

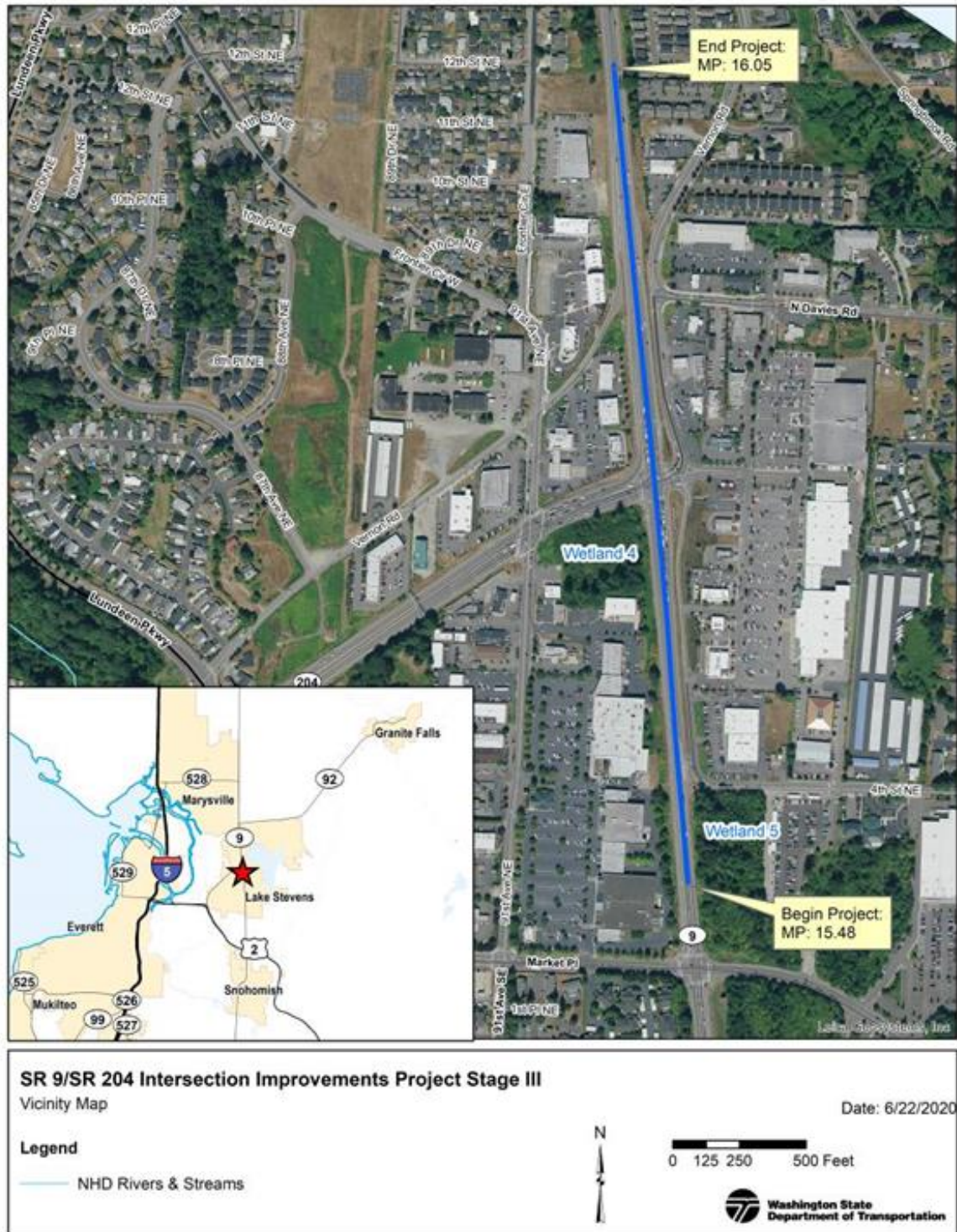
SEPA ENVIRONMENTAL CHECKLIST

A. Background

1. Name of proposed project, if applicable: SR 9/SR 204 Intersection Improvements – Stage 3
2. Name of applicant: Washington State Department of Transportation (WSDOT)
3. Address and phone number of applicant and contact person:
Sarah Tchang – Phone: (206) 440-4523
WSDOT Northwest Region Environmental Services Office
15700 Dayton Avenue North
P.O. Box 330310
Seattle, WA 98133-9710
4. Date checklist prepared: September 14, 2021
5. Agency requesting checklist: WSDOT, Northwest Region
6. Proposed timing or schedule: The current schedule is for the project to go to advertisement in January 2022 and for construction summer and fall 2022. The project is anticipated to be substantially complete by December 2022.
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? There are no future plans after Stage 3.
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.
 - Cultural Resources Technical Memorandum and a concurrence from the Department of Archaeology and Historic Preservation (DAHP) - Pending
 - Unanticipated Discovery Plan (UDP) – Pending
 - Hazardous Materials Technical Memorandum – Pending
 - Endangered Species Act (ESA) Documentation – Complete
 - Critical Areas Report – Pending
 - Visual Quality Assessment – Complete
 - Traffic Noise Report – Complete
 - Migratory Bird Treaty Act (MBTA) and Bald and Golden Eagle Protection Act Documentation – Complete
 - Environmental Justice Documentation – Pending
 - Hydraulic Report – Complete
 - Spill Prevention, Control and Countermeasures (SPCC) Plan and TESC (Temporary Erosion and Sediment Control) Plan - will be developed by the Contractor
9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? No.
10. List any government approvals or permits that will be needed for your proposal, if known. The following permits are anticipated:

- Clean Water Act (CWA) Section 402, Washington State Department of Ecology (Ecology), NPDES (National Pollutant Discharge Elimination System) Construction Stormwater General Permit
- CWA Section 404, US Army Corps of Engineers, Nationwide Permit
- CWA Section 401, Ecology, Letter of Verification
- Coastal Zone Management Act, Ecology, Consistency Determination
- City of Lake Stevens Major Land Disturbance Permit

11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. WSDOT proposes to improve traffic flow at the intersection of State Route (SR) 9 and SR 204 by constructing a two-lane roundabout at this intersection and at the intersection of SR 9 and Vernon Rd (See Vicinity Map below). In addition, the project will construct two mini roundabouts at the intersections of 91st Ave NE and Vernon Rd and at N Davies Rd and Vernon Rd. Proposed roadway improvements include roadway widening, curb and gutter and sidewalk work extending beyond the existing pavement. Proposed drainage improvements include ditch grading, installation of enclosed stormwater system, and the installation of media filter drains, a compost amended biofiltration swale, detention pond, and a walled detention pond. Other work includes landscaping, pavement marking, signing, traffic control, and construction of stormwater pollution and erosion controls. This project is anticipated to improve the traffic level of service (LOS) in the area.



12. Location of the proposal. The project is located on SR 9 within the City of Lake Stevens and between MP 15.48 and MP 16.05. The project limits are within Sections 12 and 13, Township 29 North, Range 5 East, Willamette Meridian, in Snohomish County, WA. See Vicinity Map.

B. Environmental Elements

1. Earth

- a. General description of the site: The topography of the area is characterized as flat to rolling.
- b. What is the steepest slope on the site (approximate percent slope)? The steepest existing slopes within the project limits are approximately 50% or 2:1 and they are cut slopes from building the highway. The slopes occur in areas from the ditch section back to the existing ground elevations.
- 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 United States Department of Agriculture Natural Resources Conservation Service Web Soil Survey was utilized to determine soil types. Soil types in the project area are entirely Tokul gravelly medial loam (0-8% slopes). This is classified as prime farmland and is not categorized as hydric. All impacts from this project are within the WSDOT right-of-way within primarily road fill material. No private parcels will lose soil, and there is no active or zoned farmland within the project vicinity.
- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. The WSDOT Unstable Slopes GIS database was searched, and none were found. The Snohomish County Planning and Development Services Map Portal does not identify unstable slopes 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 creation of two-lane roundabouts at the intersection of SR 9 and SR 204 and at the intersection of SR 9 and Vernon Rd and two mini roundabouts at the intersections of 91st Ave NE and Vernon Rd and at N Davies Rd and Vernon Rd will result in both filling and excavating throughout the project area. All roundabouts will be constructed at existing intersections. Additionally, there are proposed roadway improvements include roadway widening and curb and gutter and sidewalk work which extend beyond the existing pavement. Proposed drainage improvements include ditch grading, installation of enclosed stormwater system, and the installation of media filter drains, a compost amended biofiltration swale, detention pond and a walled detention pond. Other work includes landscaping, pavement marking, signing, traffic control, and construction of stormwater pollution and erosion controls.

Approximately 15,000 cubic yards (CY) of existing material will be excavated and approximately 6,500 CY of roadway embankment will be imported within an area of 16.54 acres, as well as approximately 12,900 tons of hot mix asphalt. All imported material will be obtained from a state-approved source.
- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. Yes, erosion is always a concern during earthwork disturbing activities that include clearing, grubbing, and grading. If erosion occurs, it will be of a temporary nature and be confined to the disturbed construction zone. Affected areas will be re-seeded with native grasses at the end of construction.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? Approximately 55% of the site will be covered with impervious surfaces after project construction. Existing impervious surface (asphalt) within the project limits consists of approximately 10.85 acres.
- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: During construction, the Contractor will be required to adhere to a Temporary Erosion and Sediment Control (TESC) plan that includes implementing sufficient BMPs to minimize erosion and the risk of sediments or construction-related contaminants from entering surface waters. Vegetation removal will be limited to those areas necessary for construction, according to the WSDOT Standard Specifications. The Contractor will be required to adhere to the latest version of WSDOT's Highway Runoff Manual, <https://www.wsdot.wa.gov/publications/manuals/fulltext/M31-16/highwayrunoff.pdf>. A Spill Prevention Control and Countermeasure (SPCC) Plan will also be developed and employed onsite to further protect the environment during construction. The Contractor will also need to comply with the CWA 402 NPDES permit requirements. The total ground disturbance area for the project is approximately 16.54 acres. The project will create 1.56 acres of new Pollutant Generating Impervious Surface (PGIS) including PGIS from Threshold Discharge Areas (TDA) transfer areas. The project will replace 3.05 acres of PGIS and remove 2.43 acres of PGIS as well as convert PGIS to impervious surface. Therefore, this project will have a net reduction of 0.87 acres of PGIS area and provide enhanced stormwater treatment to 2.38 acres and basic level stormwater treatment to 1.01 acres with total treatment of 3.39 acres to new and existing PGIS.

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. During construction, there is a risk of a temporary increase in fugitive dust particles and added emissions from construction equipment. After construction is complete, traffic flow will improve and reduce idling times at intersections. It is anticipated that this project would improve air quality in the project area.
- b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. None known; no offsite sources of emissions or odor should impact the current proposal.
- c. Proposed measures to reduce or control emissions or other impacts to air, if any: The Contractor will be required to use construction best practices which adhere to applicable federal, state, and local air quality regulations. These regulations cover temporary construction conditions such as dust, smoke, and fuel emissions from construction vehicles and equipment.

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. Yes. WSDOT biologists identified two palustrine forested/palustrine emergent depressional wetlands

(Wetland 4 and 5) in the immediate project vicinity (see wetland figure below). The wetlands are classified by the Department of Ecology Wetland Rating System (2014 update) as Category III, and the City of Lake Stevens Municipal Code 14.88.415 requires an 80-foot buffer for both wetlands. Two palustrine emergent depressional wetlands (Wetland 3 and 3a) with a Category IV rating and 50-foot buffer were identified east of SR 9. Additionally, one palustrine scrub-shrub depressional wetland (Wetland 8) with a Category III rating and 80-foot buffer was identified west of SR 9. Receiving waterbodies for stormwater in project area include Weiser Creek and Lake Stevens. Stormwater from part of the project area eventually discharges to Weiser Creek after passing through an additional ~2,300 feet to 3,500 feet of existing stormwater conveyance structures. Weiser Creek is a tributary of Ebey Slough and is categorized as a Type Ns stream by the Washington Department of Natural Resources (DNR), however Washington Department of Fish and Wildlife (DFW) and Tulalip Tribes' surveys document fish presence. Stormwater leaves the project area and travels ~1,700 feet to 2,700 feet prior to entering Lake Stevens. Lake Stevens is highly urbanized with controlled water levels and waterfront properties throughout. The lake has a surface area of 1,040 acres and an average depth of 62 feet. The Lake Stevens watershed is approximately 3,500 acres and it has a single outfall to Stevens Creek which is a tributary to Catherine Creek and contains documented fish presence.



FIGURE 3
REGULATED WETLANDS

Legend

Study Area

JDWetlands

USACE, Ecology, Lake Stevens

0 500 ft

SR 9 SR 204 INTERSECTION IMPROVEMENTS - STAGE 3
LAKE STEVENS, WASHINGTON

Disclaimer: This data is not to survey accuracy and is meant for planning purposes only.



- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? **Yes, the proposed widening project requires work within Wetland 4 and within its buffer. Additionally, work will occur in Wetland 3, 3a and 8. The work within the wetlands and buffer is primarily roadway widening, with some impacts from the construction or**

modification of stormwater conveyance and treatment facilities. Temporary impacts will be restored to existing conditions. Permanent wetland and wetland buffer impacts will be mitigated with the purchase of available credits from an authorized wetland mitigation bank with approval from the U.S. Army Corps of Engineers and Ecology.

- 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. There will be minor wetland and wetland buffer impacts. The Project will place 480 cubic yards (CY) of fill in Wetland 4 and 55 CY of fill within the buffer of Wetland 4. The Project will place 570 CY of fill in Wetland 8. The Project will place 75 CY of fill in Wetland 3a. The Project will place 45 CY of fill in Wetland 3.

There will be permanent wetland impacts of 0.33 acres, temporary wetland impacts of 0.18 acres; permanent wetland buffer impacts of 0.17 acres and temporary wetland buffer impacts of 0.09 acres. Temporary impacts will be restored and replanted post construction. All fill will be sourced from WSDOT-approved sites.

- 4) Will the proposal require surface water withdrawals or diversions? No diversions will be needed, and no water withdrawals are anticipated. However, if the project should require surface water withdrawals, any approvals or permits will be the responsibility of the Contractor.
- 5) Does the proposal lie within a 100-year floodplain? No.
- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. No.

b. Groundwater:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? Will water be discharged to groundwater? There is no proposed groundwater withdrawal or groundwater discharge.
- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any. None.

c. Water Runoff (including stormwater):

- 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, describe. The stormwater leaves the project area through a mixture of enclosed pipes, vegetated ditches and stormwater BMP's. Receiving waterbodies for stormwater in project area include Weiser Creek and Lake Stevens.
- 2) Could waste materials enter ground or surface waters? Not as a result of this project. During construction, accidental spills of construction materials and fuels are a possibility.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. The project will not significantly alter drainage patterns. Stormwater will be treated within the project limits and will tie back in with the existing conveyance system.
- d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any: During construction, the Contractor will be required to adhere to a TESC plan and use BMPs as described in the TESC Manual. Temporary BMPs could include but are not limited to: high-visibility fencing, compost sock, silt fence, check dams, outlet protection, and erosion control blankets. Monitoring and adaptive management of BMPs is a requirement of the Section 402 Construction Stormwater General Permit NPDES.

The Contractor will be responsible for the preparation and implementation of a SPCC Plan, which will outline contractor measures to prevent the release of hazardous materials (pursuant to WAC 296-62). Spill containment materials will be readily available on site in the case of an accidental spill. After construction, all disturbed areas will be replanted with native vegetation.

The project includes stormwater improvements to collect and treat pollutant generating impervious surfaces. Proposed drainage improvements include ditch grading, installation of enclosed stormwater system, and the installation of media filter drains, a compost amended biofiltration swale, detention pond, and a walled detention pond. The proposed stormwater management for the reconstructed highway is consistent with the WSDOT Highway Runoff Manual (M 31-16.04, 2019) and includes infiltration and dispersion methods along the roadway shoulders, as well as temporary and permanent sediment and erosion control measures. During construction, the Contractor will be required to control on-site stormwater runoff by using temporary or permanent drainage erosion control procedures.

4. Plants

- a. Types of vegetation found on the site: The project is entirely within the right-of-way of WSDOT and the City of Lake Stevens. The upland vegetation within the site is primarily mowed grass, with Douglas fir, bigleaf maple, and other deciduous and coniferous trees back from the roadway. The wetland vegetation within the project includes red alder, black cottonwood, salmonberry, and reed canarygrass.
- b. What kind and amount of vegetation will be removed or altered? Approximately 4.00 acres of clearing and grubbing will occur. Vegetation that will be cleared includes roadside grasses and deciduous and coniferous trees. Of the trees removed, mitigation will be provided for approximately 28 deciduous and coniferous trees with the replacement quantity of approximately 316 trees. After construction, temporarily disturbed areas will be planted and replaced with native vegetation.
- c. List threatened and endangered species known to be on or near the site. No threatened or endangered species of plants are known to be 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: Wherever possible, existing vegetation will be preserved. After construction, temporarily disturbed areas will be planted and replaced with native vegetation. Revegetation of all temporarily disturbed areas will be required in accordance with the Roadside Manual (<http://www.wsdot.wa.gov/publications/manuals/fulltext/M25->

30/Roadside.pdf) and the Roadside Classification Plan (<http://www.wsdot.wa.gov/Publications/Manuals/fulltext/M25-31/RCP.pdf>).

- e. List all noxious weeds and invasive species known to be on or near the site. Many plants exist in the project area that are common to WSDOT right-of-way property in Western Washington. WSDOT Maintenance is responsible for weed control within the highway right-of-way, so noxious weed species should be at a minimum. Reed canary-grass and Himalayan blackberry are known to be in the vicinity. Lake Stevens is known to have invasive aquatic species such as Eurasian milfoil as well as toxic blue-green algae blooms.

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.
Birds: hawk, heron, songbirds
Mammals: deer, rabbits
Fish: bass, salmon, trout
- b. List any threatened and endangered species known to be on or near the site. USFWS IPAC identified marbled murrelet, bull trout, streaked horned lark, Oregon spotted frog and western yellow-billed cuckoo as potentially within the project area. NMFS maps Puget Sound Chinook salmon and Puget Sound steelhead as potentially present in lower Weiser Creek near its confluence with Ebey Slough as well as within Lake Stevens.
- c. Is the site part of a migration route? If so, explain. No, the site is not part of a known migration route.
- d. Proposed measures to preserve or enhance wildlife, if any: This project will implement multiple impact and avoidance measures throughout project construction to protect listed species and their habitat. These measures come in the following forms: the addition of stormwater treatment and minimizing impacts to wetlands and streams during design and the implementation and maintenance of a successful SPCC plan, TESC plan, and site-specific BMPs.
- e. List any invasive animal species known to be on or near the site. Invasive animal species suspected to be on or near the site include: Norway rats, European starlings, rock doves, house mice, and house sparrow. No invasive animal species are known to be present.

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? Construction work will require petroleum products to fuel generators, vehicles, and other equipment. Traffic control, street lighting, and traffic signals will use electricity.
- b. Would your project affect the potential use of solar energy by adjacent properties? No.
- c. What kinds of energy conservation features are included in the plans of this proposal? Vehicles associated with the construction of the project will not be left to idle for long periods of time. WSDOT and contractors often utilize solar panels to power variable message signs

within construction project areas, eliminating the need for additional power. Work will be conducted as efficiently as possible, which will conserve resources used by construction equipment.

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. Based on the Hazardous Materials report and Addendums, there is a low/moderate/high risk of encountering environmental health hazards on this project. All three levels of risk are present based on location. This is primarily due to soil and groundwater pollutants on adjacent properties. The Contractor will be required to follow an SPCC for hazardous materials.
- b.
 - 1) Describe any known or possible contamination at the site from present or past uses. A review of Ecology and other regulatory databases as well as historical land use of the area revealed a total of 21 sites adjacent to the project area. Present and past uses on sites adjoining the ROW include automotive repair, gasoline service stations, and dry cleaners.
 - 2) Describe existing hazardous chemicals/conditions that might affect project development and design. Utilities include a gas line, water line, communication lines, telephone lines, and power lines. These utilities have been identified within the project plans. Hazardous chemicals identified in soil and groundwater at sites adjoining the ROW include gasoline, BTEX, diesel, PCE, 1,1,1-TCA, arsenic, chromium, and lead. Groundwater tested at the proposed stormwater pond location detected volatile organic compounds (VOCs) that are associated with dry cleaning solvents; none of these concentrations exceeded Model Toxics Control Act (MTCA) clean up levels. Ecology is aware of these detections and all necessary permits will be obtained to continue this work.
 - 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. The Contractor may use solvents, sealers, adhesives, paint, or other typical construction materials during project completion. The Contractor is required to develop an SPCC Plan and dispose of any project waste material at an approved and permitted waste site.
 - 4) Describe special emergency services that might be required. This project does not anticipate needing special emergency services.
 - 5) Proposed measures to reduce or control environmental health hazards, if any: Normal safety practices required by federal, state, and local regulations will apply to all construction work. A SPCC Plan will be developed to identify hazardous materials brought on site and address procedures, equipment, and materials used in the event of a spill or contaminated soil, contaminated water, or other hazardous substance encounters. Discovered potentially hazardous wastes will be handled in accordance with EPA, Ecology, and local health regulations.

b. Noise

- 1) What types of noise exist in the area which may affect your project? Traffic noise from SR 9, and, at the north end of the project, SR 204, are the primary traffic noise sources along the project limits.
- 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? Indicate what hours noise would come from the site. Work will occur during the day and night during along with extended weekend closures; therefore, noise is expected to occur for 24 hours depending on the nature of work. Short-term construction noise impacts involve the use of heavy equipment, trucks, generators, and compactors. City of Lake Stevens code allows exceedance of nighttime noise thresholds to minimize excessive impacts to the traveling public and surrounding businesses. Once the project is complete, SR 9 traffic noise levels will return to normal. Regarding long term noise impacts, WSDOT approved a Traffic Noise Report where noise impacts are identified, and noise walls are not required for Stage 3 of this project.

Proposed measures to reduce or control noise impacts, if any: City of Lake Stevens noise control ordinance (9.56.050 B.3.) exempts the noise threshold from the operation of construction equipment. However, the WSDOT contract includes standard noise mitigation measures detailed below. Mitigation measures 1, 2, and 3 will be implemented at all times.

1. All trucks performing export haul shall have well maintained bed liners as inspected and accepted by the Engineer.
2. Truck tailgate banging is prohibited. All truck tailgates shall be secured to prevent excessive noise from banging.
3. During pavement removal, all material spilled on the roadway shall be removed by hand methods or sweeping when feasible.
4. The Contractor shall mail Nighttime Work Mail Notifications to residents and businesses located within 500 feet from the work zone within WSDOT Right of Way no more than seven calendar days before the night work begins.

8. Land and Shoreline Use

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. The project is located within WSDOT right-of-way (ROW). There are single-family residential areas and commercial developments in the surrounding area. The project will not affect current land uses.
- 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? No farmland uses will be converted through the project.
 - 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversized equipment access, the application of pesticides, tilling, and harvesting? If so, how: No, the project will not affect these operations.
- c. Describe any structures on the site. The project site is a publicly owned transportation corridor with structures to support state transportation. Additionally, there are properties with

two commercial buildings: a dental office on Vernon Rd and a vacant bank located on Frontage Rd that will be acquired.

- d. Will any structures be demolished? If so, what? [The two building structures stated above will be demolished.](#)
- e. What is the current zoning classification of the site? [The project site is a publicly owned transportation corridor. The two commercial building properties stated above are classified as commercial district.](#)
- f. What is the current comprehensive plan designation of the site? [The site is State and City transportation right-of-way and not subject to zoning.](#)
- g. If applicable, what is the current shoreline master program designation of the site? [No areas of the project are mapped within shoreline designations.](#)
- h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [Wetland 4 is identified as an unclassified wetland by Lake Stevens. No other critical areas are within the project boundaries.](#)
- 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: [The dental office will be compensated for relocating.](#)
- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [The Snohomish County zoning maps and GIS layers were utilized. Coordination with the City of Lake Stevens and other agencies through direct communication, circulation of this document, and acquisition of the necessary regulatory permits is being conducted.](#)
- m. Proposed measures to reduce or control impacts to 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 proposed structures are light and camera posts which are approximately 25 – 50 feet tall.](#)

- b. What views in the immediate vicinity would be altered or obstructed? Removal of mature trees along SR 9 may alter views for residents and the traveling public. Coordination with the City of Lake Stevens confirms that there will be no obstructed views as a result of this project.
- c. Proposed measures to reduce or control aesthetic impacts, if any: A Visual Quality Assessment Report was completed. Vegetation that will be cleared includes roadside grasses and deciduous and coniferous trees. Of the trees removed, mitigation will be provided for approximately 28 deciduous and coniferous trees with the replacement quantity of approximately 316 trees. After construction, temporarily disturbed areas will be planted and replaced with native vegetation. Visual quality will be maintained through revegetating in key locations to integrate the project into the surrounding landscape character.

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? Temporary light and glare will result from vehicles and construction equipment in the project area. During nighttime construction work there will be temporary artificial lighting. All sources of light and glare will be oriented away from traffic and sensitive areas where and whenever possible. Streetlights are required per the WSDOT Design Manual and will illuminate the area at night after construction.
- b. Could light or glare from the finished project be a safety hazard or interfere with views? No.
- c. What existing off-site sources of light or glare may affect your proposal? Existing sources of light and glare are primarily present in commercial areas and from parking lots. No light or glare sources will impact the project.
- d. Proposed measures to reduce or control light and glare impacts, if any: Standard WSDOT specifications call for street lighting to be hooded or shielded to focus light mainly on the roadway and reduce unnecessary spillover.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity? There are no designated public or private parks or recreational facilities immediately adjacent to the SR 9 corridor.
- 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 SR 9 roadway improvements will not displace any existing recreational uses.

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? If so, specifically describe. There are no buildings, structures, or sites located on or near the Project Area that are over 45 years old listed in or eligible for listing in national, state, or local

preservation registers. A WSDOT cultural resources specialist has conducted a cultural resources survey for the Project, including a pedestrian archaeological survey of the Area of Potential Effects (APE), subsurface archaeological investigations in areas within the APE that maintained high risk for unknown and significant cultural resources, and historic building inventory.

- 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 of the Project Area.](#)
- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [WSDOT Cultural Resources Specialist completed background research/literature review of the Project's APE and finalized a record search of DAHP's Washington Information System for Architectural and Archaeological Records Data \(WISAARD\). The WISAARD record search has also been updated to include any recent archaeological surveys/historic buildings documented in the area since project inception in 2018. WSDOT consulted historic documents including the original General Land Office \(GLO\) plats and notes, DOT as-builts for the SR 9 and SR 204 corridors, and other historic maps and aerial photographs. WSDOT maintains early, often, and continuous contact with affected Native American tribes with monthly and/or quarterly meetings to discuss Project issues and deliverables for review. Project consultation letters in compliance of Section 106 of the NHPA have also been sent to the Tribal Chairs and Cultural Resources Representatives of the Sauk-Suiattle Indian Tribe, Snoqualmie Tribe, Stillaguamish Tribe of Indians, Tulalip Tribes, and Yakama Nation.](#)
- 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. [An Unanticipated Discovery Plan \(UDP\) will be developed and kept on site during construction. In the unlikely event that cultural resources are identified during project construction, work in the immediate vicinity of the find would stop. A qualified archaeologist would be contacted to assess the resource, and if necessary, the Department of Archaeology and Historic Preservation and affected Native American tribes would be notified.](#)

14. Transportation

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [The main purpose of the project is to relieve congestion at the SR 9/SR 204 intersection. SR 9 is the major north-south highway providing access to the area. SR 9 intersections to be improved by this project will be between MP 15.48 and MP 16.05.](#)
- 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 Lake Stevens Transit Center is within the project study area but not within the project. No](#)

improvements are nearby the transit center. There are two existing transit stops at SR 9/SR204 (#995 and #1492 serving Routes 209 and 280). These will be intermittently closed during construction and replaced in the same location once construction is complete. The Contractor will work with the transit center to minimize impacts to transit riders and provide notifications in advance of any changes.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? Approximately 20 parking spaces located on WSDOT right-of-way on Frontage Rd that are being used by businesses will be removed.
- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). Yes, the proposal improves the existing condition and function of the public roads and sidewalks. The project is constructing 8 to 10 feet wide sidewalks on the east side of SR 9 between N Davies Rd and Market Pl intersection. This will improve pedestrian and bicycles safety and accesses to the businesses in the area.
- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, 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 and nonpassenger vehicles). What data or transportation models were used to make these estimates? This project would not generate any new vehicular trips per day.
- 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. There may be some temporary traffic delays associated with construction, and impacts will be minor. Work will occur at night to the maximum extent feasible to avoid impacts to the traveling public.
- h. Proposed measures to reduce or control transportation impacts, if any: Traffic control will be required for safety for the duration of the project. New traffic lanes will be constructed while maintaining the current lane configuration. Most traffic impacts are expected to be minimized by staging which generally will construct serviceable roadways for interim use prior to closing or altering existing roads. Before and during construction, the public will be advised of project construction scheduling via the WSDOT construction website, and on-ground variable message signs at a minimum. The public will also be informed during construction of delays via media outlets such as radio, newspaper, the WSDOT construction website, or television news. Impacts to the traveling public will be minimized to the greatest extent practicable. Peak travel times will have the most lanes available, and no active construction will take place during holiday weekends.

Following construction of this project, traffic flow is expected to improve in the area.

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. **Traffic Control Plans for the project will require the Contractor to accommodate access to emergency services at all times. Coordination with Community Transit has been conducted throughout all stages of this project.**

16. Utilities

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, etc. **Utilities include a gas line, water line, communication lines, telephone lines, sanitary sewer, and power lines. These utilities have been identified within the project plans.**
- 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 new utilities are proposed. However, some utilities may need to be relocated.**

C. Signature

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

Signature:  _____

Name of signee: John Maas

Position and Agency/Organization: Northwest Region Environmental Compliance Manager

Date Submitted: 9/14/2021