

---

# STATE ENVIRONMENTAL POLICY ACT (SEPA)

## ENVIRONMENTAL CHECKLIST

---

King County Road Services  
Division 2 Maintenance Facility  
Relocation Project (CIP #1127271)

October 2016



**King County**

Department of Transportation  
Road Services Division

## Table of Contents

A. Background .....	2
B. Environmental Elements.....	6
1. Earth.....	6
2. Air.....	8
3. Water .....	8
4. Plants.....	11
5. Animals.....	12
6. Energy and Natural Resources.....	13
7. Environmental Health .....	13
8. Land and Shoreline Use.....	15
9. Housing .....	17
10. Aesthetics.....	17
11. Light and Glare.....	18
12. Recreation .....	18
13. Historic and Cultural Preservation .....	18
14. Transportation .....	19
15. Public services .....	20
16. Utilities .....	21
C. Signature .....	22
Figure 1: Vicinity Map .....	23
Figure 2: Road Services Division Maintenance Service Area Map .....	24
Figure 3: Preston Maintenance Facility Conceptual Layout Maps (Three Tiles).....	25

## WAC 197-11-960: SEPA Environmental Checklist

### ***Purpose of checklist:***

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

## **A. Background**

### **1. Name of proposed project, if applicable:**

King County Road Services Division 2 Maintenance Facility Relocation (CIP #1127271)

### **2. Name of applicant/lead agency:**

King County Department of Transportation, Road Services Division (RSD)

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

Tristan Cook, Communications Specialist

206-477-3842 - [Tristan.Cook@kingcounty.gov](mailto:Tristan.Cook@kingcounty.gov)

King Street Center, Mail Stop: KSC-TR-0824, 201 South Jackson Street, Seattle, WA 98104-3856

Ryan Harris, Special Projects Manager III

206-477-2533 - [Ryan.Harris@kingcounty.gov](mailto:Ryan.Harris@kingcounty.gov)

Mail Stop: RSD-TR-0100, 155 Monroe Avenue NE, Renton, WA 98056

Project website address: <http://www.kingcounty.gov/roads/division2relocation>

### **4. Date checklist prepared:** October 2016

### **5. Agency requesting checklist:**

King County Department of Transportation, Road Services Division

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

The project is presently in the Preliminary Design Phase. Design work will continue through mid-2017 with the majority of project construction expected for late 2017/2018. Timing for work within critical areas will be limited to what's allowed per the project's permit and approval conditions. Compensatory mitigation planting for unavoidable impacts to site vegetation will generally occur in the winter or spring following construction.

### **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 future plans for additions, expansion or further activity related to or connected with this proposal.

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

Environmental information that has been prepared:

Report Title	Author	Date	Parcels Covered
WSDOT Preston Site Soil Analytical Summary	King County RSD	October 2016	WSDOT Parcel
Draft Critical Areas Report	King County RSD	October 2016	All 3
Supplemental Memo for Traffic Impact Analysis	King County RSD	October 2016	All 3
Updated Traffic Impact Analysis	King County RSD	July 2016	All 3
Phase II Environmental Site Assessment	AMEC	April 2016	Parcel A and B

Environmental information that will be prepared:

Report Title	Author	Date	Parcels Covered
Final Critical Areas Report	King County RSD	TBD	All 3
Critical Areas Mitigation Plan	King County RSD	TBD	All 3
Preliminary Geotechnical Engineering Report	King County RSD	TBD	All 3
Technical Information Report	King County RSD	TBD	All 3

**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.**

The Partnering Agreement between the Washington State Department of Transportation (WSDOT) and King County Roads is pending for the joint use of these properties.

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

The following permits and approvals are anticipated for the proposal, depending on the final design:

Federal: U.S. Army Corps of Engineers:

- Nationwide Permit
- Endangered Species Act Approval/Concurrence
- Section 106 of the National Historic Preservation Act Approval/Concurrence

State:

- Washington State Environmental Policy Act (SEPA):
  - Determination of Nonsignificance
  - Notice of Action Taken
- Washington State Department of Ecology:
  - Construction Stormwater General Permit under the National Pollutant Discharge Elimination System (NPDES)
  - Individual NPDES permit for the RSD facility

- Washington State Department of Fish and Wildlife (WDFW), Hydraulic Project Approval
- Washington State Department of Transportation (WSDOT) General Permit No. NWK-1607-KNG for temporary storage of a truck scale for three years
- Washington State Department of Public Health approval for Septic and Domestic Water Availability

County:

- King County Department of Permitting and Environmental Review
  - Critical Areas Designation Review
  - Clearing and Grading Permit
  - Conditional Use Permit
  - Building Permit

**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 King County Department of Transportation, Road Services Division (RSD) provides regional transportation infrastructure maintenance services and emergency response. Unincorporated King County is divided into six Maintenance Service Divisions, each with a shop building and material storage areas. Division 2 covers a majority of the northeastern part of King County. The existing maintenance facility for Division 2 presently occupies a 0.8 acre parcel at 4341 Preston-Fall City Road SE and a 0.9 acre parcel at 33714 SE 44th Place, Fall City, Washington.

The present facility in Fall City hampers the county's delivery of adequate services because it does not meet RSD's location requirements, functional criteria, or reasonable operational needs. The Fall City maintenance facility is located in the 100-year flood plain for the Raging River and would be unusable during a major flood emergency. Furthermore, the facility is too small to meet material and equipment storage needs.

Therefore, RSD intends to relocate the Division 2 Maintenance Facility and enter a partnership to jointly occupy the WSDOT's Preston Maintenance Facility located at 29615 SE Preston Way. Cooperatively operated material storage areas will be developed on the WSDOT parcel. King County purchased two adjacent parcels located at 29111 SE Preston Way to provide additional space for the Division 2 Maintenance shop building.

Relocating RSD staff from the Fall City location to the new Preston Maintenance Facility will place the crews in a more central location for more efficient service delivery. By partnering with another road agency, the county will share some facilities, material resources, and reduce costs. The proposed Preston Maintenance Facility will maintain the same county staffing level of 17 (13 field staff and four office staff), maintain the service area, and provide the same functions as the existing Fall City site.

Old Division 2 Maintenance Facility at the Fall City Location:

The changes to the Fall City location will be minimal; however, they would include decommissioning of the gas station at the facility. In addition, the sand and bags that are provided at the facility would continue to be available through King County Department of Natural Resources and Parks. The office structure at the site is not proposed for demolition.

New Division 2 Maintenance Facility at the Preston Location:

The relocation of the Division 2 Maintenance facility will require modifications and/or removals of existing structures and the additions of new structures on the three subject parcels in Preston.

The following changes are proposed for the two King County-owned parcels during 2016/17:

- Renovation of the existing garage/storage building to meet current building codes
- Addition of a 42 feet by 64 feet (approximately 2,688 square feet in size) modular office trailer
- Upgrade the existing driveway to the new King County-owned parcels from SE Preston Way
- Installation of a new septic drain field
- Planting of additional vegetation to provide a visual barrier between the shop site and adjacent properties.

In the future, RSD proposes to remove approximately 15,000 cubic yards of material and install, relocate or renovate the following structures on the WSDOT property:

- Install four above-ground tanks to replace the current underground fuel tanks
- Replace the existing sand/salt material storage shed
- Install covered and heated equipment storage buildings
- Installation of buildings for the storage of tools, signs and materials
- Replace the existing above-ground anti-icer tank and pump system
- Renovate two existing enclosed equipment and vehicle parking buildings
- Install a new drinking water well
- Install screening vegetation to reduce visual impacts from the existing and future operations
- Install new laydown areas for material storage
- Pavement and drainage improvements as needed to accommodate the new development

The proposed shared facility by both state and county meets the definition of a Regional Rural Public Infrastructure Maintenance facility under King County Code 21A.06.1014F for maintenance of roads outside the urban growth and within rural areas.

**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 proposed project area spans three parcels located along SE Preston Way, within the Preston community of rural unincorporated King County, WA, situated between the Cities of Snoqualmie and Issaquah, and within the SE Quarter of Section 30 and the SW Quarter of Section 29, Township 24 north, and Range 07 east. The project area can be found on page 628, 3J of the Thomas Brothers' Map.

The three parcels areas are as follows:

Owner/Parcel	Location	Size
WSDOT Parcel No. 292407-9025	29615 SE Preston Way Issaquah, WA 98027	21.23 acres
King County RSD Parcel A No. 302407-9099	29111 SE Preston Way Issaquah, WA 98027	1.94 acres
King County RSD Parcel B No. 302407-9026	No address assigned - adjacent to Parcel No. 302407-9099	1.86 acres
<b>Total</b>		<b>25.03 acres</b>

The nearest intersection is about a half mile southeast at SE 82nd Street, which is about 500 feet south of Interstate 90. The project’s vicinity map is enclosed as Figure 1.

## B. Environmental Elements

### 1. Earth

- a. **General description of the site (circle one):**  flat,  rolling,  hilly,  steep slopes,  mountainous, other \_\_\_\_\_
- b. **What is the steepest slope on the site (approximate percent slope)?**  
The steepest slope on the site is approximately 45-percent slope.
- 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.**

Washington Geological Survey online mapping indicates the predominant surficial geologic unit underlying all three properties is Vashon Stade outwash (*Qgog*) which consists primarily of pebble cobble gravel to pebbly cobble sand. Though shown as the majority surficial deposit, this material consisting of sand, gravel, and cobble has been mined from the majority of the site and replaced with undocumented fill ranging in depth from about 5 to 40 feet.

Based on soil survey data maintained on the Natural Resource Conservation Service website two main agricultural soil series types are found on the three properties. These two soil types are described as follows:

*Neilton very gravelly loamy sand (NeC)*: NeC soils are formed in glacial outwash areas and have a typical profile consisting of very gravelly loamy sand to a depth of 18 inches overlying very gravelly sand to a depth of 60 inches. Soils in this series are characterized as excessively drained and are found on 2 to 15 percent slopes. The farmland classification for NeC soils is not prime farmland. This soil type has been stripped of the majority of the site during past mining activity on all three properties.

*Alderwood Series (AgC):* AgC is derived from upland glacial soil deposits found in the sloped southern section of all three properties. A typical profile consists of 0 to 12 inches of sandy loam overlying very gravelly sandy loam to a depth of 60 inches. Soils in this series are characterized as moderately well drained and are found on slopes with inclinations that vary between 8 to 15 percent. The farmland classification for AgC soils is prime if irrigated. Construction activities associated with building and road construction may result in the loss of some AgC soils.

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

According to King County iMap accessed December 2016 the site is mapped with the following geological critical areas: Landslide Hazard Areas, Steep Slope Hazard Areas, and Seismic Hazard Areas. In addition, incised banks were observed within the stream channels during site visits in 2016.

**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.**

The joint-use maintenance facility in Preston is in the Preliminary Design Phase; however, the conceptual layout identified the following affected areas for the proposal:

Total property area:	25.03 acres
Total area of excavation:	9.25 acres
Approximately area of grading:	12 acres
Approximate volume of excavation:	15,000 cubic yards

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

Erosion could occur as a result of vegetation removal and ground-disturbing activities during construction and depending on seasonal weather. Appropriate temporary and permanent erosion and sedimentation control Best Management Practices (BMPs) and stormwater controls will be implemented to minimize potential erosion. Please see B.1.h for proposed measures to reduce and control erosion.

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

The existing impervious surface at the three-parcel site is approximately 6.6 acres. After construction, the approximate impervious surface will be 12.5 acres. This results in an increase of approximately 52-percent.

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

Construction: During construction, temporary erosion and sedimentation control BMP's required in the King County Surface Water Design Manual (SWDM) will be implemented; specifically, Core Requirements No. 5 (Construction Stormwater Pollution Prevention) and No. 8 (Water Quality). The BMP's include the use of mulch, silt barriers, the use of containment systems, interim stormwater controls, cover measures (e.g., seeding, straw or fabric blankets), and reseeding areas that are temporarily disturbed by construction. Additionally, existing vegetation will be preserved to the extent practicable.

Operation: During operations, erosion and sedimentation control BMP's required in the SWDM will continue to be implemented. Permanent native vegetation will be planted and hydro-seeding will be provided at project completion to ensure all base earth areas are revegetated and to limit the potential for erosion.

## 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.**

Greenhouse Gas Emissions: Construction, operations, and maintenance of the proposed facility will result in greenhouse gas (GHG) emissions that contribute to global warming and related climate-change concerns. Life-cycle GHG emissions for the project include embodied, operational, and construction emissions that are defined as follows:

- Embodied emissions are the emissions released during the extraction, processing, and transportation of the materials used in construction.
- Construction emissions are released during project construction and primarily come from fuel burned in the equipment used to build the project elements, such as bulldozers, pavers, and rollers.
- Operational and maintenance emissions are released by vehicles at the site and during vehicular roadway travel within the Division 2 service area.

The proposed maintenance facility is being developed in cooperation with the King County Green Building Program per the King County Green Building Ordinance. As part of that program, GHG emissions from county facilities are tracked when feasible; usually this is done at approximately 30-percent design. The emissions for the maintenance facility will be calculated using King County Department of Permitting and Environmental Review SEPA GHG Emissions Worksheet and these values will be reported in the Sustainable Infrastructure Scorecard. The emissions calculations use conservative assumptions for construction materials used, pavement area, and operations based on the number of employees for the building type.

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

No off-site sources of emissions or odors have been identified that may effect this proposal.

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

During construction, operation, and maintenance for the facility mitigation measures for project impacts to air quality and GHG emissions could include, but are not limited to, the following:

- Spraying water, when necessary, during construction operations to reduce emissions of fugitive dust.
- Covering dirt, gravel, and debris piles as needed to reduce fugitive dust and wind-blown debris.
- Covering open-bodied trucks in accordance with RCW 46.61.655, wetting materials in trucks or providing adequate space from the top of the material to the top of the truck to reduce fugitive dust emissions.
- Sweeping public streets, when necessary, to remove mud and dirt deposited on paved roads.
- Paving or resurfacing with gravel staging areas and access roads to reduce dust.
- Using biodiesel or ultra-low-sulfur diesel fuels for vehicles and equipment to reduce diesel exhaust emissions.
- Conservation and reuse of construction materials on site, to reduce exhaust emissions and traffic delays.
- Enforcing King County's no-idling policy for county vehicles.

## 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.**

**Basin:** All three parcels of the project area are located in the upper sub-basin of the Issaquah Creek Basin of Water Resource Inventory Area (WRIA) 08 for the Cedar/Sammamish watershed. The project area drains to East Fork Issaquah Creek, which is in the valley between West Tiger Mountain and the Preston Ridge Forest. At the base of West Tiger Mountain, the property’s topography slopes northward toward the East Fork Issaquah Creek from an elevation of approximately 600 feet above sea level to about 500 feet.

**Streams:** There are two unnamed streams on site and both ultimately discharge to the East Fork Issaquah Creek, a type S stream, north of the subject properties:

The Type F stream bisects the WSDOT parcel flowing south to north approximately from Wetland B and is piped under part of the WSDOT parcel for 30 to 40 feet under paved roads and staging areas. The 30-inch diameter corrugated metal pipe (CMP) is a fish passage barrier due to being undersized with resultant high flow velocities. The pipe is rusting, under-sized, and contains no natural streambed substrate. The bankfull channel width is variable and averages 6.95 feet wide. At the pipe outlet, the streambanks are deeply incised and moderately vegetated. The stream was dry on the subject property on October 5, 2016. The stream is briefly conveyed in the roadside ditch along the south side of SE Preston Way before crossing under SE Preston Way in an undersized concrete box culvert. This stream requires a 165-foot buffer.

The Type N stream is an unnamed tributary that flows into the artificial impoundment at Wetland A. Its channel was excavated into the hillside by the previous owner to accommodate the footprint of an adjacent “pond”. The stream’s gradient is substantially steeper than 20-percent. The bankfull channel width is approximately 1.8 feet. The stream originates of private property south of the RSD parcel. Upon entering the vertical concrete structure it is then piped under the western parcel to SE Preston Way. The stream banks are steep and moderately vegetated. This stream requires a 65-foot buffer.

**Wetlands:** There are four wetlands on site and the table below provides their classification, size, and regulatory buffer widths.

Wetland	Wetland Classification			Wetland Size (acre)	Wetland Area (square feet)	Buffer Width (feet)
	Cowardin	HGM	Ecology / King County Rating			
<b>A</b>	PSS/PEM	Depressional	Category III	0.06	2,589	80
<b>B</b>	PFO/PSS/PEM	Depressional	Category III	0.02	1,042	80
<b>C</b>	PSS/PEM	Depressional	Category III	0.05	2,189	80
<b>D</b>	PSS/PEM	Depressional	Category III	0.03	1,495	80
<b>Total</b>				<b>0.17</b>	<b>7,315</b>	

**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.**

Work will occur within and adjacent to the various waters as noted in 3.a.1. See attached conceptual plans showing potential impact areas. It's anticipated that wetland buffers will be impacted and Wetland D will be removed during the grading operation associated with the installation of the new material storage laydown areas. The project will not result in impacts to streams; however, stream buffers will be impacted. The impacted areas will be minimized to the extent feasible and closely assessed as the design phase progresses.

**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.**

Unavoidable temporary and permanent wetland and stream buffer impacts will be minimized and mitigated. Preliminary estimates anticipate about 900 square feet (0.02 acres) of impacts to Wetland D.

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

No surface water withdrawals will be required for the project. To avoid impacts to aquatic life, for construction below the Ordinary High Water Mark (OHWM) of tributaries, water will be diverted as needed and occur during the in-water work window issued by WDFW, which June 15 to September 30.

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

According to the Federal Emergency Management Agency (FEMA), the existing Division 2 Maintenance Facility in Fall City is within the 100-year floodplain of the Snoqualmie River. The three parcels at the Preston location are not 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.**

No waste materials will be discharged to surface waters. BMPs will be implemented following the King County and Washington State Department of Ecology stormwater manual guidance.

**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.**

Construction: Any groundwater encountered during construction will be discharged to a vegetated upland area, and if needed, to a Baker tank and hauled off site. This will prevent turbid water from reaching surface water or ground water. The project will not discharge directly to ground water.

Operations: The project involves installation of a well, classified as a private well, and will draw up to 5,000 gallons of water per day for domestic use.

**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.**

This project requires the installation of one King County Department of Public Health-approved septic system to accommodate domestic sewage generated from one office trailer (2,176 square feet) that will staff 17 workers. The septic design system involves the installation of one 500 gallon holding tank, an aerobic treatment unit, and a 1,800 square foot subsurface drip field. A reserve drip field area will also be provided.

**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.**

Stormwater from impervious surfaces will be collected, detained, and treated prior to release. Low Impact Development methods to localize and infiltrate stormwater will be assessed for the design to the maximum extent practicable. A series of stormwater ponds and/or underground storage tanks will also be reviewed for possible implementation.

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

Construction: It is unlikely, but possible, that fuel or concrete spills could occur from construction machinery. King County and Washington Department of Ecology spill prevention BMPs will be followed to avoid such spills. Crews will be required to implement a Spill Prevention Control and Countermeasures Plan for the project prior to beginning construction.

Operations: During operations, the facility will provide spill kits and secondary containment to prevent waste materials from entering ground/surface waters.

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

Changes to drainage pattern within the vicinity of the site will be reviewed with preparation of the project's Technical Information Report that is required by the King County SWDM Manual.

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

Temporary impacts to wetlands, streams, and buffers during construction will be minimized by using approved Best Management Practices (BMPs). All areas temporarily disturbed during construction will be restored with appropriate soils, native wetland and riparian vegetation. In addition, the culverts that convey the Type F stream will be assessed for replacement with right-sized and fish passible culverts.

**4. Plants**

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

Check the types of vegetation found on the site:

deciduous tree: red alder, black cottonwood, cascara

evergreen tree: fir, cedar, western hemlock, hawthorn, mountain ash

shrubs: salmonberry, spiraea, Indian plum, Scoulers willow

grass

pasture

crop or grain

orchards, vineyards or other permanent crops.

wet soil plants: cattail, buttercup, bullrush, skunk cabbage, sedge, reed canary grass, nettle, horsetail

water plants: water lily, eelgrass, milfoil, other

other types of vegetation: weeds

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

The project will involve construction and retrofitting of buildings, access roads, material storage sheds, bulk materials storage areas, and placement of a truck scale. This work will necessitate the removal of approximately 32,670 square feet (0.75 acres) of wetland / stream buffer vegetation. The buffers are a mix of native and non-native vegetation.

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

There are no known threatened or endangered plant species on or near the site. There is no known “critical habitat” area on or near the site. According to the Washington State Department of Natural Resources, Natural Heritage Program (data current as of July 24, 2015) there are no special status plant species known to occur in the project area.

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

The project will maintain and enhance a 50-foot to 100-foot-wide native plant building “set back” buffer area, which provides fir, hemlock, vine maple and big leaf maple in areas to the west and north where vegetation was removed by previous owners. During construction, existing vegetation will be temporarily disturbed or removed. These areas will be replanted with native vegetation and/or hydroseeded to ensure stabilization during the first growing season after construction is complete.

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

Non-regulated Class C noxious weeds observed includes Himalayan blackberry, herb Robert, Japanese knotweed, reed canary grass, and Scotch broom. Weeds of concern observed on site include creeping buttercup and English holly.

## 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. Examples include:**

birds: hawk, heron, eagle, songbirds, other: crows

mammals: deer, bear, elk, beaver, coyote, other: raccoons, squirrels

fish: bass, salmon, trout, herring, shellfish, other \_\_\_\_\_

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

No threatened or endangered United States Fish and Wildlife Services (USFWS) and National Marine Fisheries Service (NMFS) species are known to be on the site. However, the Washington State Department of Fish and Wildlife (WDFW) Priority Habitat Species Maps (PHS) (accessed October 2016) identified that gray wolf may occur within the Township based on data from 1992. PHS data shows non-listed fish species (coho, resident coastal cutthroat, sockeye, kokanee) as potentially occurring downstream from the project at East Fork Issaquah Creek. At the Type F stream pipe outlet from the WSDOT parcel, juvenile salmonids were observed in 2016.

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

The project area is not a wildlife species corridor however fish have the potential to utilize the Type F stream on site if barriers to fish passage were removed.

The project site is within the Pacific Flyway, which is a major north-south route of travel for migratory birds, extending from Alaska to Patagonia. Every year, migratory birds travel some or all of this distance both in spring and in fall, following food sources, heading to breeding grounds, or travelling to overwintering sites. Migrating and nesting birds within the project area will be protected as required under the Migratory Bird Treaty Act.

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

The project proposes to replace the existing culvert on the Type F stream with a fish-passable design. Other site-specific mitigation measures for direct impacts during construction are summarized as follows:

- Avoiding construction work during critical life history periods for special-status species.
- Protecting breeding sites of wildlife species identified by the King County Code and as described in the King County Comprehensive Plan (King County 2012).
- Marking clearing limits prior to construction to preserve and protect vegetation from construction activities and equipment.
- Restoring any temporarily disturbed vegetation within one year or one growing season after construction is complete. Replanting vegetation removed during construction with native trees and shrubs.
- Monitoring restoration and mitigation work during and after construction using performance standards to observe the development of target habitat functions.

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

No invasive species were observed during site visits; however it is possible that invasive species use the site. If invasive species are observed during construction, then WDFW will be notified.

## 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.**

Gas, diesel, or other fossil fuels will be consumed during project construction. Following completion of the project, electricity will power the office building and periodic maintenance activities will require some use of energy. Routine maintenance will be short-term and energy consumption will not be significant.

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

The project will 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:**

Measures to reduce energy use during construction will be encouraged (e.g., efficient scheduling and staging). The new office trailer will have a 5 star energy rating and includes a high-efficiency heating/cooling system, light-emitting diode (LED) lighting, thermally-efficient windows, and doors.

## 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.**

The accidental leakage of petroleum products (e.g., gasoline, diesel fuel, hydraulic fluid, anti-freeze, grease, etc.) from construction equipment could occur but is not likely. These substances can be toxic to nearby aquatic systems, and to humans upon prolonged skin contact, and can pose a fire hazard.

During construction, community health could be affected by dust and vehicle exhaust. Construction activities will intermittently generate particulate matter and odors, and construction equipment will generate diesel engine exhaust. Any air quality impacts associated with construction activities will be most noticeable at sensitive land uses, such as schools or parks, near the construction site; however, there are not any sensitive land uses near the construction site, so these impacts are unlikely. In addition, air quality impacts will be short term, occurring only while construction is in progress; however, they will at times diminish the air quality in the project corridor. BMPs will be employed to reduce fugitive dust, odors, and exhaust emissions.

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

A previous landowner on Parcel A was cited for illegally using the land for commercial storage, vehicular storage, auto repair, and as a salvage yard. As a result, prior to purchase of the parcel, the Road Services Division had a Phase II *Environmental Site Assessment* prepared. Recommendations from the assessment were implemented, which included water and soils testing. Mercury, arsenic, and petroleum products were found on the parcel resulting in a hazardous waste cleanup effort to clean the site.

**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.**

Presently, there is a fuel station to dispense diesel and gas on the property for the maintenance facility operations. With this proposal, the current underground storage tanks will be replaced by above-ground storage tanks.

**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, petroleum products will be used on site to power construction equipment. During operations, fuel at the existing gas station and orphan waste removed from the right-of-way will be stored temporarily in a facility designed for such materials.

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

The need for special emergency services is not anticipated.

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

The project will develop a Spill Prevention, Control and Countermeasures Plan (SPCC) and the plan will provide BMPs that will be used during construction to minimize the potential for hazardous spills from fuels used on the site. Spill kits will be available on site to be used in the rare event of a spill. Worker health and safety will be addressed as required by Washington State and federal regulations. Waste material generated from the construction will be property managed and disposed of at permitted facilities.

Contractor crews will be required to submit a Fugitive Dust Control Plan to King County for approval. The plan will provide BMPs that will be used to minimize the amount of particulate matter (i.e., dust) generated during construction.

**b. Noise**

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

Existing noise in the area emanates from maintenance operations at the WSDOT parcel, surrounding rural residential parcels, and light traffic along the adjoining rural roadway. Existing noise in the area is not expected to affect the proposed project.

**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.**

On a short-term basis, noise will be generated from the construction equipment (e.g., truck traffic hauling materials to and from the site; back hoe; bulldozer; and, asphalt-paving operations). On a long-term basis, given the size of the site, the topography, and the relatively small increase in traffic over the existing, the completed project is not expected to significantly change noise levels.

According to King County Code 12.94.020, Part B-1, the following sounds are exempt from the provisions of the noise ordinance: "Sounds created by construction equipment, including special construction vehicles, and emanating from temporary construction sites, if the receiving property is located in a rural or residential district of King County."

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

Standard mufflers will be used on all construction equipment. The construction crew will work during hours in accordance with the requirements of King County Code and permit conditions. In addition, a berm at the southwestern edge of the site will be constructed and planted with native species to attenuate noise to adjoining properties during operations.

**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 neighborhood land use to the west, east, and north of the proposed project is characterized and zoned as RA-2.5: Rural Area with one (residential) dwelling per five acres. The King County parcels are bordered on the south by a narrow utility easement, which is then adjacent to the open space of the West Tiger Mountain Natural resources Conservation Area (NRCA), which is owned by the Washington State Department of Natural Resources.

Parcel	Development/Use
WSDOT - Parcel No. 292407-9025	WSDOT presently operates a regional transportation infrastructure maintenance facility on this parcel
King County RSD - Parcel No. 302407-9099	This parcel contains a pre-fabricated metal shed
King County RSD - Parcel No. 302407-9026	This is a vacant parcel

The proposal, with an approved Conditional Use Permit from DPER, will allow the RSD parcels to be used for the maintenance facility. The proposed shared facility by both state and county meets the definition of a Regional Rural Public Infrastructure Maintenance facility under King County Code 21A.06.1014F for maintenance of roads outside the urban growth and within rural areas.

**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 nonforest use?**

The project site has not recently been used as working farmlands or working forest lands. There are no agricultural areas or forest lands of long-term commercial significance within the project area and none will be converted to other uses as part of this proposal.

**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:**

The proposal will not affect or be affected by surrounding working farm or forest land.

**c. Describe any structures on the site.**

- WSDOT Parcel:
  - 2,700 square foot frame-built office trailer
  - 4,800 square foot enclosed frame-built equipment storage garage
  - 4,000 square foot enclosed frame-built equipment storage garage
  - 9,000 square foot covered sand and salt storage shed
  - 1,200 square foot fuel-dispensing island
  - 240 square foot enclosed frame- built fuel pump mechanical shed
- King County Parcel A: 2,700 square foot enclosed pre-fabricated metal storage garage
- King County Parcel B: Vacant parcel

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

The existing 9,000 square foot covered sand and salt storage shed will be demolished on the WSDOT parcel.

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

All three parcels, the WSDOT Parcel, King County Parcel A and Parcel B are zoned Rural Area 2.5 (RA 2.5) with one dwelling unit for 2.5 acres.

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

According to the 2016 King County Comprehensive Plan, the project location is designated as Rural Area.

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

The project site is not located in an area designated by the King County Shoreline Master Program.

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

The following critical areas were identified by the county:

- Four Category III wetlands and 80-foot-wide buffers
- One Type F stream and 165-foot-wide buffer
- One Type N stream and 65-foot-wide buffer
- Steep Slope Hazard Areas (minimum 50-foot-wide buffers)
- Landslide Hazard Areas
- Seismic Hazard Areas
- Critical Aquifer Recharge Areas 1 and 2 (areas susceptible to groundwater contamination and areas within wellhead protection areas)

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

Approximately 20 to 25 would work at the site. This includes the relocation of 17 county staff from the Fall City site to the Preston site as well as the WSDOT staff that presently work at the Preston Maintenance Facility.

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

No people will be displaced by the project.

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

No measures will be implemented to avoid or reduce displaced people because no one will be displaced.

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

King County Department of Permitting and Environmental Services requires a Conditional Use Permit (CUP) for the proposal. The CUP is required for the location of a Rural Public Infrastructure Maintenance Facility within an area zoned residential in accordance with KCC 21A.44.040. All three parcels associated with this project are zoned RA-2.5 or Rural Area with one dwelling unit for 2.5 acres. The project listed as a Capital Improvement Project (CIP) by the King County Department of Transportation, Road Services Division (RSD), which is required to ensure projects are compatible with existing and projected land uses.

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

The project will comply with the conditions of the Conditional Use Permit issued by King County Department of Permitting and Environmental Services.

## 9. Housing

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

No housing units are being provided by the project.

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

No housing units are being eliminated by the project.

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

Protective measures for housing impacts are not needed because housing will not be impacted.

## 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 proposed structure will be approximately 35 feet in height. The principle exterior building materials vary from concrete to composite materials.

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

The county proposes to maintain and somewhat enhance the vegetation for the building setback buffer, so public views from the roadway of the maintenance facility would not be significantly altered or obstructed.

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

To the extent possible, the proposed project has been designed to blend visually with the landscapes and communities through which it passes. An example of how the design aesthetic accomplishes this by maintaining and enhancing the vegetated building setback buffers.

## 11. Light and Glare

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

The proposal will produce primarily LED light to areas within the maintenance yard; these lights would typically be on only as needed after twilight/sunset.

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

The finished project will not produce any additional light or glare that will be a safety hazard or interfere with views. The lights will be hooded to direct it within the property, which is encased in the vegetated building setback buffer.

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

No identified off-site sources of light or glare have been identified that will affect the proposed project.

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

The hooded lights, vegetated buffers, and berms will either prevent or minimize light and glare impacts.

## 12. Recreation

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

The Preston Trail runs along the eastern and northern property lines of the three parcels associated with the project. Preston Athletic Fields are located approximately 0.5 miles to the southeast and is separated from the project site by Interstate 90.

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

No existing recreational uses will be displaced.

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

Because no impacts are anticipated, no measures will be used to reduce or control impacts on recreation.

## 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.**

There are no buildings, structures, or sites listed in or eligible for any historic register at the proposed Preston Maintenance Facility site. One building at the old Division 2 Fall City site may be eligible for listing on a local register, but has not been evaluated because no action at this building is proposed by this project.

- 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.**

There are no known archaeological materials, evidence of Native American use, or burials on the project location. No professional studies have been conducted to date on either the Preston or Fall City properties. KING 7199 is the ethnographic placename *YeLhw* for the Raging River, adjacent to the Fall City site. Waterman (c. 1920) provides no translation for this name. Archaeological sites 45-KI-20 and 45-KI-263 are recorded within the town of Fall City, attesting to the well-documented Native use of that area.

- 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.**

Prior to construction, the project location will be screened by a professional archaeologist. This screening will access both the Department of Archaeology and Historic Preservation WISAARD database and the King County CRPP database. The completed screening will include recommendations for archaeological and building inventory, archaeological monitoring during construction, and potential avoidance, as appropriate based on the project scope and identified and suspected resources.

- 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.**

The database screening referenced in 13.c. will be the initial step in determining what measures are appropriate for the identified resources or resource potential, if any.

There is always a remote possibility that as-yet unidentified archaeological resources may be discovered during construction. Construction site inspectors, or other designated personnel, will monitor the site for indications of possible resources discovered during construction.

If resources are identified during construction, then work in the vicinity of the identified resources will cease and the Road's Archaeologist, WSDOT, the Washington State Department of Archaeology and Historic Preservation, the King County Historic Preservation Program, and other appropriate agencies will be notified immediately. Work will not be allowed to resume at the site in the vicinity of the identified resources until appropriate archaeological investigations are complete.

## 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 project is served by SE Preston Way within the Preston community of rural unincorporated King County, WA between the Cities of Snoqualmie and Issaquah. An upgraded commercial driveway is proposed to access the new King County owned parcels from SE Preston Way. The new driveway will be 35 feet wide to accommodate heavy trucks entering and exiting the site.

**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?**

There is no transit service in the area; however, Preston Park and Ride for Carpool or Vanpool is located at 30303 SE High Point Way, approximately one mile from the site.

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

The completed project would have 25 parking spaces. The project would not eliminate any parking spaces.

**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).**

The proposal does not require any new or improved highways, roads, streets, pedestrian, bicycle facilities, not including driveways.

**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 will not use or occur 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?**

Based on the Supplemental Memo for the Traffic Impact Analysis report dated on October 10, 2016, the joint-use Preston Maintenance Facility will generate 106 vehicular trips per day. The generated trips peak both in the morning and in the afternoon with 41 vehicular trips and a heavy vehicle percentage of 39-percent in each peak hour. The peak hour varies with the changes of maintenance working schedules with the summer working schedule (6:00 a.m. - 2:30 p.m.), the trip generation would peak around 6:00 a.m. during the hour of 5:30 a.m. - 6:30 a.m. in the morning and peak during the hour of 2:00 p.m. -3:00 p.m. in the afternoon. In the winter working schedule (7:00 a.m. - 3:30 p.m.), the trip generation peaks around 7:00 a.m. during the hour of 6:30 a.m. - 7:30 a.m. in the morning and during the hour of 3:00 p.m.-4:00 p.m. in the afternoon. The trip generation for the combined Preston maintenance facility is based on the estimated staff information and staff activities. Because the size of the project and trips generated are so small, it was decided not to use this estimated information to provide the worst case scenario.

**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 proposal will not interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area.

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

The vegetation near the renovated driveway to the RSD parcels will be trimmed to clear sight distance.

## 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.**

No increased needs for public services are anticipated as a result of the proposed project.

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

Because there will be no direct impacts on public services, no proposed measures will be needed.

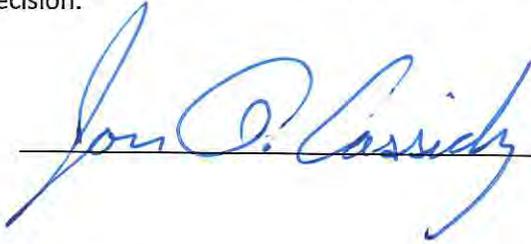
## 16. Utilities

- a. Circle utilities currently available at the site: **electricity**, natural gas, water, refuse service, **telephone**, sanitary sewer, septic system, other cable
- 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.  
A drinking water well and a septic system will be installed at the site.

**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:

Jon Cassidy

Position and Agency/Organization:

Managing Engineer

Drainage, Facility Design & Project Support

Engineering Services Section, Road Services Division

Date Signed:

10/18/16

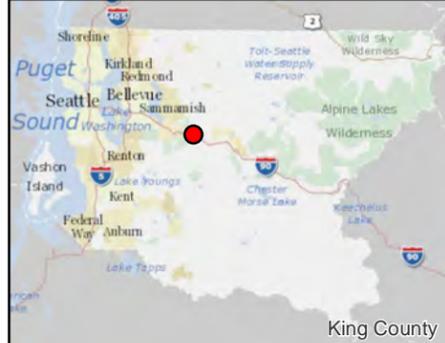
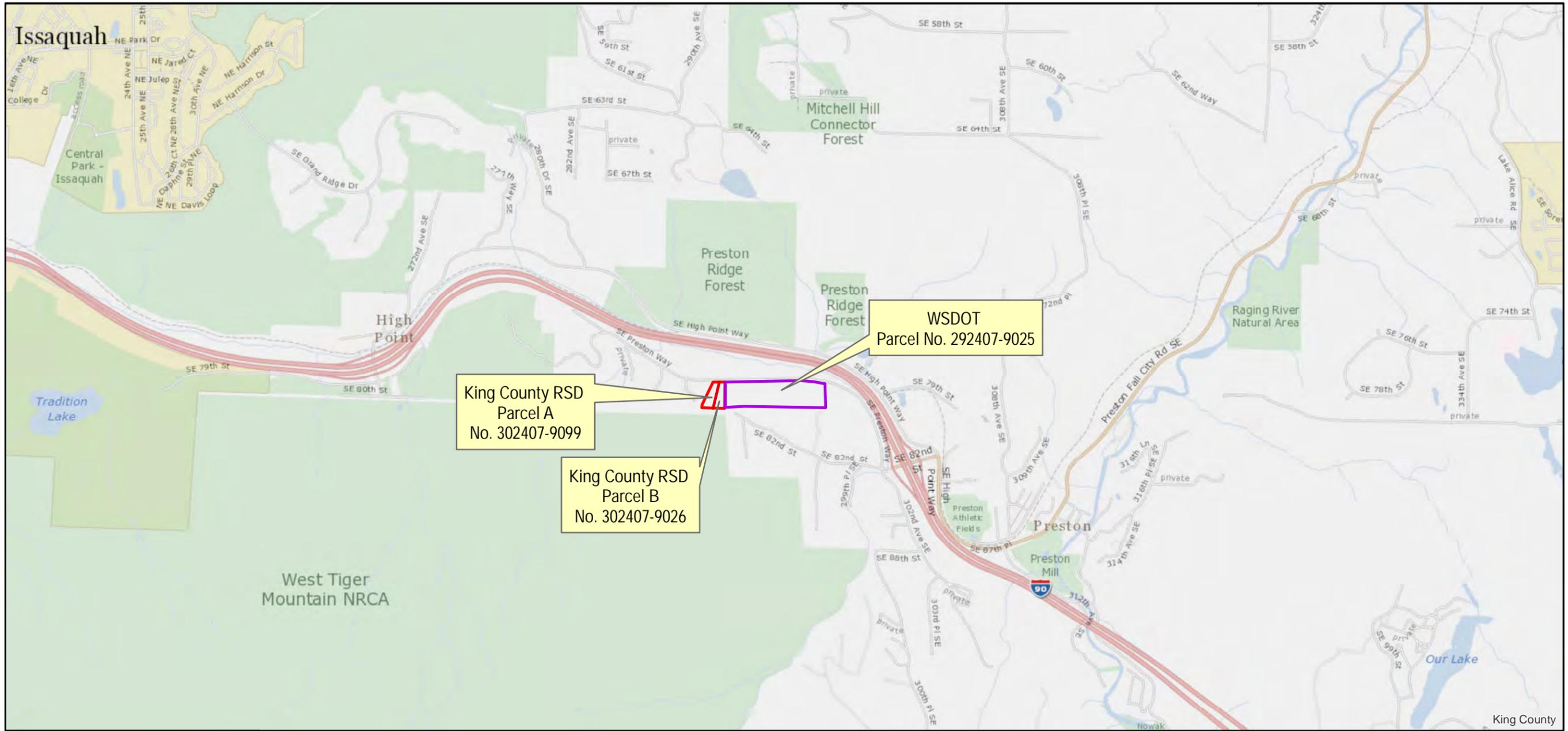


Figure 1: Project Vicinity Map  
 King County Road Services  
 Division 2 Maintenance Facility  
 Relocation Project (CIP #1127271)

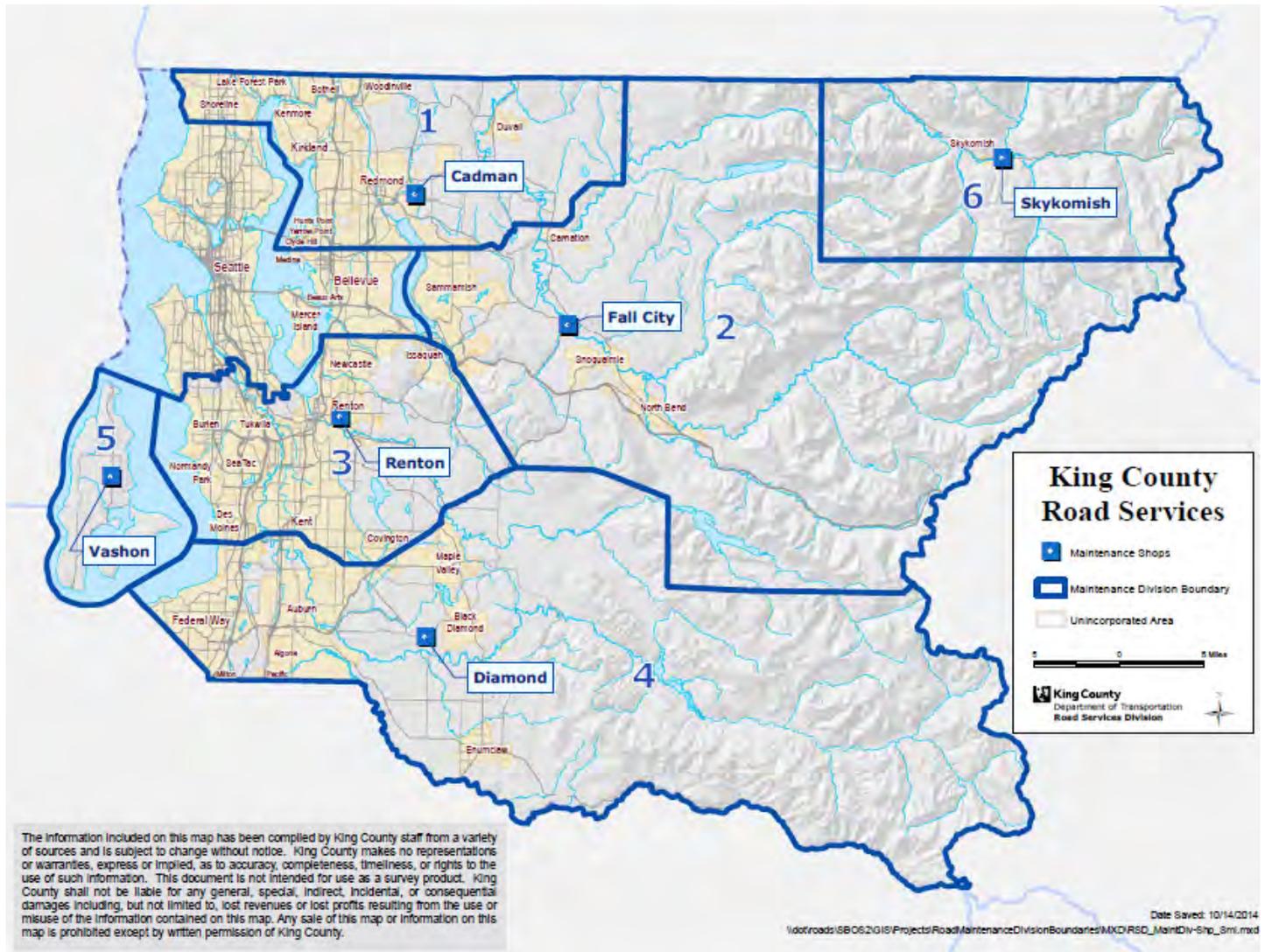
- King County Road Services Division Parcels
- WSDOT Parcel



**King County**

The information included on this map has been compiled by King County staff from a variety of sources and is subject to change without notice. King County makes no representations or warranties, express or implied, as to accuracy, completeness, timeliness, or rights to the use of such information. This document is not intended for use as a survey product. King County shall not be liable for any general, special, indirect, incidental, or consequential damages including, but not limited to, lost revenues or lost profits resulting from the use or misuse of the information contained on this map. Any sale of this map or information on this map is prohibited except by written permission of King County.

Figure 2: Road Services Division Maintenance Service Area Map



**Division 1** - Cadman, in Redmond, WA

**Division 2** - Fall City, in Fall City, WA

**Division 3** - Renton, in Renton, WA

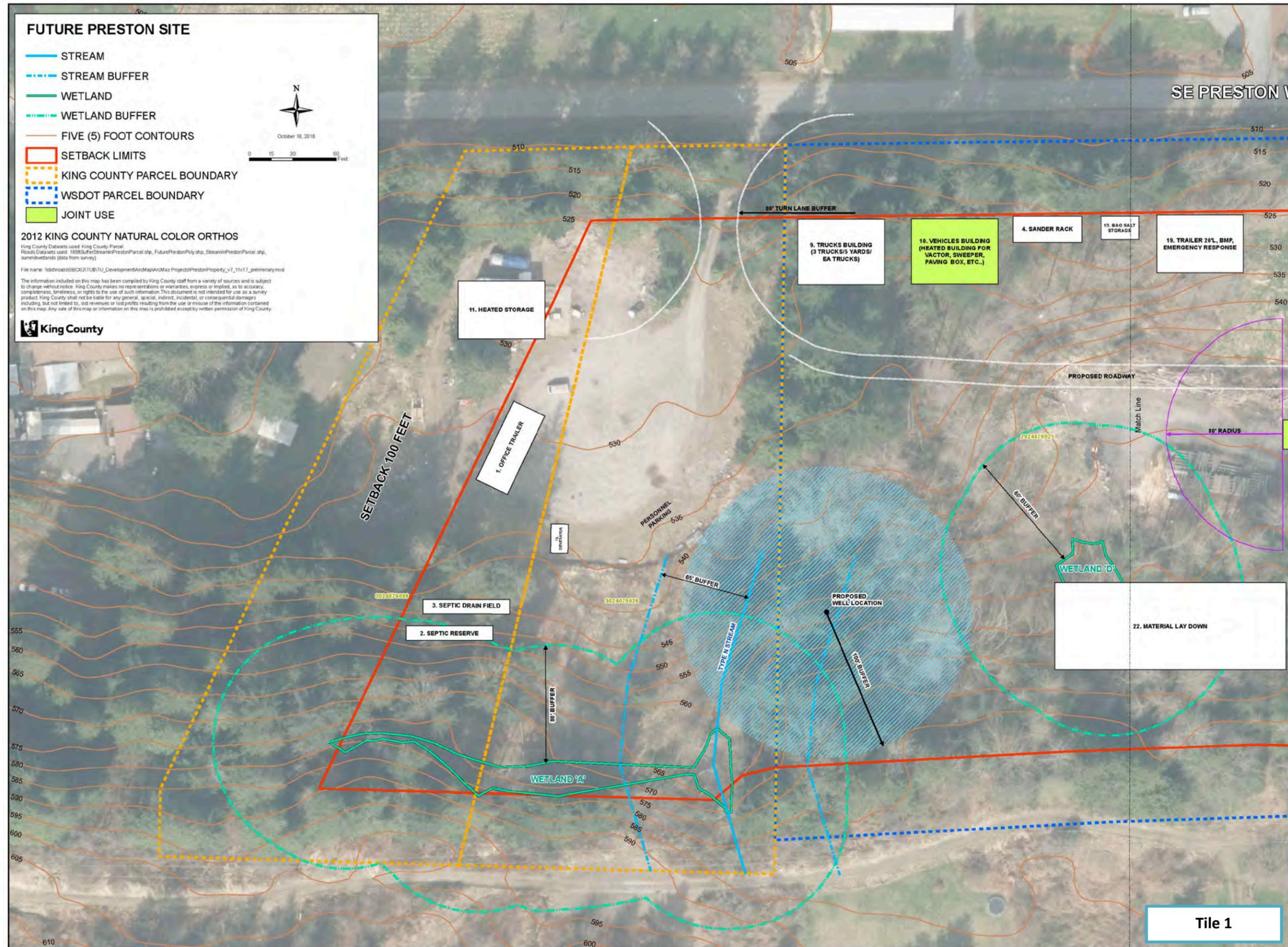
**Division 4** - Diamond, in Black Diamond, WA

**Division 5** - Vashon, on Vashon Island, WA

**Division 6** - Skykomish, in Skykomish, WA

<http://www.kingcounty.gov/depts/transportation/roads/road-maintenance.aspx#maintenancedivisions>

**Figure 3: Preston Maintenance Facility Conceptual Layout Maps (Three Tiles)**







Tile 3