostly contain houses, garages, and shops. ✓

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

Structure(s) may need to be demolished as a result of sliver takes. Property owners will be adequately compensated per local and federal regulations and mitigation measures will be established and followed in order to account for potentially hazardous materials (such as lead-based paint, asbestos, and petroleum product storage). ✓

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

The right of way is classified as a public facility. Directly adjacent to SR 522 is a varied mix of commercial and single-family and multi-family residential in the Residential 2,800 (R 2,800), Office Park (OP), Community Business (CB) zone, and the Residential 9,600 (R 9,600) zone. South and west of SR 522, in the City of Kenmore, land uses include mostly single-family and multi-family residential. ✓

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

Because of the length of the project, comprehensive plan designations vary. The plans largely designate the area adjacent to the right of way higher density residential and commercial/industrial uses. The project complies with regional and local transportation plans. ✓

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

Not applicable. The project site lies outside the boundary of the shoreline master program. ✓

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

Yes, Wetland A qualifies as a critical area (see Section 3.a, above for more information).



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

No residential or commercial development is proposed as part of the project. The existing residences and businesses would remain.



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

Although none is planned at this time, residential property may be acquired to complete the right of way expansion. In this event that an entire residential parcel would be needed to complete the project, approximately one residential unit could be demolished displacing an estimated two people.



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

The project has been planned and designed to reduce displacement impacts as much as possible. The proposed strip takes required for road widening are not expected to displace people or residences; however, should a whole parcel be acquired, the property owners would receive fair compensation and relocation assistance consistent with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (as amended).



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

The project is consistent with all existing and projected land uses, land use plans, and City planning policies.



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

There are no agricultural and forest lands of long-term commercial significance in the project vicinity.



9. Housing

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

Not applicable. This project does not propose building new housing units.



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

One housing unit could potentially be eliminated as part of the project. All property acquisition would be completed in compliance with the



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

Traffic impacts would be kept to a minimum by scheduling lane closures outside of the peak travel demand periods, such as during the commute hours and special events, if possible. Construction activities will be coordinated with other projects and services within the study area to avoid conflicts, and could potentially occur outside of normal business hours.

The project will compensate property owners affected by acquisition or displacement with fair compensation consistent with local and federal regulations, including the federal Uniform Relocation Assistance and Real Property Acquisition Act of 1970 (as amended).

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?

Street lights are likely to be the tallest structure necessary to complete improvements. Their proposed height is unknown at this time, but will likely not exceed existing street light heights and all height limits will be established in accordance with regulatory guidance.

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

The project would result in temporary and permanent visual impacts. Temporary impacts would occur during construction of the project while materials are staged, construction equipment is operated, soils are exposed, vegetation is disturbed and temporary erosion and sediment control measures are implemented.

Permanent visual impacts are anticipated to be positive due to newly installed improvements and a wider streetscape with better traffic movement. The retaining wall required for road widening will be a visual change for viewers south of SR 522; however, the views would be similar to those at either end of the project alignment.

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

Visual impacts incurred during construction would be temporary and would not require mitigation. The WSDOT Roadside Policy Manual will be referenced when developing mitigation measures to reduce the project's visual effects. Such measures would include, but would not be limited to: preserving and establishing buffer zones; minimizing disturbances to trees and native plant communities; selecting replacement vegetation that is appropriate for the site; using tree replacement ratios to provide screening; selecting and managing vegetation to soften the appearance of structures; and using neutral, non-reflective materials.

11. Light and Glare

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

Street lights will be installed for safety purposes. They will mainly be used during dusk, dawn and nighttime hours when darkness obscures road visibility.

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

No, lighting is not proposed as a safety measure and will mitigate potential traffic and multi-use hazards.



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

There are no existing off-site sources of light or glare that would affect the project.



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

No measures to reduce or control light and glare impacts are required.



12. Recreation

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

The Burke-Gilman Trail runs parallel to SR 522 in this area immediately south of the roadway and provides opportunities for biking, rollerblading, walking, jogging, plant identification, and other active recreation. Wayne Public Golf Course lies at the southeast end of the project alignment. Red Brick Park is also located at the east end of the project alignment, and is a designated historic site. It provides opportunities for picnicking and has interpretive signage for the historical site (see Section B.13, below for more information). South of the Burke-Gilman Trail, the Sammamish River also roughly parallels SR 522 and provides similar recreational and other water-related recreational opportunities.



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

A portion of the Burke Gilman Trail may be temporarily narrowed during project construction but access to this and other uses would not be impacted during construction of the project. No detour of the Burke-Gilman Trail is planned; however, a partial temporary closure (approximately half of the trail width) would be required for safety purposes during construction. The partial closures would affect no more than 200 feet of trail at any one time, and the trail would not be narrowed to less than 6 feet. Due to the narrowed conditions, bicyclists would be required to dismount in these areas. Signage would be provided to not only warn trail users of the changed conditions, but to also inform them of an alternate route around the construction zone. These narrowed conditions would not be required for longer than eight months. Additionally, the project will provide additional bicycling and pedestrian opportunities.



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

No permanent impacts are anticipated. Temporary impacts to the existing Burke Gilman Trail alignment could occur, but it is expected that users will be able to continue use throughout project construction.



13. Historic and Cultural Preservation

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.

Red Brick Road Park is located between SR 522 and 96th Avenue NE. Red Brick Road Park is listed on the National Register of Historic Places (NRHP) and the Washington Historic Register (WHR) (45-KI-218). ✓

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

Environmental Science Associates (ESA) was retained by KPFF Consulting Engineers on behalf of the City of Bothell, Washington, to prepare a *Cultural Resources Assessment* (ESA, 2015i). Based on a literature review and known conditions, materials of cultural importance could be located on or near the site. Washington's Statewide Predictive Model for Archaeological Resources classifies the APE as having a Very High probability for precontact archaeological resources (DAHP 2010). As noted above, the APE is in close proximity to several recorded ethnographic locations, as well as a historic site 45-KI-822. Furthermore, the APE less than a mile downstream from 45-KI-12, a precontact site, and is less than one-mile south of 45-KI-1098, a precontact lithic isolate. Using this information, in concert with data gathered from nearby cultural resources surveys, ESA considers there to be a high potential of encountering buried cultural resources within the vicinity of the APE. However, as currently designed, ground disturbing construction work will occur along the slopes of glacial-aged depositional units. While this landform may have been occupied in the past, it is not likely to have been subject to natural depositional processes capable of deeply burying archaeological resources. While archaeological sites may once have been present within this area, it is unlikely that such resources have survived intact in the face of urbanization, including historic road and railroad construction (ESA, 2015i). ✓

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

In coordination with the Washington State Department of Archaeology and Historic Preservation (DAHP), Muckleshoot, Snoqualmie, Stillaguamish and Yakama Tribes, and other stakeholders, the City of Bothell and WSDOT defined the project's area of potential effects (APE) for cultural resources on January 23rd, 2015. DAHP concurred with the APE definition on February 5, 2015 (DAHP Log No. 020515-11-FHWA); no response from Tribes was received. ✓

ESA conducted a literature review of the Project's Study Area, extending one mile in every direction from the footprint of the APE. Information reviewed included previous archaeological survey reports, ethnographic studies, historic maps, government landowner records, aerial photographs, regional histories, geological maps, soils surveys, and environmental reports. These records were reviewed in order to determine the presence of any potentially significant cultural resources, including Traditional Cultural Properties
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(TCPs), within the APE. Relevant documents were examined at the Washington State Department of Archaeology and Historic Preservation (DAHP), the University of Washington Libraries, online, and ESA’s research library.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

Background research suggests that the vicinity of the APE generally has a very high potential for archaeological resources; however, ESA considers the APE to have a low potential to contain intact and buried archeological resources due to the specific landforms and construction tasks involved. Therefore, ESA recommends no further archaeological work at this time, including archaeological survey, provided boundaries of the APE remain unchanged.

As part of the utility undergrounding component of the project, trenching will be required within the park parking lot of Red Brick Park for undergrounding power lines, but no work is proposed within the park itself and no long-term adverse impacts to this cultural resource are anticipated. Temporary impacts due to loss of some of the 20 parking stalls, construction noise, and nuisance dust are expected to be minor. The use of construction best management practices will be employed and will minimize the temporary impacts to park users. ✓

If archaeological resources are encountered during construction of the project, all ground-disturbing activity near the find would be halted. The DAHP would be notified to ensure compliance with relevant state and federal laws and regulations. Should evidence of burials be identified, all ground-disturbing activity in the vicinity would be halted immediately, and the DAHP, the county sheriff’s office, and the appropriate Tribes would be notified.

14. Transportation

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

The SR 522 project corridor currently carries roughly 38,000 vehicles on an average weekday. It serves nearby communities and the regional transportation system as it links communities on either side of Lake Washington. The other primary options to cross Lake Washington are SR 520 Bridge, I-90 Bridge, and I-405 around the south of the lake.

The study intersections within the corridor are: 83rd Place NE (signalized) (North side); Ivorywood Apartment Driveway (North side)/ Western Driveway (South side); Eastern Driveway (South side); 91st Avenue NE (North side); 96th Avenue NE (signalized) (South side). Along the north side of SR 522, there are driveway access points to private residences and a handful of auto-oriented business such as a public storage facility, a used car dealership, and a flooring store. The 91st Avenue NE and 83rd Place NE roadways provide access to a neighborhood of single-family detached homes farther north into Bothell, and access to Bothell High School. The south side of the corridor is mostly restricted by guardrail, with the exception of two driveway access points to private residences. One driveway also provides access to Blue Heron Landing, a small boat storage facility and landing on the Sammamish River. Both driveways cross the multi-use
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Burke-Gilman Trail that parallels SR 522 on the south. At the 96th Avenue NE intersection there are a few small local businesses, and the roadway leads south to the Wayne Public Golf Course and more residential neighborhoods (KPFF, 2015a).

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Transit operates east-west through the corridor on SR 522. Due to the BAT lanes that terminate at each end of this corridor, transit buses are forced to merge into general purpose lanes in the project corridor. This merge can be difficult with high volumes of through vehicle traffic. During congested peak hours, the missing BAT lane adds delay and increases transit travel time and unreliability.

Three King County Metro (KCM) routes and one Sound Transit route travel on SR 522. Only the KCM routes stop within the corridor. There are three westbound bus stops and two eastbound bus stops. The stop layouts and frequency of service are provided in the *Transportation Technical Report* (KPFF, 2015a).

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

The proposed road improvements would not include any parking spaces. The two short sections of on-street parking on the north side of SR 522 just west of 91st Avenue NE and west of the Ivorywood Apartment driveway will be removed for the added westbound BAT lane. This will remove approximately 14 parking spaces. Temporary parking reduction may also be experienced during underground utility installation in the parking lot of Red Brick Park.

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

Yes, the SR SR 522 Stage 3 Improvement project will add Business Access Transit (BAT) lanes in both directions along the corridor to link to the existing BAT lanes to the west in Kenmore and the east of the project corridor. It will also widen general purpose lanes, provide access management, add center medians, add sidewalks (north side only), provide new frontage road on the south side of SR 522, add curb and gutters, add retaining walls, and install street lights. The improvements made will be in existing or newly acquired right of way.

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

The project would not be in the immediate vicinity of water, rail, or air transportation.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

Traffic volume forecasts are expected to be similar whether or not the project is constructed (KPFF, 2015a); however, new trip generating uses are not be constructed so it can be concluded that vehicular trips will not be generated by the completed project. Peak volumes would occur during the typical pm hours (KPFF, 2015a).

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

The project will not interfere with the movement of agricultural or forest products. Since the project is expected to improve traffic operations, the movement of agricultural, forest and other projects may be facilitated.

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

No mitigation measures are proposed as part of this project. The project is expected to improve traffic operations; the increased connectivity will reduce travel times and improve access to emergency services. Safety along the corridor would also increase through the implementation of a center left-turn-lane and the addition of bike lanes and sidewalks.

15. Public Services

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

The project will not require additional public services. With the completion of the project, emergency services and accessibility for various users could be enhanced by providing streamlined traffic flow and reducing travel times.

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

No impacts are anticipated; therefore, no mitigation is proposed.

16. Utilities

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

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

The addition, relocation or replacement of power poles paralleling the road right-of-way may be necessary to construct the project (PSE). Activities necessary for the installation include land disturbing activity, pole foundation pouring, and pole installation. Additionally, fiber optics infrastructure installation will complete the missing communication link to SEPA Environmental Checklist

interconnect all the signals and allow the deployment of Intelligent Transportation Systems (ITS) equipment to support effective traffic signal coordination and advanced operational strategies that will increase efficiency of the corridor and increase speed and reliability of transit service.

C. Signature

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

Signature: 

Name of signee Jason Torrie

Position and Agency/Organization Supervising Engineer, Public Works

Date Submitted: 11-20-2015

Department
City of Bothell

Reviewer

Jeffrey N. Smith
Sr. Planner
12/4/2015

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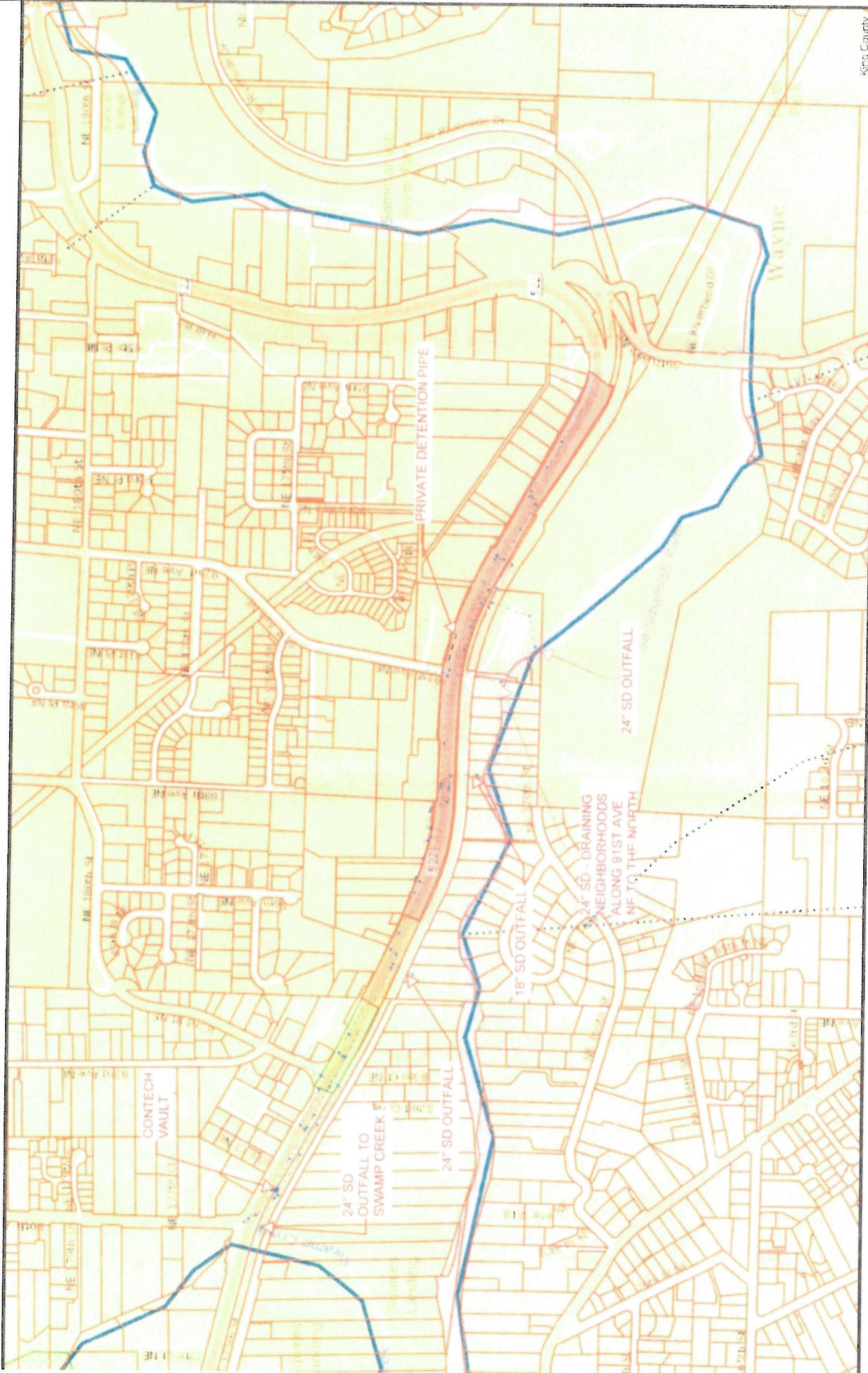
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SOURCE: NAIP 2013, ESA 2015, OSM 2014

SR522 Stage 3. 130903
Figure 1
Vicinity Map

King County iMap



King County



Date: 7/29/2015

Notes:

Figure 2

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