SEPA CHECKLIST

43rd Avenue SE Corridor Improvement

RC1592

Snohomish County
Public Works
3000 Rockefeller Avenue
Everett, WA 98201

Prepared by:

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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.

SUMMARY

A. BACKGROUND

Name of proposed project:
43rd Avenue SE Corridor Improvement RC1592

Name of applicant:
Snohomish County Public Works

Address and phone number of applicant and contact person:
Contact Person: Stephanie Cotton
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Date checklist prepared:
January 22, 2020

Agency requesting checklist:
Snohomish County Public Works Transportation and Environmental Services Division

Proposed timing or schedule (including phasing, if applicable):
The 43rd Avenue SE corridor improvement extending from SR524 to Sunset Road at 180th Street SE would occur in phases: (1) planning and design, (2) right-of-way acquisition, and (3) construction. The project is currently in the planning and design phase, with right-of-way acquisition scheduled for 2020-21 and construction tentatively scheduled for 2021-22.

Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, please explain.
There are three additional roadway projects programmed to be completed by 2028 identified in the Transportation Element of the 2015 Snohomish County Comprehensive Plan that would be located in the same general area as the proposed project. They include widening 180th Street SE, 39th Avenue SE, and 228th Street SE. For additional details, see the 2016 Small Area Transportation Study prepared for 35th Avenue SE in the Little Bear Creek neighborhood (Appendix A).

List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
Design Report October 2019
Preliminary Drainage Memo October 2019
Critical Area Memo October 2019
Air Quality Memorandum September 2019
Noise Discipline Report September 2019
Archaeological Investigation Report September 2019
Geologic Hazards Memo January 2017
Preliminary Environmental Review Memo May 2017
Small Area Transportation Study September 2016

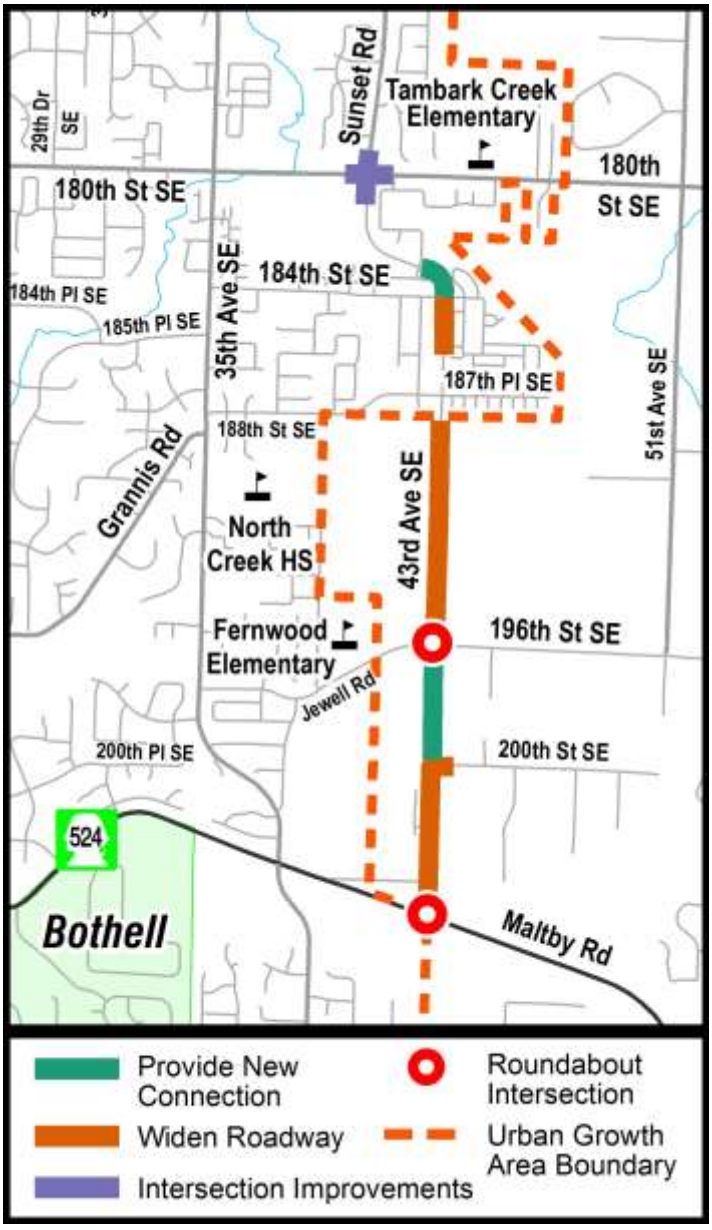
Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, please explain.
No applications are pending.

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

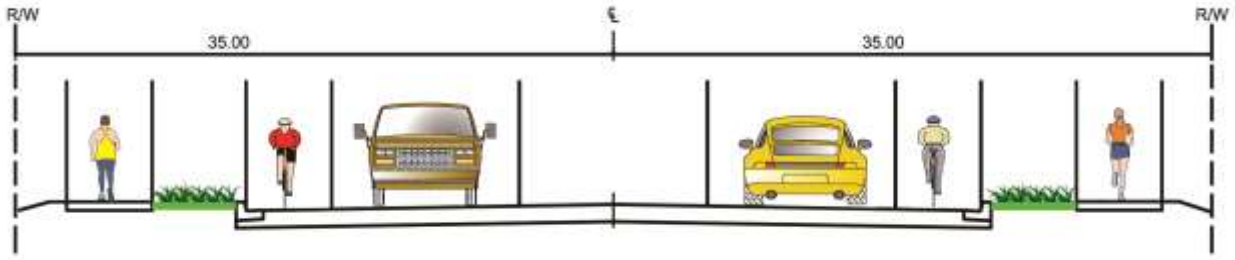
☑	**Permit/Approval:**	**Required from:**
☑	Section 404 Authorization: Nationwide Permit	U.S. Army Corps of Engineers
☑	Section 7 Endangered Species Act Consultation	NOAA Fisheries and U.S. Fish and Wildlife Service
☑	Section 106 National Historic Preservation Act	Federal Lead Agency (Corps of Engineers)
☑	Section 401 Water Quality and CZM Certification	Washington State Department of Ecology
☑	NPDES Permit	Washington State Department of Ecology
☑	Hydraulic Project Approval (HPA)	Washington State Department of Fish and Wildlife
☑	Drainage & Land Disturbing Activity Certification	Snohomish County – Public Works
☑	Critical Area Certification	Snohomish County – Public Works

1. Give a brief, complete description of your proposal, including the proposed uses and the size of the project 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).

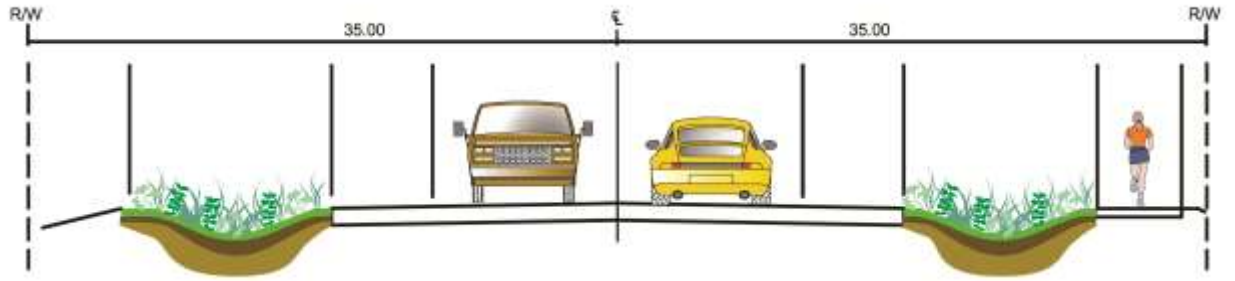
Snohomish County Public Works proposes to improve approximately 1.7 miles of the 43rd Avenue SE corridor between 180th Street SE and SR524/Maltby Road by constructing an urban arterial section from 180th Street SE to just south of 188th Street SE, and a rural arterial section from just south of 188th Street SE to SR524/Maltby Road (See Appendix B. Project Aerial). The purpose of the project is to alleviate current high-traffic areas and improve traffic flow between 180th Street SE and SR 524/Maltby Road.



The existing paved two lane urban road, called Sunset Road that extends from 180th Street SE to 184th Street SE, dead ends at 42nd Drive SE. A new signalized intersection would be constructed at Sunset Road and 180th Street SE. Sunset Road would be extended, approximately 450 feet, from the dead end at 42nd Drive SE to 184th Street SE. A stop sign controlled intersection is proposed at this intersection. Sunset Road then becomes 43rd Avenue SE to the south of this intersection. Urban roadway improvements would be constructed from here to just south of 188th Street SE. The proposed urban section shown below includes two 11-foot travel lanes, 11-foot turn lanes as needed, and 5-foot bike lanes with curb, gutter, 5-foot planter strips and 5-foot sidewalks.



The existing urban growth area boundary ends just south of 188th Street SE. Rural roadway improvements to 43rd Avenue SE are proposed south of here to SR524/Maltby Road. The proposed rural section includes two 11-foot travel lanes with 6-foot shoulders and a separated pedestrian path on the east side. Currently, the existing unpaved road between 196th Street SE and 200th Street SE is closed to through traffic. The project would construct approximately 1,400 linear feet of new rural roadway to connect to SR524/Maltby Road. Two single-lane roundabouts are proposed at the intersections of Jewell Road/196th Street SE and SR524/Maltby Road.



The project would upgrade existing stormwater treatment facilities along this corridor. Two new stormwater treatment ponds are proposed. One would be located in the northeast corner of the Sunset Road and 180th Street SE intersection and would be approximately 150 feet long by 50 feet wide and 8 feet deep. The other pond would be located on the east side of 43rd Avenue SE just south of the intersection with Jewell Road/196th Street SE. It would measure approximately 125 feet wide by 175 feet long and 8 feet deep. Three underground chambers are proposed on the west side of 43rd Avenue SE in the overhead powerline utility easement that extends from just north of Jewell Road/196th Street SE to 200th Street SE. Their configurations vary, but would be approximately 100 feet wide by 100 feet long and 5 feet deep. These chambers are designed to detain and treat stormwater runoff underground so that there are no open water areas below the overhead powerlines. South of 200th Street SE to SR524/Maltby Road, biofiltration swales are proposed to be constructed behind the shoulders on both sides of the roadway. They would be 10 feet wide.

Associated work with the corridor improvements include: relocation of overhead power and communication utility lines, mailboxes, underground water systems and fire hydrants, and underground gas lines; construction of retaining walls, driveway reconfiguration and grading. Mitigation for impacts to wetlands, streams and their buffers is proposed to occur offsite at the Little Bear Creek Advance Mitigation Site currently undergoing regulatory review for approval.

For additional details, see Appendix C: October 2018 Design Report.

2. Location of 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/range if known. If a proposal would occur over a range of areas, provide the range or boundaries of the site(s). Provide 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 site is located in unincorporated Snohomish County, southeast of the City of Mill Creek (Figure 1). The project limits extend along 43rd Avenue SE between SR524 (Maltby Road) and Sunset Road at 180th Street SE. It is located in Sections 16 and 21, Township 27N, Range 5E, W.M. of Snohomish County. Work along the 1.7 mile length of 43rd Avenue SE would occur within existing Snohomish County right-of-way and portions of approximately 60 adjacent parcels to be acquired.

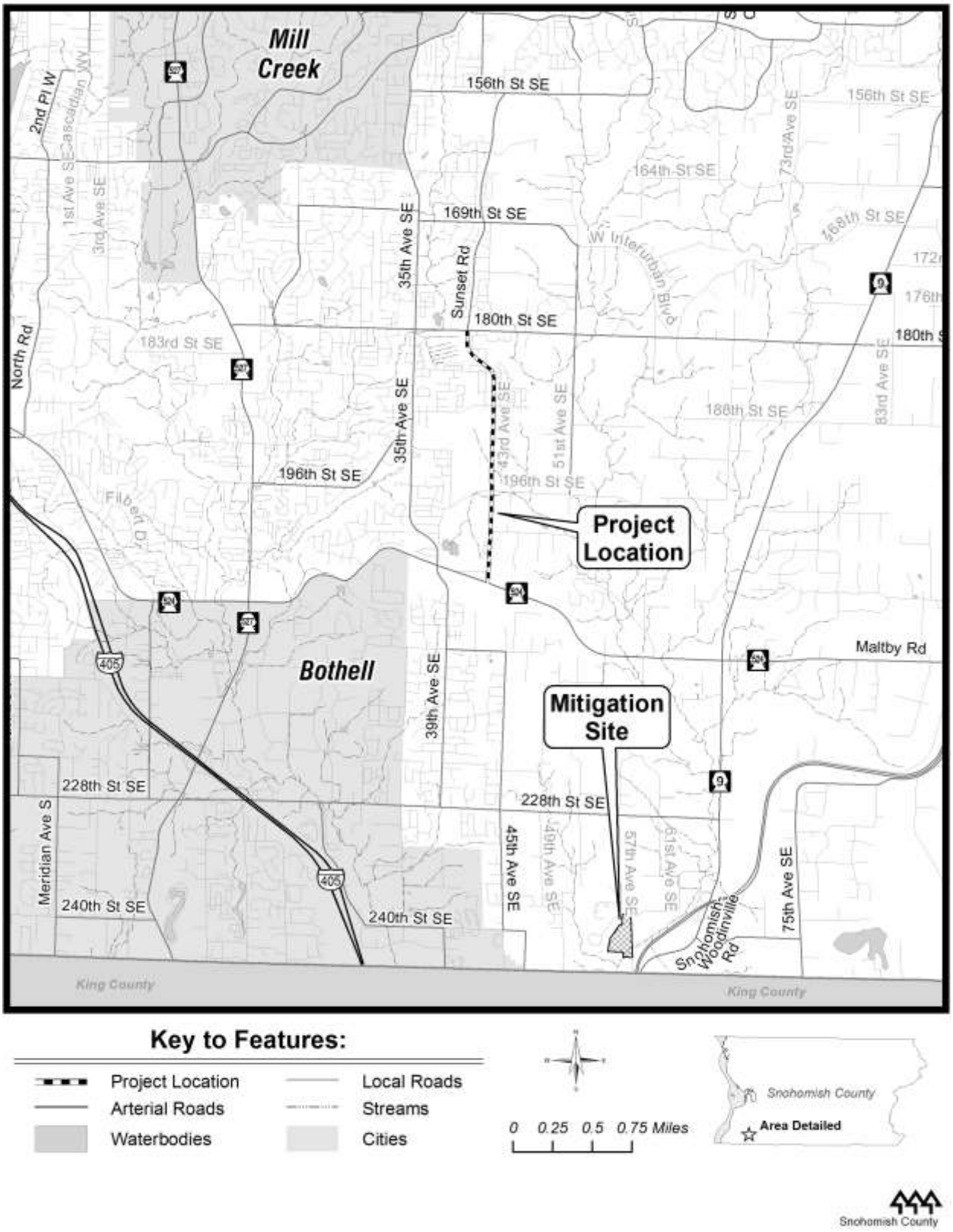


Figure 1. Vicinity Map

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (check one):
☐ FLAT
☐ ROLLING
☐ HILLY
☐ STEEP SLOPES
☐ MOUNTAINOUS
☑ OTHER (please describe): **The project site's topography varies with some flat areas and rolling hills and steep slopes that drain to Tambark Creek and Little Bear Creek.**

b. What is the steepest slope on the site (approximate percent slope)?
The steepest side slope along the proposed corridor improvement is approximately 50%. The steepest longitudinal slope of the roadway is approximately 9%.

c. What general types of soil are found on the site (i.e., 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.
The dominant soil type is mapped as Alderwood gravelly sandy loam, 2 to 8 percent slopes. This moderately well drained soil is on till plains. It is moderately deep over a hardpan. The soil formed in glacial till.

Typically, the surface layer is very dark grayish brown gravelly sandy loam about 7 inches thick. The upper part of the subsoil is dark yellowish brown and dark brown very gravelly sandy loam about 23 inches thick. The lower part is olive brown very gravelly sandy loam about 5 inches thick. A weakly cemented hardpan is at a depth of about 35 inches. Depth to hardpan ranges from 20 to 40 inches. Permeability of this Alderwood soil is moderately rapid above the hardpan and very slow through it. Effective rooting depth is 20 to 40 inches. Runoff is slow, and the hazard of water erosion is slight.

According to the Geologic Map, mapped surficial geology in the immediate vicinity of the project site consists of Vashon Glacial Till and Vashon Recessional Outwash. The Glacial Till layer exists along 43rd Avenue SE generally north of 200th Street SE. The soil along 43rd Ave SE south of 200th Ave SE is mapped as Recessional Outwash.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, please describe.
There are no unstable soils in the project area.

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 proposed project would require approximately 9,700 cubic yards of gravel borrow for fill material; 14,200 cubic yards of crushed surfacing base and top course; 8,200 cubic yards of hot mix asphalt, and 3,400 cubic yards of topsoil. Snohomish County land disturbance activity regulations require that fill material be provided from a County approved source. Engineering certification of construction documents would assure fill is from an approved source. All structural fill would be compacted and placed in accordance with Washington State Department of Transportation (WSDOT) standards.

Proposed excavation includes approximately 27,000 cubic yards of roadway excavation, 300 cubic yards of unsuitable excavation, and 18,000 cubic yards of structure excavation. Excavated materials will be disposed of at a county approved facility and in accordance with WSDOT standards.

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

Minor amounts of erosion may occur during construction if appropriate erosion control practices are not utilized. Temporary Erosion and Sedimentation Control Best Management Practices (BMPs) would be used for temporary erosion and pollution control to minimize impacts from construction. No erosion would result from use of the completed improvements.

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

The amount of new impervious surface area that would be created by construction of the extended roadway, road widening, intersection improvements, including turn lanes, bike lanes, and sidewalks, totals approximately 9 acres. Sidewalks would be constructed using porous pavement. There are approximately 4 acres of existing impervious surface in the project area. After construction, approximately 65% of the right of way along the road corridor will be covered with impervious surfaces.

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

All project activity would be subject to erosion and sedimentation control Best Management Practices and would comply with the provisions of all applicable permit requirements, including the requirements of Snohomish County Code chapters SCC 30.63A Drainage and 3SCC 0.63B Land Disturbing Activity. Best Management Practices may include, but are not limited to the following:

- **For areas with slope stability issues, structural earth or gravity block walls would be installed. Final wall selection would be determined in the final design.**

- **Protective covering would be placed over exposed soil areas to prevent sediments and other contaminants from entering the road side ditches.**
- **Protective covering would be clear plastic sheeting, straw mulch, jute matting, or erosion control blanket per Department of Ecology requirements.**
- **A temporary erosion and sediment control plan would be implemented during construction.**
- **Erosion and sedimentation control measures would be routinely inspected maintained and repaired. Damaged or inadequate erosion and sedimentation control measures would be corrected quickly.**
- **Any bare soil that may result from project activity would be reseeded with an appropriate erosion control seed mix immediately following construction.**

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, please generally describe and give approximate quantities if known.

Construction equipment, construction-related activities, and vehicles carrying workers and equipment to and from the site would result in minor, temporary increases in emissions and dust.

The purpose of the project is to alleviate current high-traffic areas and improve traffic flow between 180th Street SE and SR 524/Maltby Road. The project is likely to convey vehicles that would have otherwise used currently congested road systems, and therefore actual vehicle emission levels are unlikely to increase due to operation of the project. Alleviating traffic flow typically produces long-term positive impacts to air quality by reducing traffic-related idling times. However, Snohomish County's 2035 air quality forecasting along 43rd Ave SE predicts air quality may be reduced due to increased traffic volume through the 43rd Ave corridor. However, based on the volumes of traffic in the corridor and percentage of diesel vehicles, the proposed project is not predicted to result in any new exceedance of the National Ambient Air Quality Standards (NAAQS).

For additional details, see Appendix D: September 2019 Air Quality memo.

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

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

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

Mitigation is recommended as identified through the Memorandum of Agreement on Fugitive Dust from Construction Projects between WSDOT and the Puget Sound Clean Air Agency (WSDOT 1999) and Guide to Handling Fugitive Dust from Construction Projects by the Associated General Contractors of Washington. These measures would include developing a Fugitive Dust Control Plan, use of water sprays, and reducing speed through the construction area.

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, please describe type and provide names. If appropriate, state what stream or river if flows into.
Fourteen wetlands and two fish bearing (Type F) streams, Tambark Creek and Stream 1, have been identified in the project area (Appendix E: Critical Area Aerials and Appendix F: Wetland and Stream Report). Five wetlands drain to Tambark Creek in the northern end of the project at 180th Street SE, and 9 wetlands and Stream 1 drain east to Little Bear Creek via unnamed tributaries.

Tambark Creek is a tributary to Silver Creek. Silver Creek is a left-bank tributary to North Creek, which originates in Snohomish County near Everett and flows approximately 13 miles south to the Sammamish River near Bothell, Washington. The North Creek watershed drains approximately 19,000 acres in Snohomish and King Counties. Tambark Creek drains approximately 1,800 acres in central Snohomish County, and has a total length of 4.5 miles.

Little Bear Creek originates in Snohomish County north of 156th Street SE and flows approximately 7 miles south to the Sammamish River near the City of Woodinville. The Little Bear Creek watershed drains approximately 15 square miles in Snohomish and King Counties.

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 proposed road improvements would be constructed adjacent to roadside wetlands. Linear strips, adjacent to the roadway, of twelve wetlands would be impacted by the proposed improvements. Walls would be constructed in order to minimize fill impacts to the wetlands.

The culvert conveying Stream 1 would need to be lengthened approximately 35 feet to accommodate the proposed improvements. An additional 300 feet of the channelized stream along the west side of 43rd Avenue SE may be impacted by the proposed improvements to accommodate the new shoulders. As the design progresses, this potential impact may be avoided by relocating the channelized stream.

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.
Wetlands, streams, and their buffers would be impacted by construction of the proposed road improvements as described in Section A1. The following approximate impacts to wetlands and their buffers are based on overlaying the proposed road improvements with the critical area boundaries.

Wetland	Cowardin Classification	HGM Classification	Wetland Rating[a]	Required Wetland Buffer (ft)[b]	Permanent Wetland Impacts (Square Feet)	Permanent Buffer Impacts (Square Feet)
Wetland A	PEM/PSS	Depressional	II	110	3,400	8,300
Wetland B	PEM/PSS	Depressional	III	60	0	0
Wetland C	PSS	Depressional	IV	40	120	320
Wetland D	PEM/PFO	Depressional	IV	40	860	1,200
Wetland E	PEM/PSS	Depressional	II	110	0	0
Wetland F	PEM/PSS	Depressional	III	60	500	7,400
Wetland G	PEM/PSS	Depressional	III	60	450	6,450
Wetland H	PEM/PSS	Depressional	III	60	300	3,900
Wetland I	PEM	Depressional	III	60	850	12,500
Wetland J	PEM	Depressional	IV	40	700	7,700
Wetland K	PEM	Depressional	III	110	40	4,550
Wetland L	PEM	Depressional	III	110	150	2,400
Wetland M	PEM	Depressional	III	110	200	5,500
Wetland N	PEM	Slope	IV	40	0	0
Totals					**7,570**	**60,220**

As previously stated in #2 approximately 335 linear feet of Stream 1 would be impacted. Approximately, an additional 12,200 square feet of stream buffer would be impacted. No impacts to Tambark Creek are anticipated.

4. Will the proposal require surface water withdrawals or diversions? Please give a general description, purpose, and approximate quantities if known.
The proposal would 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 proposed project does not lie within a 100-year floodplain.

6. Does the proposal involve any discharges of waste materials to surface waters? If so, please describe the type of waste and anticipated volume of discharge.
No waste materials would be discharged to surface waters.

b. Groundwater:

1. Will groundwater be withdrawn from a well for drinking water of other purposes? If so, please give a general description of the well, proposed uses and approximate quantities withdrawn from the well.
   No water would be withdrawn from a well.

2. Will water be discharged to groundwater? Please give a general description, purpose, and approximate quantities if known.
   No water would be discharged to groundwater.

3. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (i.e., domestic sewage, industrial, containing the following chemicals..., agricultural, etc.).
   No waste material would be discharged into the ground.

4. 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.
   Not applicable.

c. Water Runoff (including storm water):

1. Describe the source of runoff (including stormwater) 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, please describe.
   Currently for the rural roadway section between SR524/Maltby Road and 188th Street SE, storm drainage is conveyed through ditches, conveyance pipes, and sheet flow dispersion to adjacent roadway areas. Further north, between 188th Street SE and 180th Street SE, the roadway has been constructed to an urban standard section. Storm drainage in this area includes collection and conveyance systems to water quality treatment and flow control facilities.

   Proposed improvements would include extension of the existing storm drainage system, construction of new storm drainage systems and installation of new vegetated roadside bio-retention swales or infiltration trenches. Storm water generated by areas equivalent to the new impervious areas would be proposed to be directed to surface water ponds for flow control and water quality treatment. Once the water has received quality treatment, the flow control systems will meter the discharge of water to west (Tambark Creek) and east (Little Bear Creek) of the corridor. For additional details, see Appendix J of the Design Report.

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

No

3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, please describe.
   Shifts in roadway high point locations and proposed roadway grading will slightly alter the existing drainage patterns. Adverse impacts are not anticipated within the upstream and downstream drainage systems properties and basin as a result of the alterations. Implementation of on-site flow control and water quality treatment measures as well as maintaining the natural discharge points will result in no adverse impacts.

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

Mitigation sequencing in accordance with County Critical Area Regulations (Chapter 30.62A SCC) and U.S. Army Corps of Engineers (USCOE) would be necessary for wetland impacts. The prescribed sequence includes:

- **Avoiding the impacts altogether by not taking a certain action or parts of an action,**
- **Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts,**
- **Rectifying the impact by repairing, rehabilitating, or restoring the affected environment,**
- **Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action,**
- **Compensating for the impact by replacing, enhancing, or providing substitute resources or environments, or**
- **Monitoring the impact and taking appropriate corrective measures.**

Mitigation for unavoidable permanent impacts to wetlands and their buffers would be required and would be provided consistent with the requirements of Chapter 30.62A SCC. The options for mitigation could include conventional property acquisition and compensatory mitigation, participation in the King County In-Lieu fee program, purchase of mitigation credits from an approved habitat mitigation bank, or use of the Public Works advance mitigation site at Little Bear Creek. The preference is to use the Public Works site once it receives approval for use.

Approximately 0.2 acres of wetland would be permanently impacted as a result of the proposed roadway improvements. Based on Snohomish County Critical Area Regulations (Chapter 30.62A SCC), the recommended mitigation ratio for wetland enhancement is 4:1. Approximately 0.8 acres of wetland would need to be enhanced if concurrent mitigation is used to compensate for

unavoidable impacts. This is a general estimate of mitigation requirements and the final mitigation plan would be determined in the final design.

Approximately 1.9 acres of wetland and stream buffer will be permanently impacted as a result of the proposed roadway improvements. Based on Snohomish County Critical Area Regulations (Chapter 30.62A SCC), the recommended mitigation ratio for buffer enhancement varies from 3:1 to 6:1 depending on the type of vegetation impacted. The vegetation types that will be impacted include non-mature forest, shrubs, and non-woody vegetation. Approximately 7.6 acres of buffer would need to be enhanced if concurrent mitigation is used to compensate for unavoidable impacts. This is a general estimate of mitigation requirements, and the final mitigation plan would be determined once a mitigation site has been identified and the proposed roadway improvement design is finalized.

Based on the 0.2 acres of wetland and 1.9 acres of buffer impact, approximately 0.7 credits would be needed from the Keller Mitigation Bank at an estimated cost of $700,000. For the King County In-Lieu fee program, credit transactions are unique, so a cost estimate was not completed. It is anticipated that the in-lieu fee cost would be significantly higher compared to the Keller Mitigation Bank. If the Little Bear Creek Advance Mitigation site is used, an estimated 4 credits would be needed. The Advance Mitigation site is anticipated to cost substantially less than the Keller Mitigation Bank. Final calculation of needed mitigation credits and credit availability would be determined prior to construction.

The project would comply with Snohomish County Drainage Regulations (Chapter 30.63A SCC) that regulate storm water runoff from all new development and redevelopment. Flow control and quality treatment would be provided by storm water ponds for the pollution-generating impervious areas that are equivalent in size to the areas of new impervious surfaces. Best management practices would be used throughout construction, including working during low flow or no flow conditions (July-September) and placing protective covering over exposed soil areas.

4. Plants

a. Check all types of vegetation below found on or in close proximity to the site:

☑ deciduous tree: red alder, black cottonwood, ash, big-leaf maple
☑ evergreen tree: western red cedar, Douglas fir, western hemlock
☑ shrubs: salmonberry, vine maple
☑ grass: bent grass, tall fescue, orchard grass
☑ wet soil plants: reed canarygrass, creeping buttercup, slough sedge, cattail, soft rush, lady fern, horsetail, Douglas spiraea, Sitka willow, red-osier dogwood, black twinberry
☑ other types of vegetation present: thistle, Himalayan blackberry, Scot's broom, sword fern, rhododendron, lilac, clover and other vegetation typical of landscaped residential yards

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

Clearing and grading land disturbance activities associated with construction of the proposed road corridor improvements would occur within the project limits. Removal of existing grass, shrubs and trees would be needed to accommodate the proposed improvements. The project would impact approximately 1.9 acres of wetland and stream buffer areas as described in 3a 3. Specific vegetation to be cleared includes some of the species listed above in 4a. Exact vegetation types to be removed will be determined in the final design phase.

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

No listed plant species are known to be on or adjacent to the project site. If such plant species are found, all project work would comply with the requirements of the Endangered Species Act and other applicable regulations.

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

Reed canary grass and blackberry are near the site.

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

Loss of, and disturbance to, vegetation would be minimized to the extent practicable. Clearing limits would be identified in project plans and highly visible fencing would mark the clearing limits during construction. Mitigation for impacts to streams, wetlands, and buffers are discussed in Section 3d.

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. (i.e. **birds:** hawks, heron, eagle, songbirds, owls, ducks, woodpeckers; **mammals:** deer, bear, elk, beaver, opossum, raccoon, coyote, small rodents; **fish:** bass, salmon, trout, herring, shellfish, other):

birds: hawks, songbirds, ducks, woodpeckers, swallows, hummingbirds,
mammals: opossum, raccoon, coyote, bats, small rodents
fish: Chinook, steelhead, coho, and sockeye
other: garter snake, amphibians, and other wildlife typical of Snohomish County

b. List any threatened and endangered wildlife species known to be on or near the site. As of **January 2020,** the following threatened, endangered, sensitive, or priority species that may be found within the project area include (check all that apply):

☑	Common Name	Latin Name	Federal Listing	State Listing
☑	Puget Sound ESU Chinook	Onchohynchus tshawytscha	Threatened	Candidate
☑	Puget Sound DPS Steelhead	O. mykiss	Threatened	N/A
☐	Bull trout	Salvelinus confluentus	Threatened	Candidate
☐	Pygmy whitefish	Prosopium coulteri	N/A	Sensitive
☐	Margined sculpin	Cottus marginatus	N/A	Sensitive
☐	Olympic mudminnow	Novumbra hubbsi	N/A	Sensitive
☐	Oregon spotted frog	Rana pretiosa	Threatened	Sensitive
☐	Larch mountain salamander	Plethodon marselli	N/A	Sensitive
☐	Common loon	Gavia immer	N/A	Sensitive
☐	Peregrine falcon	Falco peregrinus	Species of Concern	Sensitive
☐	Marbled murrelet	Brachyramphus marmoratus	Threatened	Endangered
☐	Northern spotted owl	Strix occidentalis caurina	Threatened	Endangered
☐	Yellow-billed cuckoo	Coccyzus americanus	Threatened	Candidate
☐	Fisher	Martes pennanti	Endangered	Endangered
☐	Gray wolf	Canis lupus	Endangered	Endangered
☐	Grizzly bear	Ursus arctos horribilis	Threatened	Endangered
☐	Southern resident killer whale	Orcinus orca	Endangered	Endangered

Where federal threatened and endangered species are found, all work will conform to the requirements of the Endangered Species Act administered by the US Fish and Wildlife Service and the National Marine Fisheries Service. Where state listed species or Priority Habitats and Species (PHS) are found, the Washington Department of Fish and Wildlife Priority Habitats and Species recommendations will be followed, when appropriate. The most current PHS list can be found at: http://wdfw.wa.gov/conservation/phs/list/.

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

Yes. The site is within the Pacific Flyway. Migratory waterfowl can be observed in the greater project vicinity.

d. 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.

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

Project construction would occur primarily during the summer months when rainfall is minimal. This would minimize erosion and prevent sedimentation of surface waters. Bare soil areas would be revegetated and planted after site grades have been established. Mitigation for impacts to wetlands, streams and their buffers are discussed in Section 3d.

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? Please describe whether it will be used for heating, manufacturing, etc.

No changes in energy use would result from the completed proposal. No energy is needed to meet the completed project's needs. However, during construction minor amounts of fuel would be used by construction equipment during site grading and paving activity.

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

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 energy conservation features are included in this proposal.

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, please describe.

1. Describe any known or possible contamination at the site from present or past uses.
   Currently, no potentially hazardous materials have been identified at or in proximity to the project site. An environmental site assessment would be conducted prior to any right of way acquisition. Fuel spills and other construction equipment fluids could potentially occur 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 Williams - Northwest Pipeline owns two high pressure gas lines that cross 43rd Avenue SE in the east-west direction just north of the intersection with 184th Street SE. The proposed project would avoid impacting this line, as relocation is not preferred.

3. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or any time during the operating life of the project.
   No toxic or hazardous chemicals will be stored or used.

4. Describe special emergency services that might be required.
   Emergency response vehicles may be required in the event of a construction accident. The completed project would not require any additional emergency services.

5. Proposed measures to reduce or control environmental health hazards, if any:
   Spill control and clean-up material would be staged onsite. The crew leader or other designated person would have a spill control plan and be trained in spill prevention and clean up. All equipment would be well maintained and in good repair to prevent the loss of any petroleum products. Refueling and vehicle maintenance would generally occur off-site.

b. Noise:

1. What types of noise exist in the area which may affect your project (i.e., traffic, equipment, operation, aircraft, other)?
A noise discipline report was prepared for this project in October 2019. The study was prepared consistent with the Federal Highway Administration (FHWA) and WSDOT policy and uses the decibel scale during the peak traffic hour, referred to as dBA Leq. Under these policies, noise impacts are only considered under the build alternative, and occur when peak hour noise levels meet, or exceed 66 dBA Leq or when the future noise levels exceed the existing noise levels by 10 decibels or more. Detailed information noise and decibels can be found in Appendix G: Noise Discipline Report.

   As part of the study, noise levels were measured at 15 sites in the study area, with measured noise levels ranging from 42 dBA Leq to 68 dBA Leq.

   Noise levels were also modeled at 81 representative receiver locations along the corridor, with 48 sites north of 188th Street SE and 33 sites between 188th Street SE and SR524/Maltby Road. Existing and future no-build modeled noise levels ranged from 40 to 66 dBA Leq. Currently and under the no-build condition, there are three residences along the south side of 180th Street SE, just east of the intersection with Sunset Road, that meet the Washington State Department of Transportation's noise abatement criteria of 66 dBA Leq (Figure S-1 in Appendix G).

2. What types and levels of noise would be created by or associated with the project on a short-term or long-term basis (i.e., traffic, construction, operation, other)? Indicate what hours noise would come from the site.
Noise levels are expected to increase up to 14 decibels. Noise levels range from 40 to 69 dBA Leq. Noise impacts were identified at three residences along the south side of 180th Street SE east of the intersection with Sunset Road, a portion of one private shared outdoor use at the Timber Creek Community on the east side of 43rd Avenue SE at 184th Street SE (Figure S-1 in Appendix G), and 17 residences south of 188th Street SE to SR524/Maltby Road. The 17 residences are located east side of 43rd: south of the intersection with 188th Street SE; north of Jewell Rd; at Jewell Rd; and north and south of 200th Street SE (Table 9 in Appendix G along with Figures 21 and 22).

   Traffic noise levels between 178th Place SE and 188th Street SE are predicted to range from 40 to 63 dBA Leq, with most residences predicted to experience future noise levels between 40 and 57 dBA Leq. Part of one shared outdoor use at the Timber Creek Community is predicted to have an increase of 14 decibels over existing conditions.

Traffic noise levels between 188th Street SE and SR524/Maltby Road, with the exception of the intersections mentioned above, are predicted to range from 47 to 59 dBA Leq. Two residences are expected to receive noise levels of 62 dBA Leq.

Receiver locations near existing major arterial roadways, including SR524/Maltby Road, Jewell Road/196th Street SE, and 180th Street SE are the only locations where traffic noise levels approach the WSDOT noise abatement criteria threshold of 66 decibels.

3. Proposed measures to reduce or control noise impacts, if any:
For the three residences along 180th Street SE, noise wall options were evaluated, but did not meet the criteria for cost-effectiveness and meaningful noise level reductions, so a noise wall was not recommended (Section 10 in Appendix G).

Noise abatement was not considered for the one shared outdoor use at the Timber Creek Community because most of this shared outdoor use area, along with the other six shared outdoor uses, have lower noise levels, with none exceeding the noise abatement criteria. Given the low expected use at the site, noise abatement would not be predicted to meet WSDOT policy for reasonable noise abatement.

The majority of all noise impacts south of 188th Street SE would affect outdoor use areas of the homes with direct driveway and pedestrian access to 43rd Avenue SE. Noise walls were considered for these homes and not recommended. The driveway openings in the noise barriers would expose the outdoor use areas to traffic noise rendering the noise wall ineffective in achieving any meaningful reduction.

8. Land and Shoreline Use

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

The current use of the site is existing county road, developer dedicated right of way, utility easements, and unopened public right of way. Adjacent residential land use north of 188th Street SE is single family residential (R-7,200) and south of 188th Street SE is rural 5 acre (R-5).Utility easements are located on adjacent properties.

The 43rd Avenue SE corridor improvement was evaluated in a Small Area Transportation Study in 2016. This study recommended improvements to the corridor be accelerated in order to maintain acceptable traffic level of service on 35th Avenue SE. The study identified that the roadway connection between 212th Street SE and SR524/Maltby Road should be completed by 2028 in order to maintain acceptable traffic level of service on 35th Avenue SE.

The proposal will not affect current land use on the nearby or adjacent properties

b. Has the site been used as working farmlands or working forestlands? If so, please describe. How much agriculture or forestland 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 forestland tax status will be converted to non-farm or non-forest use?

No, the site has not been used as working farmlands or forestlands.

1. Will the proposal affect or be affected by surrounding working farmland or forestland's normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:
The proposal would not affect or be affected by working farmlands or forestlands.

c. Describe any structures on the site.

There are no structures on the existing county road. Adjacent structures consist of private residences including houses, outbuildings, septic systems, wells, landscaped yards, driveways, and mailboxes.

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

Structures may need to be removed to accommodate the proposed roadway widening and intersection improvements. Structures include outbuildings, fences, septic drain fields and a private residence.

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

The current zoning north of 188th Street SE is single family residential (R-7,200) and is within unincorporated county and the municipal urban growth area for Mill Creek.

The current zoning along 43rd Avenue SE south of 188th Street SE is rural 5 acre (R-5) and within unincorporated Snohomish County.

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

The current comprehensive plan designation north of 188th Street SE is Urban Low Density Residential (4-6 dwelling units per acre). For the area south of 188th Street SE along 43rd Avenue SE, the designation is rural residential (1 dwelling unit per 5 acres).

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

There are no designated shoreline environments within the project area.

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

Snohomish County designates streams, wetlands, geologically hazardous areas (erosion, landslide, volcanic, seismic and mine hazard areas), sole source aquifers, and fish and wildlife habitat conservation areas as critical areas. In addition to the wetlands and stream described in Section 3, the road corridor improvement is located within a US Environmental Protection Agency sole source aquifer and is bisected by the Southern Whidbey Island fault zone.

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

None

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

The project would require right-of-way acquisition from approximately 73 parcels to accommodate the proposed improvements. It is anticipated that one private residence would need to be acquired. The residence is currently vacant, uninhabitable, and a potential health and safety hazard. The project may also potentially require temporary construction easements to construct project improvements.

k. Proposed measures to reduce or control impacts to nearby agricultural and forestlands of long-term commercial significance, if any:

Not Applicable

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

This project is consistent with the Snohomish County Growth Management Act Comprehensive Plan – 2018 Transportation Element (E N-5).
https://snohomishcountywa.gov/DocumentCenter/View/6451

It is identified in the Snohomish County Transportation Improvement Program for 2019-2024 as a corridor improvement (E.59).
https://snohomishcountywa.gov/DocumentCenter/View/12060

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

The existing right-of-way width varies from 40 to 70 feet along 43rd Avenue SE. The proposed right-of-way for both urban and rural collector arterials is 70 feet wide. Linear strips of property, adjacent to the roadway, would be needed for the roadway improvements and portions of parcels would also be needed for storm water treatment facilities. Preliminary estimates indicate that right-of-way acquisition would potentially affect approximately 73 parcels, including one private residence. Approximately 249,000 square feet (5.71 acres) would need to be acquired to construct the proposed improvements and drainage improvements, including storm water treatment facilities.

If acquisition or displacement becomes necessary, a complete and detailed set of relocation and right-of-way plans would be developed. Chapter 8.25 and 8.26 of the Revised Code of Washington would govern right-of-way acquisition proceedings. These laws ensure fair and equitable treatment of those displaced. In addition, right-of-way purchases would be in accordance with Civil Rights Act Title VI legislation and the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 as amended (42 U.S.C.). These laws would provide payment for reasonable and necessary costs to relocate persons displaced by the project and ensure prompt and fair relocation payments and requires agency review of aggrieved parties. Acquisition proceedings include appraisal, determination of just compensation, presentation of an offer and compensating the individual. Acquisition proceedings within the project vicinity would not be initiated until the environmental review process has been completed.

9. Housing

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

None

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

None

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

Not applicable

10. Aesthetics

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

Several walls would be constructed along the project corridor. Both structural and non-structural walls are planned. Non-structural walls would be either gravity block walls or thickened edge sidewalks less than 6 feet high in cut sections and less than 4 feet high in fill sections. Any cut walls over 6 feet in height or fill walls over 4 feet in height would be structurally designed.

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

A new signal at 180th Street SE and Sunset Road is proposed. Roundabouts are proposed on 43rd Avenue SE at the intersections with 196th Street SE/Jewell Road and SR524/Maltby Road. The proposed roadway improvements would be designed to not alter or obstruct views.

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

The project would consider measures to reduce aesthetic impacts and would be limited to those that can be implemented within the proposed right of way. Clearing of existing vegetation within the proposed right-of-way would be limited to that needed for construction.

11. Light and Glare

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

A new signal at 180th Street SE and Sunset Road along with street lights along the corridor would be installed that would introduce a new source of light to the project area. The signal would function at all times of the day. The roundabouts would be illuminated.

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

The proposed improvements would not pose a safety hazard or interfere with views because the new signal would comply with Illumination Engineering Society of North America (ESNA) standards for roadway illumination that minimize glare impacts.

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

Existing off-site sources of light or glare would not affect the proposal.

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

The street lighting at the intersection of 180th Street SE and Sunset Road would provide a safe level of lighting and meet light level requirements for signalized intersections. The proposed lights are a flat lens cobra style luminaire which is a full cut-off fixture. It ensures that light is directed below the horizontal minimizing light trespass and helps to reduce sky glow.

12. Recreation

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

There are no recreation facilities located along 43rd Avenue SE, however, there are small playgrounds that have been constructed in the private residential developments along 43rd Avenue SE. North Creek High School is located in the project corridor at 184th Street SE. Other recreational opportunities in the vicinity include: McCollum Park (128th Street SW), Willis Tucker Community Park (Puget Park Drive), Mill Creek Nature Reserve (Mill Creek Boulevard), and North Creek Park (183rd Street SE).

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

No existing recreational uses would be displaced.

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

Proposed sidewalks and separated pedestrian paths would provide access to recreational uses at nearby schools.

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, site, or local preservation registers located on or near the site? If so, please general describe.

No protected cultural resources or historic properties were identified during the archaeological investigations conducted in August 2019.

b. Are there any landmarks, features or other evidence of Tribal 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.

No protected cultural resources or historic properties were identified during the archaeological investigations conducted in August 2019.

c. Describe 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.

The research undertaken for the project used best-practice archaeological survey techniques to record the presence or absence of moderate to large archaeological sites, with the expectation that isolated artifacts or features, or small artifact scatters may be found. The methods include archival research of Washington State Department of Archaeology and Historic Preservation (DAHP) records, published information on the pre-contact, traditional Native American and historic land use in the Area of Potential Effects (APE), review of County Assessor's records, Government Land Office (GLO) maps and other historic maps.

A pedestrian survey was carried out in areas along the proposed project alignment based on temporary construction easements (TCEs) received and identification of the highest probability areas for archaeological material within the TCEs. High probability areas were determined using a mixed strategy judgmentally based on topography, proximity to water, aspect and slope, and systematically, at 30-meter intervals in a north-south alignment through the eastern-central portion of the parcels.

Shovel tests during the survey consisted of cylindrical pits dug by hand using round-nosed shovels, approximately 50 centimeters (cm) in diameter, ranging up to 100 cm deep—the practical maximum depth for this subsurface investigation technique. The pits may be abandoned before reaching the maximum possible depth due to, among other factors, large cobbles or boulders, large roots or groundwater, or when at least a 10 cm depth of unaltered glacial sediments have been excavated. All excavated sediments were passed through ¼-inch mesh hardware cloth shaker screens, then the >¼-inch fraction was examined for the presence of cultural resources.

All observations were recorded on paper, and activities photographed using digital cameras.

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:

1. If any additional properties within the Area of Potential Effects (APE) have rights of entry completed, they should be evaluated as to whether they need subsurface archaeological survey.

2. If no archaeological sites are recorded during all the survey in this project area, the proposed project would proceed as planned with an Unanticipated Discoveries Protocol (UDP) training for all workers anywhere in the project area by a professional archaeologist and a copy of the UDP to be on site at all times.

3. In the event that any ground-disturbing activities or other project activities related to this development or in any future development uncover protected cultural material (e.g., bones, shell, stone or antler tools), all work in the immediate vicinity should stop, the area should be secured, and any equipment moved to a safe distance away from the location. The on-site superintendent should then follow the steps specified in the UDP.

4. In the event that any ground-disturbing activities or other project activities related to this development or in any future development uncover human remains, all work in the immediate vicinity should stop, the area should be secured, and any equipment moved to a safe distance away from the location. The on-site superintendent should then follow the steps specified in the UDP.

If, during construction, cultural resources are found, a systematic collection of artifacts would be made before proceeding with the work and the Department of Archaeology and Historic Preservation would be contacted. If artifacts are uncovered within the project area, work in that area would be stopped and a professional archaeologist would be brought in to examine them. During construction the contractor would monitor the site for potential cultural materials. If artifacts or human remains are uncovered within the project area, work would stop until a qualified archeologist can make an assessment.

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 43rd Avenue SE corridor improvement proposes to improve access and connectivity between 180th Street SE and SR524/Maltby Road and SR527/Bothell Everett Highway and SR9/Woodinville Snohomish Road.

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

The closest Community Transit route is Route 106 which serves 35th Avenue SE from 168th Street SE to Seattle Hill Road and is located approximately 1.5 miles northwest of the project. The 43rd Avenue SE project area is not served by public transit.

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

No new parking spaces are proposed, however some on-street parking along 43rd Avenue SE may need to be eliminated in order to construct the proposed improvements without further impacting residential properties.

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

The proposed project is a road improvement project. The existing paved two lane urban road, called Sunset Road, between 180th Street SE and 184th Street SE, dead ends at 42nd Drive SE. A new signalized intersection will be constructed at Sunset Road and 180th Street SE. Sunset Road will be extended, approximately 450 feet, from the dead end at 42nd Drive SE to 184th Street SE. A stop sign controlled intersection is proposed here. Sunset Road then becomes 43rd Avenue SE to the south of this intersection. Urban roadway improvements will be made from here to just south of 187th Place SE. The proposed urban section includes two 11-foot travel lanes, 11-foot turn lanes as needed, and 5-foot bike lanes with curb, gutter, 5-foot planter strips and 5-foot sidewalks.

The proposed rural section (just south of 188th Street SE to SR524/Maltby Road) includes two 11-foot travel lanes with 6-foot shoulders and a separated pedestrian path on the east side. Currently, the existing unpaved road between 196th Street SE and 200th Street SE is closed to through traffic. Approximately 1,400 linear feet of new rural roadway is proposed to be constructed to continue the connection south to SR524/Maltby Road. Two single lane roundabouts are proposed at the intersections of Jewell Road/196th Street SE and SR524/Maltby Road.

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

No

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 or non-passenger vehicles). What data or transportation models were used to make these estimates?

The Small Area Transportation Study completed in 2016 forecasted (modeled travel demand in year 2035) PM peak hour traffic volumes for northbound 43rd Avenue SE to range between 570 and 582 vehicles per hour. Southbound volumes were forecasted to range between 343 and 378 vehicles per hour. This information is found in Figure 6 of the study.

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, please generally describe.

During construction of the proposed improvements, single lane closures may be needed. The movement of agricultural or forest products on this roadway along with all other users of this roadway could be temporarily delayed. Full week day road closures are not proposed, however weekend closure may be needed.

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

During construction of the proposed improvements, traffic control would be needed. A detailed traffic control plan would be developed.

15. Public Services

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

No additional or increased need for public services would result from this project.

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

Traffic control during construction would be planned, sequenced, and administered to allow continuation of basic services during construction activities in the public right-of-way. The existing roadways in the project area would remain open to traffic during construction, although traffic may potentially be subject to one-lane closures during active construction to avoid conflicts with construction that could pose a safety hazard. There could be potential short-term closures of existing roadways with well-defined detour routes used as needed during roadway closures.

16. Utilities

a. Check all utilities currently available at the site:

☑ Electricity
☑ Natural Gas
☑ Water
☑ Refuse Service
☑ Telephone
☑ Sanitary Sewer
☑ Septic System
☑ Other (please describe) **Cable, wells**

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

The project proposes no new utilities. Several aerial and underground utilities have been identified in the project area. Detailed information would be requested from each utility as the design is finalized. The design would be coordinated to minimize construction related service disruptions and utility relocations.

Existing PUD power and light poles along the roadway would need to be relocated behind the new sidewalk. Seattle City Light high tension transmission lines on the west side of 43rd Avenue SE would remain in place. There are currently underground and aerial telephone, cable, power and gas lines running along 43rd Avenue SE. The proposed improvements would be constructed around the active utilities. New storm water facilities may require relocation of the utilities around specific catch basins, manholes, or pipe crossings.

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.

Printed name and Digital Signature Stephanie Cotton Digitally signed by Stephanie Cotton Date: 2020.01.23 08:42:58 -08'00'

Position and Agency/Organization: Snohomish County Public Works TES/ENVS

Date Submitted: January 23, 2020

APPENDIX A: SMALL AREA TRANSPORTATION STUDY

APPENDIX B: PROJECT AERIAL

APPENDIX C: DESIGN REPORT

APPENDIX D: AIR QUALITY MEMORANDUM

APPENDIX E: CRITICAL AREA AERIALS

APPENDIX F: WETLAND AND STREAM REPORT

APPENDIX G: NOISE DISCIPLINE REPORT