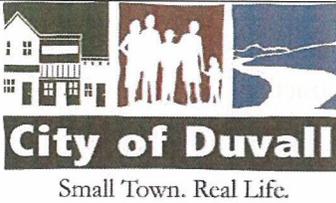


<p>Received Stamp</p>		<p>Planning Department 15535 Main St. NE PO Box 1300 Duvall, WA 98019 (425) 788-2779 FAX (425) 788-8097 www.duvallwa.gov</p>
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SEPA ENVIRONMENTAL CHECKLIST
UPDATED 2014

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.

Instructions for applicants: [\[help\]](#)

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals: [\[help\]](#)

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. background [\[help\]](#)

1. Name of proposed project, if applicable:

SR 203 Safety Improvements and Road Reconstruction

2. Name of applicant:

City of Duvall Public Works Department

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

Steven Leniszewski
City of Duvall Public Works Department
14525 Main St. NE
Duvall, WA 98019

4. Date checklist prepared:

September 14, 2015

5. Agency requesting checklist:

City of Duvall

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

Winter 2015/2016 to December 2017

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

The proposed project is designed to tie into the WSDOT's Coe Clemons Creek Chronic Environmental Deficiency Project which is replacing the culvert that conveys Coe Clemons Creek under SR 203. However, there are no plans for future additions, expansion, or further activity 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.

Wetland Delineation Report
Cultural Resources Report
JARPA
Sensitive Area Mitigation Bank Use Plan
Environmental Classification Summary
APE Letter (Section 106)
Restoration Programmatic Specific Project Information Form (ESA)
Environmental Justice Memorandum
Noise and Air Exemption Memorandum

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.

None known.

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

NPDES permit

USACE Section 404 Permit

HPA

City of Duvall Permits (Grade and Fill, Critical Areas, etc.)

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.)

This project involves improvements on SR 203 between mile posts 13.9 and 14.7 (approximately 4200 linear feet). Project activities will involve roadway widening to include bike lanes and sidewalks with curb and gutter, undergrounding of utilities, drainage improvements, sewer sliplining, retaining walls, lighting, channelization, and streetscape enhancements. In addition to the general streetscape improvements, two failing culvert crossings will be removed and replaced with fish passable concrete box culverts. An upgraded stormwater management system will also be constructed, including a Compost Amended Biofiltration Swale (CABS), in order to compensate for the increase in impervious surfaces. This system has been designed in accordance with the King County Surface Water Design Manual.

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.

This project includes approximately 4,200 linear feet of roadway/streetscape improvements and will occur along SR 203 (Main Street) between NE Big Rock Road (MP 13.9) and NE Ring Street (MP 14.7). The project begins approximately 1.4 miles north at the intersection with NE Big Rock Rd (Figure 1). The project is located within Sections 13 and 24 of Township 26N and Range 06E. See vicinity map on the attached site plans.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site:

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

The site is generally flat with a gradual westward slope towards the Snoqualmie River. Terrain and roadway approaches to the east vary in slope from 1 to 20%. There are steep slopes (approximately 75%) on both sides of the roadway in the vicinity of the Coe Clemons Creek culvert. However, these steep slopes are located within the WSDOT Coe Clemons Creek project area which is not part of the subject project area.

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

75% at the existing Coe-Clemons Creek culvert. No work will occur on this culvert as part of the proposed project.

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.

The King County soil survey shows that almost the entire potential project footprint is characterized as Tokul gravelly loam, 8-15% slopes. The Tokul series consists of moderately deep, moderately well drained soils formed in loess and volcanic ash over dense glacial till cemented with iron and manganese. Tokul soils are found on till plains and glaciated hillslopes on the western side of the Cascade Mountains along the Puget Trough, from south of Seattle north to the Canadian border. In general, surface soils are underlain by varying thicknesses of road base and fill underlain by glacial deposits composed of silt, sand, and gravel.

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

There are no areas of observed or historic slope instability within or adjacent to the proposed project area. The Coe Clemons Creek basin is shown as an erosion hazard area on the City of Duvall's Landslide Hazard Area and Erosion Hazard Map. However, these areas are located within the WSDOT Coe Clemons Creek project area which is not part of the subject 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.

There will be a total of 6,720 cubic yards (CY) of excavation for the proposed project. This will include excavation for the proposed culvert replacements, excavation for the proposed walls and roadway, trenching for utilities, and excavation of stormwater features. There will be a total of 4,190 CY of fill for the proposed project. This will include crushed surfacing base course (CSBC), gravel backfill for walls (WSDOT std. spec. 9-03.12(2)), streambed sediment for restoration of Thayer Creek, rip-rap for an outlet pad for the proposed bioswale, Class A erosion control rock for stormwater outfall pads, and concrete/asphalt for the proposed improvements. All fill material will be imported from an approved commercial source.

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

Short-term erosion may occur during construction as clearing, grubbing, and excavation will occur.

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

There are currently 4.89 acres of impervious surfaces within the 12.8 acre project area. The project proposes to increase the area of impervious surfaces to 6.43 acres (a net increase of 1.54 acres), primarily due to the widening of the existing roadway to accommodate installation of bike lanes and sidewalks. This will result in an increase in impervious surfaces from 38% to 50% within the project area.

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

Standard erosion control BMPs will be installed prior to construction and regularly inspected throughout. These BMPs include, but are not limited to: biodegradable erosion control blankets, temporary seeding, silt fence, straw bales, containment fences, stabilized construction entrances, and final revegetation of the disturbed areas. In addition, the project will comply with the City of Duvall's municipal NPDES permit with the Department of Ecology as well as all related City code.

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.

The project may result in short-term reductions in air quality due to increased emissions from construction equipment, vehicles, and dust during construction. As the project will not create any new vehicular travel lanes, it will not result in any long-term increases in vehicle emissions.

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

No.

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

During construction, measures will be taken to limit the amount of idling time of construction equipment and vehicles. Dust will be minimized by spraying exposed soil with water, if necessary. Paved streets will be swept daily following construction activities.

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.

There are two streams within the proposed project area as well as seven delineated wetlands. Thayer Creek and five palustrine emergent wetlands were delineated by Widener and Associates in 2013 and Coe Clemons Creek and two palustrine forested wetlands were delineated by WSDOT in 2012. Thayer Creek, Coe Clemons Creek, and adjacent wetlands all eventually contribute to the Snoqualmie River west of the proposed project area.

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

The project proposes to improve fish passage by replacing two failing culverts at Thayer Creek with WDFW-approved fish-passage designs that accommodate the wider road. The existing 24-inch diameter concrete pipe culvert under SR 203 will be replaced with a 7 ft. wide x 5 ft. high x 91 ft. long concrete box culvert in almost the same alignment as the existing culvert. The existing culvert is known to be cracking and failing, is undersized, and does not meet WDFW span/channel width recommendations. It is also listed as a total fish passage barrier. The existing 30-inch diameter concrete pipe culvert under NE 143rd Place will also be replaced with a 7 ft. wide x 5 ft. high x 63 ft. long concrete box culvert in the same alignment as existing. This culvert is also listed by WDFW as a partial fish passage barrier due to its lack of internal roughness and a slope greater than 1%. Stream work will involve 293 linear ft. (1668 sq. ft. within the bankfull width) of streambed restoration by importing natural streambed substrate that is currently insufficient. Additional stream buffer restoration work will be completed to mitigate for installation of adjacent project improvements.

In addition, there will be minimal temporary and permanent impacts within four delineated wetlands as a result of the proposed concrete modular block fill walls and the temporary clearing and grubbing for wall construction. Permanent impacts will be mitigated for by purchasing credit from the nearby Snohomish Basin Mitigation Bank and all temporarily-disturbed wetland and buffer areas will be restored by planting site appropriate native plant species. Permanent buffer impacts will be mitigated for by enhancing additional buffer in the project vicinity.

- 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.

71 CY of excavation will occur within Thayer Creek during the proposed culvert replacements and streambed restoration. 74 CY of streambed material (70% streambed sediment (WSDOT std. spec. 9-03.11(1)) and 30% 10" cobbles (WSDOT std. spec. 9-03.11(2))) will be imported from an approved commercial source. There will also be 0.59 CY of fill as a result of the placement of a stormwater outfall pad just north of NE 143rd Place. This outfall pad will be constructed of 1 ft. deep Class A rock for erosion control and scour protection (WSDOT std. spec. 9-13.4(2)). This will result in minimal net fill of approximately 3.59 cubic yards.

There will be a total of 89 CY of net fill within delineated Wetlands A, B, C, and D as a result of the construction of the proposed concrete modular block fill walls. Crushed surfacing base course (CSBC) will be imported for the foundation of the walls and the walls will be backfilled with "gravel backfill for walls" (WSDOT std. spec. 9-03.12(2)). Concrete sidewalks will extend to the edge of the proposed walls. There will

also be 0.74 CY of excavation within Wetland C and 0.62 CY of excavation within Wetland D prior to fill as a result of placement of Class A rock for erosion control and scour protection at proposed stormwater outfalls (WSDOT std. spec. 9-13.4(2)).

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

The project will require diversion of Thayer Creek during the proposed culvert replacements. However, it is anticipated that there will be minimal or no flow during the proposed in-water work window of July 1 to September 15 as the creek has been observed to run dry during this timeframe. At both crossings, the proposed stream diversion would include the installation of a bypass pipe and sandbag berms to direct flows into the bypass and around the work area. Any creek water, if present, will be pumped and fed through the bypass pipe and flow back into the channel downstream of the culverts. Appropriate fish protection measures will be incorporated into the pump and bypass system.

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

A portion of the proposed stormwater biofiltration swale and associated rip-rap outlet pad will be constructed within the outer limit of the 100-year floodplain of the Snoqualmie River. However, there will be no net fill within the floodplain as excavation of the bioswale (149 CY) will be greater than the fill for the bioswale and rip-rap outlet pad (71 CY). No other project activities will occur within the 100-year floodplain of the Snoqualmie River.

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 material will be discharged to surface waters.

b. Ground Water:

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

No groundwater will be withdrawn or discharged.

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

No waste material will be discharged into the ground.

c. Water runoff (including stormwater):

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

Curb and gutter will be installed along both sides of the road, and surface stormwater runoff will be collected and conveyed in an underground pipe network. Most of the conveyance network is intended to discharge flow to the nearest existing culvert crossing or discharge point, to distribute runoff in a similar fashion to what already exists. Tributary runoff from upstream will be collected and conveyed to existing or new culvert crossings, and discharge downstream of the proposed SR 203 Improvements. All runoff will continue to eventually drain west to the Snoqualmie River floodplain. Erosion control outfall pads will be constructed at most outfalls adjacent to Thayer Creek and Coe Clemons Creek or within regulated wetlands/buffers. A level spreader will be constructed at the proposed outfall to the buffer of Thayer Creek between the SR 203 and NE 143rd Place culverts.

The project is located within 0.25 miles of the Snoqualmie River Floodplain and therefore no stormwater detention is required in accordance with the King County Surface Water Design Manual (Section 1.2.3.1 Direct Discharge Exemption). However, water quality facilities are required for new or replacement pollution generating surfaces associated with the project. The proposed improvements are designed to minimize new pollution generating surfaces, to maintain existing natural discharge locations, and will utilize a treatment trade to ensure that the net area discharging to the water quality facility is equal or greater to the area of new or replacement pollution generating surfaces associated with the project. Runoff from a portion of the roadway area near the middle of the site will be collected and conveyed to a new compost-amended biofiltration swale water quality facility proposed at the west edge of a City-owned parcel nearby.

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

Waste materials are not anticipated to enter any waters.

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

Drainage patterns will be similar to the existing drainage patterns in the vicinity of the site. While the stormwater system will be changed from a series of surface drainage ditches to an underground pipe conveyance system, existing outfalls at the existing culvert locations as well as other existing discharge points will be utilized.

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

To reduce or avoid impacts to surface, ground, and runoff water impacts, the project will incorporate the following measures at the minimum:

- Preparation and implementation of an approved Temporary Erosion and Sediment Control (TESC) plan
- Preparation and implementation of an approved Stormwater Pollution Prevention Plan (SWPPP)
- Erosion control BMPs (erosion control blankets, silt fence, straw wattle, straw mulch, plastic covering, seeding, check dams, inlet protection, etc.)

- Thayer Creek will be diverted during culvert replacements
- In-water work will take place within the authorized in-water work window of July 1 to September 15
- Sandbags will be hand-placed within the creek
- Check equipment daily for leaks
- Proper containment of any concrete, petroleum, or other potentially hazardous substances
- Conduct refueling operations at least 50 feet from any open water body
- Preparation of a Spill Prevention, Pollution, and Countermeasures (SPCC) plan for procedures and contacts to act upon in the event of a spill
- All washout water and waste materials will be fully contained and disposed of offsite in accordance with federal, state, and local laws

4. Plants

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

- deciduous tree: **alder**, maple, aspen, other
- evergreen tree: **fir**, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- Orchards, vineyards or other permanent crops.
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, **other**
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

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

A total of approximately 2.84 acres of roadside vegetation and street trees will be cleared for this project. Much of the cleared vegetation is invasive reed canarygrass (*Phalaris arundinacea*) and Himalayan blackberry (*Rubus armeniacus*).

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

There are no known listed plant species on or near the site.

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

All unimproved disturbed areas outside the limits of the proposed roadway improvements will be restored by seeding with native seed mixes and planting site-appropriate native species. This will include restoring temporarily disturbed wetlands, wetland buffers, and stream buffers within the project limits. Additional stream buffer along Thayer Creek will be enhanced by planting native riparian plant species in order to mitigate for permanent buffer impacts. Ornamental species will be planted as part of the proposed streetscape improvements.

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

- Reed canarygrass (*Phalaris arundinacea*)
- Himalayan blackberry (*Rubus armeniacus*)
- Evergreen blackberry (*Rubus laciniatus*)
- Canada thistle (*Cirsium arvense*)
- Common dandelion (*Taraxacum officinale*)
- Japanese knotweed (*Polygonum cuspidatum*)
- Tansy ragwort (*Senecio jacobaea*)

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:
- mammals: deer, bear, elk, beaver, other:
- fish: bass, salmon, trout, herring, shellfish, other _____

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

There are no listed terrestrial species known to be on or near the site. While Chinook salmon – Puget Sound ESU (*Oncorhynchus tshawytscha*), bull trout – Coastal/Puget Sound DPS (*Salvelinus confluentus*), and steelhead trout – Puget Sound DPS (*Oncorhynchus mykiss*) are known to inhabit the Snoqualmie River west of the project site, none of these listed species have been documented to migrate up Thayer Creek. The existing Thayer Creek culvert under SR 203 is listed by WDFW as a total fish passage barrier and the stream reach downstream of this culvert is extremely narrow in places (1 to 2 feet), heavily invaded by reed canarygrass, and has minimal flow for most of the year.

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

Most of the State of Washington is part of the Pacific Flyway Route.

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

A primary goal of the proposed project is the elimination of the total fish passage barrier at the SR 203 Thayer Creek culvert as well as the partial fish passage barrier at the NE 143rd Pl. culvert. By replacing the culverts with WDFW-approved fish passage designs and restoring the streambed substrate within and adjacent to the culverts, approximately 2110 linear feet of fish habitat will become accessible upstream of SR 203. A total of 293 linear feet (1668 sq. ft. within the bankfull width) of Thayer Creek will be directly restored by importing natural stream cobble substrate.

Previously-listed BMPs will avoid or minimize impacts to habitat for wildlife. Other measures that will be incorporated include conducting all in-water work within the authorized work window of July 1 to September 15

and replanting all unimproved disturbed areas with native vegetation. This will include planting the banks of the restored reach of Thayer Creek with native riparian vegetation which will eventually provide overhanging vegetation that is currently inadequate.

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

None known.

6. Energy and Natural Resources

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

Electricity will meet the needs of the project. It will be used for illumination.

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

No. The proposed 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:

LED lighting will reduce the amount of electrical energy needed compared to conventional light bulbs.

7. Environmental Health

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

No environmental health hazards are anticipated. However, as there will be concrete work involved and heavy construction equipment used, there is the potential for spill of concrete or petroleum products.

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

No sites with reported contamination are present within or immediately adjacent to the project limits and therefore the project does not have the potential to generate contaminated soils or groundwater.

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.

There are existing underground natural gas transmission lines within the project limits. Design conflicts with the gas main are being investigated in coordination with PSE and appropriate measures will be taken to avoid hazardous conditions.

- 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.

As the project will involve concrete work and the use of heavy equipment, concrete and petroleum products will be stored and used throughout the project.

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

No additional emergency services will be required.

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

A SPCC plan will be approved prior to construction. Spill cleanup and containment materials will be onsite at all times. All waste materials will be fully contained and disposed of offsite in accordance with applicable federal, state, and local laws.

b. Noise

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

Traffic noise from SR 203 is the main source of noise within the project area. Noise is not anticipated to affect the 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.

There will be short-term increases in noise from construction equipment with a maximum combined noise level of 93 dBA. Construction activities will generally be limited to the period between 7:00 am and 6:00 pm, Monday through Saturday (Duvall Municipal Code 6.04.060). Work outside of those approved hours may be requested in advance by the Contractor and approved by the City Engineer. As the project will not add any additional travel lanes or significantly change the vertical or horizontal alignment of the existing roadway, there will not be any long-term noise impacts as a result of this project.

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

Construction activities will generally be limited to the period between 7:00 am and 6:00 pm, Monday through Saturday, except as otherwise authorized by the Engineer. All noise generated by construction activities will comply with Duvall Municipal Code 6.04.

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.

Along the SR 203 project corridor, land use includes commercial businesses, a few residences, undeveloped land, and hobby orchards. The project area and surrounding properties are within the Duvall city limits and are zoned Commercial, Light Industrial, Public Facilities, Mixed Use and Midtown. A total of 0.69 acre of right-of-way (ROW), primarily in the form of narrow strip takes, will need to be acquired for the proposed road improvements. One larger area of ROW (0.37 acre) will need to be acquired for buffer mitigation adjacent to Thayer Creek, just north of NE 143rd Place and east of SR 203. These acquisitions will convert the existing land uses to ROW. However, just compensation will be provided to all owners of acquired ROW in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Amended 1987).

Access will be maintained to all residences and businesses within the project limits at all times. There may be temporary lane closures at times which will cause short term delays. Construction will be phased so that minimal lane closures are necessary. Closure of both lanes may occur for the installation of utility crossings and culvert installation at NE Kennedy Drive and NE 143rd Pl, respectively. Detours will be provided via NE Big Rock Road at the south end and NE Stephens St/ NE 152nd St at the north end. Detours will occur at separate times during construction. The one required for the work at 143rd Pl would be in effect for approximately 1 week while the one required for work at NE Kennedy Drive would be in effect for a maximum of 2 weeks.

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?

While much of the project corridor was likely once used as working farmlands or forest lands, the project corridor is now largely developed, especially towards the north end of the project. While there are some small hobby orchards along the project corridor, these orchards will not be impacted as the project will be limited to primarily narrow strip takes outside existing ROW that will not include areas in agricultural production. No agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposed project. No parcels in farmland or forest land tax status will be impacted by the proposed project.

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

No.

c. Describe any structures on the site.

As the site is currently an active roadway with associated ROW, there are no buildings within the project area. Existing structures include the two culverts that will be replaced under SR 203 and NE 143rd Pl., respectively, as well as existing utility structures and signage.

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

The two culverts that convey Thayer Creek under SR 203 and NE143rd Pl. will be demolished and replaced with WDFW-approved fish passage designs. Aboveground utility structures will also be undergrounded.

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

Surrounding parcels are zoned Commercial, Light Industrial, Public Facilities, Mixed Use and Midtown.

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

Surrounding parcels are designated as Commercial, Light Industrial, Public Facilities, and Mixed Use.

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

Not applicable.

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

The two streams, seven wetlands, and associated buffers are regulated as critical areas according to the City of Duvall's Sensitive Areas Regulations.

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

None.

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

None.

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

Not applicable.

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

The project is compatible with existing and projected land uses and plans as it will improve safety, access, and connectivity along the SR 203 corridor. Adjacent land uses will not be negatively affected by the project.

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

Not applicable.

9. Housing

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

None.

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

None.

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

Not applicable.

10. **Aesthetics**

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

The tallest height of proposed structures are the approximately 30 ft. tall steel light poles proposed for LED illumination of the sidewalks and roadway.

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

None.

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

The project will completely stabilize and restore all unimproved disturbed areas upon completion. Ornamental plantings have also been incorporated into the project to create a more aesthetically pleasing streetscape.

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 include LED luminaires for sidewalk and roadway illumination. The proposed lighting will be illuminated during nighttime hours.

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

No. The proposed lighting will increase safety for both drivers and pedestrians.

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

None.

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

None.

12. Recreation

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

Taylor Park is directly east of the project area, adjacent to Coe-Clemons Creek. However, this park will not be affected by the proposed project. The Snoqualmie Valley Trail is generally located approximately 500-600 ft. west of the project area with trail access points located outside of the project limits.

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

No.

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

The project will not have a negative impact on existing recreational opportunities. The installation and connection of sidewalk and bike lanes that this project proposes will increase recreational opportunities within the City of Duvall. Additional passive park and resting / refuge areas will be included in the the project design where feasible.

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 within the project area that are listed in or eligible for listing in any historic registers. However, there are several homes older than 45 years as well as a dismantled barn (Thayer Barn) near the project site. All of these structures are located at least 25 feet from areas of proposed disturbance associated with the project and should not be adversely affected by the proposed work. The Cultural Resources Assessment performed by Drayton Archaeology (dated May 7, 2014) made a determination of no historic properties affected. Concurrence of this determination by SHPO was issued on June 12, 2014 and reissued on October 13, 2014 based on a small revision to the Area of Potential Effects (APE).

- 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 landmarks, features, or other evidence of Indian or historic use or occupation within the project's. There are also no material evidence, artifacts, or areas of cultural importance on or near the site. The closest previously recorded archeological sites are located approximately 5000 feet north of the APE. This information is from the Cultural Resources Assessment performed by Drayton Archeology, dated May 7, 2014.

- 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.

DAHP originally issued a determination of no historic properties affected on June 12, 2014. DAHP then reissued a determination of no historic properties affected based on a revised APE on October 13, 2014. This determination was based on the previously mentioned Cultural Resources Assessment which utilized SHPO data, historic maps, previous archaeological surveys, pedestrian survey, and visual reconnaissance. The Snoqualmie Nation, Yakama Nation, and Tulalip Tribes were also consulted on May 23, 2014.

- 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.

A current inadvertent discovery plan, as required by DAHP in an October 13, 2014 letter from Mr. Matthew Sterner, will be prepared and will be in place during project construction.

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.

SR 203, NE Ring St, NE Valley St, NE Kennedy Dr, NE 145th St, NE 143rd Pl, and NE Big Rock Rd all serve the project area. SR 203 connects the City of Duvall to the City of Monroe to the north and the City of Carnation to the South. The existing street system will not be altered long-term. Construction will be phased so that minimal lane closures are necessary. Closure of both lanes may occur for the installation of utility crossings and culvert installation at NE Kennedy Drive and NE 143rd Pl, respectively. Detours will be provided via NE Big Rock Road at the south end and NE Stephens St/ NE 152nd St at the north end. Detours will occur at separate times during construction. The one required for the work at 143rd Pl would be in effect for approximately 1 week while the one required for work at NE Kennedy Drive would be in effect for a maximum of 2 weeks.

- 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?

The City of Duvall is served by Route 224 of the King County Metro bus system. The nearest stop is located at Brown Ave. NE and NE Richardson St. Route 224 utilizes a small portion of SR 203 within the northern portion of the project area; however, traffic will be maintained on this section of SR 203 throughout construction. Additional public transit options are provided by the Valley Shuttle which is operated by Snoqualmie Valley Transit (SVT). The Valley Shuttle has regular stops within the project limits at Big Rock Road, near 145th St, and connecting to the Metro routes at Ring St and Brown Ave. SVT also provides an “on-demand” service with Duvall designated as a “Flexible Routing Area.”

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

Several existing designated parking spaces will be permanently impacted. However, the project proposes to create new parking spaces, with an overall net gain of 3 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 proposed project involves improvements to SR 203 and existing intersections between NE Big Rock Rd. and NE Ring St. These public roadway improvements will include adding bicycle lanes and sidewalks where there are currently no non-motorized improvements.

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

No water, rail, or air transportation occurs in the immediate vicinity of the project or will be used by the project.

- 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?

Vehicular traffic will not increase as a result of the proposed project as no additional vehicular travel lanes or trip generators will be created.

- 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.

No.

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

Construction will be phased so that minimal lane closures are necessary. Closure of both lanes may occur for the installation of utility crossings and culvert installation at NE Kennedy Drive and NE 143rd Pl, respectively. Detours will be provided via NE Big Rock Road at the south end and NE Stephens St/ NE 152nd St at the north end. Detours will occur at separate times during construction. The one required for the work at 143rd Pl would be in effect for approximately 1 week while the one required for work at NE Kennedy Drive would be in effect for a maximum of 2 weeks.

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.

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

Not applicable.

16. Utilities

a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,
other _____

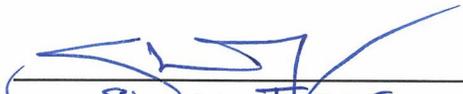
b. Describe the utilities that are proposed for the project, the utility providing the service,
and the general construction activities on the site or in the immediate vicinity which might
be needed.

No additional utilities are proposed for the project. Existing aboveground utilities will be undergrounded and
existing underground utilities will be relocated as necessary to accommodate the roadway improvements.

C. Signature [\[help\]](#)

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 _____

Position and Agency/Organization Project Manager, City of Duvall

Date Submitted: 10/21/2015

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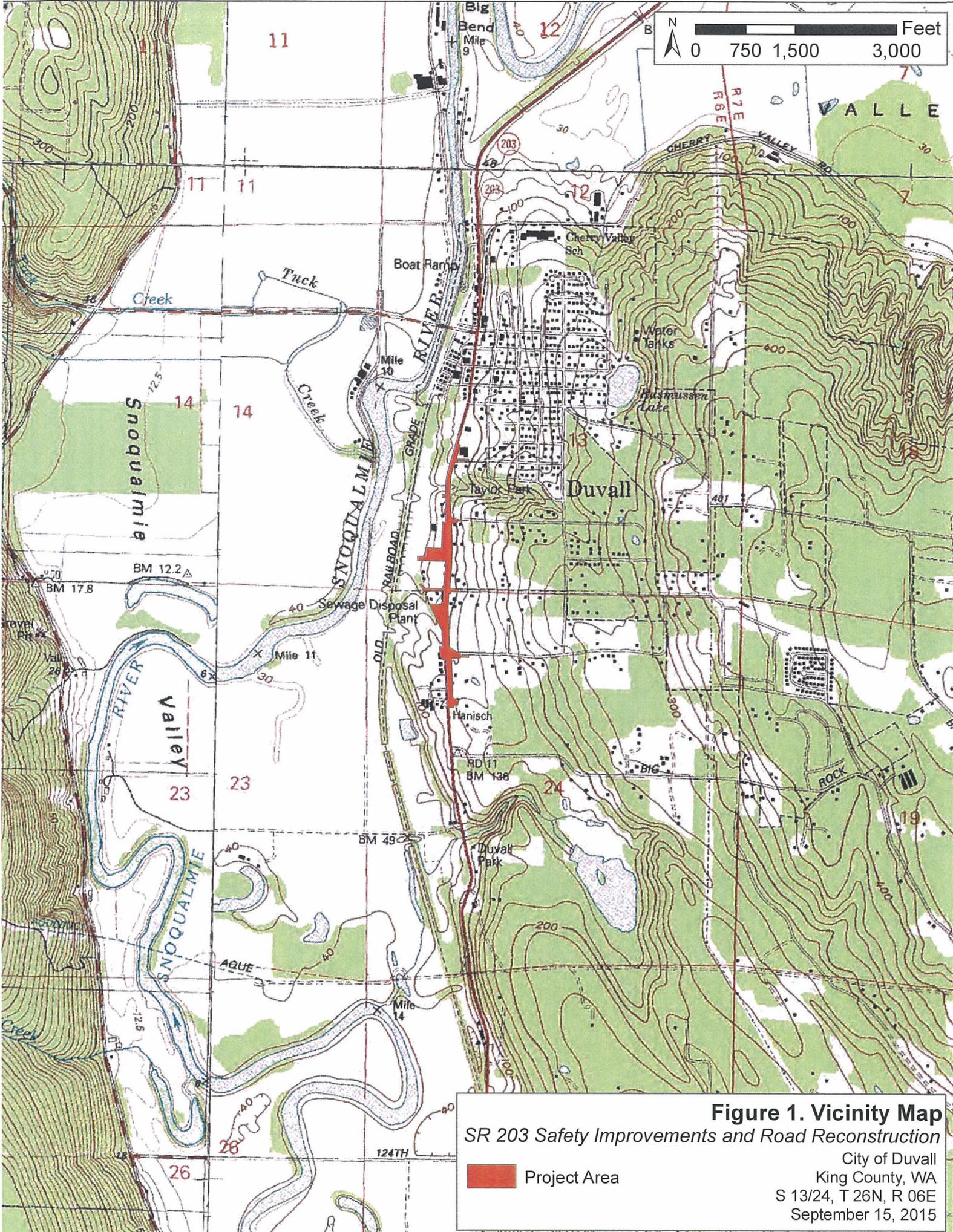
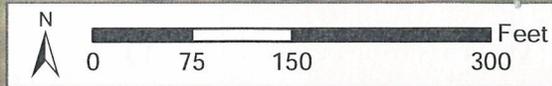


Figure 1. Vicinity Map
SR 203 Safety Improvements and Road Reconstruction
 City of Duvall
 King County, WA
 S 13/24, T 26N, R 06E
 September 15, 2015

 Project Area

Match to Figure 3



NE 143rd Place

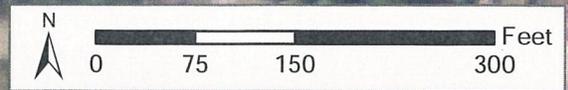
203

NE Big Rock Road

Existing Impervious	- - - -
Proposed Impervious	— — — —
Existing Culvert	— — — —
Proposed Culvert	- - - -

Figure 2. Site Plan
SR 203 Safety Improvements and Road Reconstruction
City of Duvall
King County, WA
Section 24, Township 26N, Range 06E
September 15, 2015

Match to Figure 4

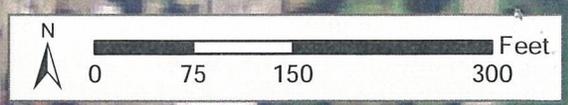


203

NE 145th Street

- Existing Impervious - - - -
- Proposed Impervious - - - -
- Existing Culvert - - - -
- Proposed Culvert - - - -

Figure 3. Site Plan
SR 203 Safety Improvements and Road Reconstruction
City of Duvall
King County, WA
Section 13/24, Township 26N, Range 06E
September 15, 2015



- Existing Impervious - - - -
- Proposed Impervious ————
- Existing Culvert ————
- Proposed Culvert - - - -

Figure 4. Site Plan
SR 203 Safety Improvements and Road Reconstruction
 City of Duvall
 King County, WA
 Section 13, Township 26N, Range 06E
 September 15, 2015