SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

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

Instructions for applicants:

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:

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

1. Name of proposed project, if applicable:

State Route (SR) 104 and 40th Place NE Roundabout Project

2. Name of applicant:

City of Lake Forest Park Public Works Department

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

Rebecca Dickinson, Public Works Director
17425 Ballinger Way NE
Lake Forest Park, WA 98155
206-368-5440

4. Date checklist prepared:

March 5, 2025.

5. Agency requesting checklist:

City of Lake Forest Park Planning & Building Department

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

Construction is expected to begin in August 2025 and end in November 2026.

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

No.

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

- Geotechnical Memorandum, July 8, 2022
- *Preliminary Stormwater Drainage Summary*, Terra Vista NW LLC Consulting Engineers, January 7, 2021
- *Arborist Report – SR 104/40th Place NE Roundabout,* October 17, 2024 (Facet 2024a)
- *Canopy Coverage Study – SR 104/40th Place NE Roundabout*, October 24, 2024 (Facet 2024b)
- *Right-of-Way Corridor Canopy Replacement Plan – SR104/40th Place NE Roundabout*, January 8, 2025 (Facet 2025)

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.

No government approvals of other proposals directly affecting the property are known to be pending.

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

No federal or state environmental approvals are expected to be required. The following permits will be required from the City of Lake Forest Park:

- Land Clearing, Grading, and Excavating Permit (Major Clearing and Grading Permit)
- Right-of-Way Use Permit
- Major Tree Permit
- Critical Areas Work Permit

Prior to the start of construction, the City or its contactor will obtain Construction Stormwater General Permit coverage under the National Pollutant Discharge Elimination System (NPDES).

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The proposed project will involve constructing a four-leg single-lane roundabout at the intersection of SR 104 and 40th Place NE in Lake Forest Park. Currently, the skewed intersection has stop control at the southbound (40th Place NE) and westbound (NE 184th Street) approaches. The project will improve vehicular and non-vehicular safety issues related to the existing intersection alignment and lack of sight distance, bike lanes, and sidewalks. The roundabout will provide pedestrian crossings at all legs, improved and more predictable traffic flow through the intersection, adequate sight distance, and clear delineation for vehicles and pedestrians.

After project construction is complete, southbound SR 104 traffic would turn right at the roundabout, and northbound SR 104 traffic would turn left. Each of the properties adjacent to the project footprint would maintain one point of access in and out of their driveway from SR 104 in both directions. Details and dimensions of traffic features are described below in response to Question B.14.d.

The project will include utility upgrades or replacements, new illumination, and retaining walls to minimize right-of-way (ROW) impacts. See **Attachment A**, *Selected Design Plan Sheets*. See response to Question 16.b for a discussion of proposed utility upgrades or replacements.

Retaining walls will be constructed in the northeast and southeast quadrants to minimize ROW impacts. In addition, two short walls will be constructed on the westbound approach (from NE 184th Street). The project will result in a net increase in impervious surface.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map,

and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project is located at the intersection of SR 104 and 40th Place NE in Lake Forest Park, King County, Washington, Section 10, Township T 26 N, Range R 4 E, W.M. The site is the confluence of the state highway and two residential side streets (40th Place NE and NE 184th Street). The vicinity map is shown in **Attachment A**, *Selected Design Plan Sheets*.

B. Environmental Elements

1. *Earth*

a. General description of the site:

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

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

No steep slopes exist on the project site, based on current City of Lake Forest Park mapping. City mapping designates a steep slope on the north side of and adjacent to NE 184th Street, starting approximately 200 feet east of the project site (the SR 104/40th Place NE intersection) and extending west. To the north and east, 40th Place NE and NE 184th Street slope up at roughly 8 to 12 percent grade, and SR-104 slopes up to the north at about 7 to 9 percent grade (GeoEngineers 2022).The Lake Forest Park Municipal Code (LFPMC 16.16.040(D)) indicates that critical areas within the City of Lake Forest Park include "*geologically hazardous areas such as erosion hazard areas, landslide hazard areas, seismic hazard areas, and steep-slope hazard areas*." Steep slope hazard areas are defined as *"…areas not composed of consolidated rock with slope gradients of 40 percent or greater within a vertical elevation change of at least 10 feet"* (LFPMC 16.16.040(W)(1)).

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.

United States Department of Agriculture Natural Resources Conservation Service (NRCS) Web Soil Survey indicates that the predominant soils within approximately 0.25 mile of the project site include Alderwood-Everett-Urban land complex, 0 to 60 percent slopes. Other soil types present within 0.25 mile include Urban Land-Alderwood Complex, 0 to 35 percent slopes. The Alderwood-Everett-Urban land complex, 0 to 12 percent slopes, has a typical profile of gravelly sandy loam at 0 to 7 inches, with very gravelly sandy loam 7 to 59 inches below ground surface (bgs). The drainage class is "moderately well drained," and the depth to water table is estimated to be 18 to 35 inches (NRCS 2022).

Mapped soils in the immediate project vicinity consist of Vashon recessional outwash. Fan deposits are mapped on the west side of SR-104. Recessional outwash is generally a non-sorted, non-stratified mixture of sand and gravel with minor of amounts of silt and clay. It was commonly deposited due to the collapse of sediment into cavities formed by melting ice (i.e. the glacier)

during the Late Pleistocene period. It typically has low to moderate shear strength and moderate to high permeability characteristics in its undisturbed state. The fan deposits consist of boulders, cobbles, and sand deposited where streams emerge from confining valleys onto areas of reduced gradients. Deposition occurs due to an abrupt change in gradient from a steep source area upslope to a lower gradient receiving area below (Lake Washington) (GeoEngineers 2022).

- Soils encountered during subsurface evaluation at the site in 2022 consist of relatively shallow fill overlying native sand and gravel deposits (cohesionless sand and gravel).

- Top soil was encountered in four of seven hand augers, HA-2 and HA-5 through HA-7. The topsoil consists of a dark brown silty sand with variable gravel and organic matter content. The topsoil was 6 to 12 inches thick.

- Surficial Silty Sand was encountered in four of seven hand augers HA-2, HA-3, HA-4, and HA-6. The silty sand was evaluated as loose to medium dense and contains variable gravel. The thickness varied from 1 to 4 feet and extended to the depth explored in HA-6.

- Recessional outwash deposits were encountered below the surficial silty sand layer with the exception of HA-6 where it was encountered below the topsoil. The recessional outwash deposits generally consist of medium dense to dense sand and silty sand with variable gravel content and extended to the depths explored (GeoEngineers 2022).

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

Although the project site is located in the Puget Sound region, which is known to be an active seismic area, the City does not identify the project site or the area within 1,500–2,000 feet of the project site as a landslide, erosion, or seismic hazard 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.

Expected construction activities for the project include site clearing, excavation and grading, and paving. To construct the roundabout and related features, the project will require the removal of approximately 5,000 cubic yards of material and placement of approximately 2,500 cubic yards of material over a 80,000-square-foot area. Fill material required for the project will be sourced from an approved off-site quarry. Excavated material will be disposed of at a City-approved facility. The fill material will be gravel borrow or crushed surfacing base course (CSBC).

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

Construction activities in general expose soils, increasing the potential for soil erosion, particularly in areas with steep slopes. No steep slopes, erosion-prone, or landslide-prone areas exist on the project site. The contractor must comply with City development standards, and will prepare a site preparation plan and a Temporary Erosion and Sediment Control Plan (TESCP) before the start of ground-disturbing activities, both for local permits (such as the Clearing, Grading, and Excavation Permit) and Construction Stormwater General Permit (CSWGP) coverage under the NPDES Permit, as needed. With the application of construction Best Management Practices (BMPs) in accordance

with the TESCP, erosion potential would be minimized, and any sedimentation that could occur will be properly controlled and managed. See also the response to Question B.1.h. See also recommendations in the Geotechnical Memorandum prepared for the project in 2022 (**Attachment B**, *Geotechnical Memorandum*).

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

Existing impervious surface covers 63.8 percent of the project site. After construction, impervious surface would cover 86 percent of the project site.

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

The City of Lake Forest Park will be required to obtain a CSWGP under Section 402 of the Clean Water Act (the NPDES) because the project will require 1 acre or more of ground disturbance. The CSWGP will include a TESCP with BMPs, with which the contractor must comply. Installation of the BMPs will minimize erosion during construction. The City of Lake Forest Park will specify BMPs in the construction contract documents. The construction contractor will be required to implement BMPs in the construction contract.

BMPs may include but not be limited to:

- Preserving natural vegetation.
- Covering or protecting work areas when not in use, using erosion control matting (including nets or blankets), plastic sheeting, straw mulch, straw wattles, high-visibility silt fences, crushed rock or recycled concrete, or mature hydroseed.
- Providing temporary and permanent seeding, mulching, and topsoiling.
- Providing storm drain inlet protection.
- Routing surface water away from work areas.
- Providing concrete handling and concrete washout area measures.
- Keeping staging areas and travel areas clean and free of track-out (materials adhering to motor vehicles and inadvertently carried out of the project site to a staging area or paved road).
- Covering work areas and stockpiled soils when not in use.
- Completing earthwork during dry weather and site conditions if possible.
- Providing traffic area stabilization.
- Watering for dust control.
- Providing sawcutting and surfacing pollution prevention measures, such as those in the King County Stormwater Pollution Prevention Manual, 2021 (King County 2021b).
- Implementing material delivery/storage and containment measures.

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 project construction, there is potential for minor short-term increases in emissions of particulate matter (from vehicles and fugitive dust on-site), carbon monoxide, volatile organic compounds, and nitrogen oxides. These increases would come from the

operation of construction equipment, hauling materials, and construction workers accessing the site. Construction would last approximately 6-9 months, beginning in August 2025, pausing during winter months, and ending in November 2026. During construction, the contractor will be required to follow the Puget Sound Clean Air Agency (PSCAA) implementation of BMPs, which would minimize the impacts of fugitive dust resulting from construction activities. Standard practices to control emissions of particulate matter, carbon monoxide, volatile organic compounds, and nitrogen oxides will also be implemented during construction.

Disruption of traffic during construction (such as a temporary reduction of roadway capacity and increased queue lengths) could result in minor, short-term, elevated concentrations of pollutants from slowed or idling vehicles. Once construction is completed, these short-term increases will no longer occur.

Operation and maintenance of the roundabout, after construction, will not result in any change in air emissions because traffic volumes and vehicle idling time would not increase. The project is not expected to increase greenhouse gas emissions.

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

No off-site sources of emissions or odors have been identified that could affect the project.

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

The City of Lake Forest Park will identify site-specific mitigation measures necessary to minimize construction impacts during design. These measures may include requiring contractors to implement measures to control dust and reduce vehicle emissions. Contractors will be required to comply with PSCAA Regulation I, Section 9.15 requiring reasonable precautions to avoid fugitive dust emissions, and Regulation I, Section 9.11 requiring the best available measures to control emissions of odor-bearing contaminants. Measures to reduce erosion and sedimentation will also serve to reduce potential dust and particulate matter from construction activities. Other measures to control air emissions could include using well-maintained equipment with emission-control devices, implementing idling restrictions, and implementing detours to reduce idling at the project site.

Operations of the project are not expected to result in any new air quality impacts. Therefore, no measures to reduce or control emissions or other impacts on air quality are proposed for project operation.

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.

McKinnon Creek flows along a portion of the southern side of NE 184th Street, until it flows beneath SR 104 via a 21-inch corrugated steel culvert. Both sections of the creek

are within 50 feet of the site. McKinnon Creek is a tributary to Lyon Creek, which is located approximately 600 feet west of the project site. Lyon Creek empties into Lake Washington, which is located approximately 3,500 feet southeast of the project site. Lake Forest Reservoir is located approximately 3,800 feet northeast of the project site. In addition to McKinnon Creek, a wetland associated with McKinnon Creek is located south of the project site. **Attachment C**, *Critical Areas Report* describes surface water bodies or or near the project site.

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 will not require work over or in surface water bodies. Work will occur 50 feet of McKinnon Creek, as described in **Attachment C**, *Critical Areas Report*.

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.

No fill or dredge material will be placed in or removed from surface water (McKinnon Creek) or the wetland.

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

The project will not require surface water withdrawals or diversions.

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

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Maps, the site is not located within a 100-year floodplain (FEMA 2022).

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.

The project will not involve the discharge of waste materials to any 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.

Groundwater will not be withdrawn from a well for drinking water.

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. The project will not use septic tanks. No properties adjacent to the project site are on septic systems.

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.

The source of runoff at the site is precipitation flowing off of impervious surface (the roadway). The project will include a new drainage system that will route collected stormwater to two natural discharge locations within the project limits, as shown in **Attachment A**, *Selected Design Plan Sheets.* Stormwater will flow from the two discharge locations downstream to Lyon Creek, which is located within 0.25 mile of the discharge locations. Lyon Creek eventually empties into Lake Washington. The project will have one Threshold Discharge Area (TDA). Flow control and runoff treatment will be provided as part of this project. See **Attachment D**, *Technical Information Report*, for more information about stormwater and runoff control.

Stormwater will be managed in accordance with King County Surface Water Design Manual (KCSWDM) (King County 2021a).

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

Waste materials are not likely to enter ground or surface waters. During construction, the contractor will implement source control BMPs, as described in responses to Questions B.1.f and B.1.h, to prevent spills from reaching storm drains or water bodies. After the project is constructed, runoff will be managed as described in response to Question B.3.c.1.

Groundwater was not encountered in the subsurface evaluations completed at the site in 2022. However, perched groundwater is common in glacial deposits where water from precipitation infiltrates through the upper more permeable or weathered layers and moves laterally or down gradient within the cleaner sand lenses (GeoEngineers 2022). **Attachment B**, *Geotechnical Memorandum*, contains more detail about soils and subsurface conditions.

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

Drainage patterns will be altered to the extent the project changes the amount of and location of impervious surface. Discharge points and TDAs will not change.

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

A Stormwater Pollution Prevent Plan (SWPPP) will be prepared. The contractor must follow provisions within the SWPPP to avoid source pollution on-site during construction.

The project will update the drainage system to account for the constructed project. These updates will ensure that the drainage system remains compliant with municipal stormwater codes, as well as Washington State Department of Transportation (WSDOT) and Washington State Department of Ecology (Ecology) stormwater regulations. Final drainage improvements will be confirmed during final design. As described in response to Question B.1.f, the contractor will be required to implement BMPs to prevent spills from reaching the storm drain during construction. No additional measures are anticipated to be needed.

4. Plants

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

__x_deciduous tree: alder, maple, aspen, other
__x_evergreen tree: fir, cedar, pine, other
__x_shrubs
__x_grass
____pasture
____crop or grain
____ orchards, vineyards or other permanent crops.
__x_wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____water plants: water lily, eelgrass, milfoil, other
__x_other types of vegetation

Vegetation has multiple strata, with a high cover of ornamental plants common in landscaped residential corridors, including cherry laurel (*Prunus laurocerasus*) and rhododendron (*Rhododendron* sp.). The overstory is bigleaf maple (*Acer macrophyllum*), Douglas fir (*Psudotsuga menziesii*), and western red cedar (*Thuja plicata*). There is a large amount of English ivy (*Hedera helix*) extending up the trunks of the trees on the northeastern extent of the site. Invasive Himalayan blackberry (*Rubus armeniacus*) is present throughout the site in patches, and contributes to the shrub layer, where native and ornamental hazelnut (*Corylus* spp.), vine maple (*Acer circinaturm*) are dense adjacent to the creek. Streamside vegetation is patchy with sword ferns (*Polysticum munitum*) and oxalis (*oxalis* sp.) on the ground. Within the small onsite wetland are emergent plants skunk cabbage (*Lysichiton americanus*), horsetail (*Equisetum arvense*), and nettle (*Urtica dioica*). In addition to English ivy, there is a high cover of weedy buttercup (*Ranunculus repens*) and common (*Agrostis* sp.) grasses in the herbaceous layer of uplands.

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

The project will be constructed within public ROW and on private property to be acquired by the City. Trees and shrubs will be removed for construction. As stated in the Arborist Report (Facet 2024a), the proposed project will require the removal of 68 trees within the project area, 51 of which are of significant size. Tree removal is regulated in the LFPMC Chapter 16.14 Tree Canopy Preservation and Enhancement. Tree removal within the McKinnon Creek buffer would require compliance with LFPMC Chapter 16.16.230 Authorized Work in Critical Areas. A Major Tree Permit and a Critical Areas Work Permit will be required.

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

No threatened or endangered plant species are known to be on or near the project site.

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

The project includes the installation of new landscaping in accordance with vegetation replacement requirements in LFPMC, including LFPMC 16.14.090 Tree Replacement, LFPMC Chapter 18.62 Screening and Landscaping, LFPMC Chapter 16.08 Clearing and Grading (specifically LFPMC 16.08.070 Performance Standards), and LFPMC Chapter 16.16 Environmentally Critical Areas (specifically LFPMC 16.16.160 Vegetation Management Plan). Landscape plans will be included in later iterations of the project design plans. For information about canopy replacement, see the Right-of-Way Corridor Canopy Replacement Plan (Facet 2025).

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

A high cover of noxious weeds was identified during a May 2022 site visit, near the project site in association with McKinnon Creek, including cherry laurel (*Prunus laurocerasus*) and knotweed (*Fallopia* spp.). Other invasive species noted during a site assessment included Himalayan blackberry (*Rubus armeniacus*) and reed canarygrass (*Phalaris arundinaceae*).

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 _____

Birds and other animals observed on the site or known to be on or near the site include: sparrows (*Melospiza* and *Spizella* spp.), juncos (*Emberizidae* sp.), robins (*Turdus migratorius*), crows (*Euploea core*), raccoons (*Procyon lotor*), deer (*Cervidae* spp.), squirrels, (*Sciurus carolinensis*) and other rodents.

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

The following threatened and endangered species are listed as occurring within the region (USFWS 2022), but do not have suitable habitat onsite due to presence of human development and activity: North American wolverine (*Gulo gulo luscus*), marbled murrelet (*Branchyramphus marmoratus*), streaked horned lark (*Eremophila alpestris strigata*), yellow-billed cuckoo (*Coccyzus americanus*), bull trout (*Salvelinus confluentus*), and monarch butterfly (*Danaus plexippus*).

McKinnon Creek does not have documented presence of priority habitat for fish or protected fish species on or near the project site (WDFW, 2022a), but does drain into Lyon Creek, which contains habitat and presence of listed salmonid fish species (WDFW 2022b) about 0.2 miles southeast of the project site.

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

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

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

None.

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

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

6. Energy and Natural Resources

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

The completed project will not have additional energy demands, other than a minor amount of electricity required for the additional illumination along the roadway and sidewalk.

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

The completed 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:

Light-emitting diode (LED) lights will be used.

7. Environmental Health

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

The project may result in accidental spills of hazardous materials from construction equipment and vehicles. Spilled materials could include fuels, lubricants, solvents,

antifreeze, and similar materials. If not contained, these contaminants could enter ground or surface water.

Hazardous materials could be encountered during grading and excavation of the site. Disturbance of these materials during construction could release hazardous materials to the air or surface and groundwater or could expose construction workers unless proper handling methods are used.

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

According to the Ecology Facility/Site(s) database (Ecology 2022), the project site is not known to have contamination from present or past uses.

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 no known hazardous conditions that could affect project development and design. However, the potential for contamination will be assessed before or during construction, and if appropriate, design measures will be implemented to prevent unintentional alteration of contaminant migration pathways. The project design will also include specifications for handling of impacted soil and groundwater.

The underground hazardous liquid or gas transmission pipeline closest to the project site is a north-south oriented hazardous liquid pipeline (Olympic National Gas Pipeline) located approximately 5 miles east of the project site.

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.

Chemicals stored and used during construction will likely be limited to gasoline and other petroleum-based products required for maintenance and operation of construction equipment and vehicles.

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

The project will not require any special emergency services.

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

During construction, the contractor will be required to comply with all applicable health and safety regulations, including State of Washington Department of Labor and Industries General Occupational Health Standards, Chapter 296-62 Washington Administrative Code (WAC), and General Safety and Health Standards, Chapter 296-24 WAC. In addition, proposed measures to reduce or control environmental health hazards will also include the following:

- The contractor will comply with applicable regulations for the removal and disposal of any hazardous materials found on site.

- A site-specific Spill Prevention Plan will be developed to prevent or minimize impacts from hazardous materials and to avoid source pollution on-site during construction.

b. Noise

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

The project site lies along a state highway with high levels of traffic, which is the primary source of noise at the site. Other sources include miscellaneous noise related to nearby residential uses. Noise sources from traffic typically include road surface, the interaction of tires on pavement, engine or transmission, braking, and honking. In general, Lake Forest Park receives noise from freeways, highways, and arterial streets, as well as airplane flights to and from Boeing Field and SeaTac International Airport. Airplane noise is currently heard intermittently at the project site. These noise levels will not affect the project.

The project will comply with the City of Lake Forest Park Noise Ordinance (LFPMC Chapter 8.24), which sets a limit for maximum permissible environmental noise levels based on WAC 173-60-040 and prohibits construction and maintenance activities during certain hours of the day.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Construction: Construction of the roundabout will generate short-term noise from construction equipment and vehicles. Equipment may include jackhammers, drill augers, track hoes, dump trucks, forklifts, and boom trucks. Noise associated with construction will occur during construction hours, which are limited to 7 a.m. to 8 p.m. on weekdays and 9 a.m. to 5 p.m. on weekends and holidays, in compliance with the City of Lake Forest Park Noise Ordinance (LFPMC Chapter 8.24).

Operation: When the roundabout is complete, the level of noise is not expected to increase over current conditions. Most noise at and near the project site is due to traffic, which would not increase due to the project because the project will not result in an increase in capacity or idling or a change that would bring traffic closer to sensitive noise receptors.

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

The contractor will comply with the City of Lake Forest Park Noise Ordinance (LFPMC Chapter 8.24). Although no special measures are needed to reduce or control noise impacts during construction, the contractor may implement the following:

- Use low-noise emission equipment.
- Implement noise-deadening measures for truck loading and operations.
- Conduct monitoring and maintenance of equipment to meet noise limits.

No long-term operational noise impacts are expected. Therefore, no operational noise mitigation is proposed.

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 site is currently a four-legged intersection at 40th Place NE and NE 184th Street in a residential neighborhood of Lake Forest Park. The surrounding land uses are mostly single-family homes with driveways onto SR 104. The project will convert a small amount of private property to transportation use, as shown in **Table 1**, and will maintain access to private properties.

Although the project will require permanent acquisition of ROW from five privately owned parcels adjacent to the project footprint, no building displacement or home or business relocation is required. Five percent or less of four of the five parcels will require acquisition due to the project. The project would require 23 percent acquisition of the fifth parcel, number 4019300309. A 3-bedroom, 1.75-bath single family residential home built in 1928 is situated on the eastern end of parcel 4019300309. The parcel 4019300309 acquisition would not result in displacement or relocation of the residence on the property. Trees would be removed from the area to be acquired on parcel 4019300309, and a retaining wall would be constructed at the edge of new ROW to minimize ROW needs.

Table 1
Proposed Acquisition of Private Property

Parcel Number	*Parcel Size (sq. ft.)*	*Size of Area Proposed for Acquisition (sq. ft.)*	*Percent of Parcel Proposed for Acquisition*
4019300335	58,370	1,779	3%
4019300990	32,432	1,332	4%
4019300980	58,370	541	1%
4019301000	37,062	1,471	4%
4019300309	19,384	4,515	23%

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

The site has not been used for working farmland or working forest lands in recent history. No agricultural or forest land of long-term commercial significance or acres in farm or forest land tax status will be converted to other uses as a result of this 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 working farm or forest lands are located near the project site. The project will not affect or be affected by farm or forest operations.

c. Describe any structures on the site.

There are no structures on the site. There are single-family homes adjacent to the project site.

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

No structures will be demolished.

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

The current zoning classification of the properties directly adjacent to the site is Single Family, RS 20 (Single Family Residential, minimum lot size 20,000 square feet) (City of Lake Forest Park 2019).

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

The City of Lake Forest Park Comprehensive Plan designates properties directly adjacent to the project site as Conservation Residential, Low (City of Lake Forest Park 2016).

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

The project site is not within a shoreline jurisdiction. Therefore, there is no applicable Shoreline Master Program designation (City of Lake Forest Park 2013).

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

The City of Lake Forest Park regulates Environmentally Critical Areas (ECAs) in LFPMC Chapter 16.16. ECAs near or on the project site include one wetland, McKinnon Creek, and the wetland/stream buffers. The McKinnon Creek buffer is approximately 50 feet south of the project intersection, and would overlap with the proposed construction limits. However, the area to be impacted is not functionally providing a buffer to the creek because it is comprised of existing NE 184th Street right of way. For this reason, the City Planning Director may approve a buffer waiver in compliance with LFPMC 16.16.320.D.See **Attachment C**, *Critical Areas Report*, for further discussion.

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

No people will reside or work in the completed project.

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

The completed project will not displace any people.

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

No displacement impacts will occur. Therefore, no mitigation measures are needed.

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

The project is consistent with existing land use regulations and plans in that the transportation use of the intersection will remain, and the residential use of adjacent properties will remain the same. A small amount of private residential land will be converted to transportation use, as described in the response to Question B.8.a.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

The project is not located near any agricultural or forest lands of long-term commercial significance. No measures to reduce of control impacts are required.

9. Housing

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

No housing units will be provided.

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

No housing units will be eliminated.

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

The project will not result in adverse impacts on housing. Therefore, no measures to reduce or control housing impacts are required. Design measures proposed as part of the project to reduce housing impacts include retaining walls that will minimize required ROW acquisition from residential parcels.

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 structures on the project site will be the new Seattle City Light light poles, which are typically 40 feet to 45 feet tall. No buildings will be constructed as part of the proposed project.

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

LFPMC 16.06.200 addresses the protection of public views. The City's policy protects public views of significant natural and human-made features: the Olympic and Cascade Mountains, and major bodies of water. There are no protected views of or from the project site. No known viewpoints will be affected by the construction or operation of the project.

Views of the roundabout from residences on properties adjacent to the project site will

be altered with the addition of new sidewalks, traffic lanes, the elevated central roundabout island, and other new elements. The general character and use of the site will not change.

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

No adverse aesthetic impacts are expected. Therefore, no measures to reduce or control aesthetic impacts are proposed.

11. Light and Glare

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

Traffic at the roundabout will produce light and glare due to traffic headlights, similar to existing conditions. Existing glare from traffic will not change after the project is constructed. During construction, to the extent construction activities occur in early morning or evening hours, construction equipment could produce light for safety.

The project will include illumination provided by Seattle City Light on relocated utility poles. **Attachment A**, *Selected Design Plan Sheets*, shows seven proposed utility poles with luminaires. The intersection design will meet lighting design requirements for this intersection. Illumination of the intersection will be present from approximately dusk until dawn and will be designed to light the roadway and sidewalk area only, not neighboring properties. New LED luminaires will be directed to focus their light over the roadway to avoid light spillover.

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?

No off-site sources of light or glare will affect this proposal.

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

Lighting will comply with the requirements of LFPMC 16.06.140. No adverse light or glare impacts are expected. Therefore, no measures to reduce these impacts are required.

12. Recreation

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

Parks and recreational opportunities in the vicinity of the project site include McKinnon Creek Trail (200 feet east of the project site), Lyon Creek Waterfront Preserve (approximately 0.5 mile southeast of the project site), City Park "Five-Acre Woods" (approximately 0.5 mile north of the project site), and Pfingst Animal Acres Park (approximately 0.5 mile southwest of the project site). Lake Washington is approximately 0.6 mile southeast of the project site. Recreation opportunities are also

available at Brookside Elementary School, approximately 0.6 mile southwest of the project site. The closest park or recreation area is McKinnon Creek Trail.

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

The project will not displace any existing recreational uses. Pedestrian access and informal vehicle parking for the McKinnon Creek Trail will be maintained during construction.

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

No measures are needed because no impacts on recreation, including recreational opportunities, would occur.

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 recorded buildings, structures, or sites listed or determined eligible for listing in the National Register of Historic Places or designated as King County landmarks within or adjacent to the project site (DAHP 2022; KCHPP 2021). The nearest recorded historic property is the Harry Vanderbilt Wurdemann House, approximately 0.60 mile southeast along SR 522/Bothell Way NE. No impacts on this resource are anticipated.

There are seven parcels adjacent to the project site; the project includes partial acquisition of five of the seven adjacent parcels. According to King County Assessor records, there are residences over 45 years in age on six of the adjacent parcels (constructed between 1920 and 1952). Four of the six residences appear to have views to the project's proposed permanent aboveground elements, and the remaining two residences over 45 years in age appear to have obstructed views.

- 18410 40th Place NE / Parcel 401930-0309 (partially acquiring; residence built 1928)
- 18411 40th Place NE / Parcel 401930-0335 (partially acquiring; residence built 1952)
- 18420 40th Place NE / Parcel 401930-0310 (no acquisition; residence built 2001)
- 18242 Ballinger Way NE / Parcel 401930-1000 (partially acquiring; residence built 1929)
- 18250 Ballinger Way NE / Parcel 401930-0996 (no acquisition; residence built 1954)
- 18251 Ballinger Way NE / Parcel 401930-0980 (partially acquiring; residence built 1920)
- 18403 Ballinger Way NE / Parcel 401930-0990 (partially acquiring; residence built 1929)

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.

No previous cultural resources assessments have been conducted on the project site; the nearest assessments were conducted approximately 0.25 mile northeast of the project site. There are no recorded archaeological sites, traditional cultural properties, or cemeteries within the project site. The only recorded archaeological site within 1 mile is the historic corridor of the

Seattle, Lake Shore & Eastern Railway (45-KI-451), located 0.60 mile south of the project site along SR 522 / Bothell Way NE. No impacts on this resource are anticipated.

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.

The project is receiving state funds from WSDOT. Use of state funds requires that the project be subject additional cultural resources review under Governor's Executive Order 21-02 (EO 21-02, formerly EO 05-05). While separate from SEPA, the EO 21-02 review process requires consultation between the state funding agency (or its designee) and the Washington State Department of Archaeology and Historic Preservation (DAHP) and Affected Tribes regarding potential impacts on cultural resources, which include archaeological resources and historic buildings and structures. The City has requested that WSDOT initiate consultation with DAHP and Affected Tribes under the EO 21-02 regulatory requirements. Once consultation is initiated by WSDOT, the consulting parties will have a 30-day review period to provide comments and requests for cultural resources assessment methods. Potential methods could include preparing a project-specific Archaeological Resources Inadvertent Discovery Plan (IDP) for implementation by the City during construction, and/or a cultural resources survey to identify any potential archaeological or historic resources within the project site, or the Area of Potential Effect (APE).

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.

As noted in response to Question B.13.c, DAHP will recommend measures to address potential disturbance of resources within 30 days of submittal of the APE Letter and EZ-1 Form, which will initiate consultation. Next steps may include preparation of an IDP and/or an archaeological or historic property survey.

14. Transportation

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

The project site is the intersection of SR 104 and 40th Place NE. Smaller neighborhood streets surround the project site. SR 522 provides east-west access along the north end of Lake Washington and is located approximately 0.5 mile southeast of the project site. Interstate 5 (I-5) is located approximately 2 miles northwest of the project site.

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

King County Metro bus routes 331 and 342 serve the project area along SR 104. The northwest-bound stop closest to the project site for both routes 331 and 342 is located approximately 200 feet south of the project intersection. The southeast-bound stop closest to the project site for both routes 331 and 342 is located approximately 400 feet west of the project intersection, at 40th Avenue NE.

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

The completed project will not add or eliminate any parking spaces.

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

The project will involve constructing a four-leg single-lane roundabout at the intersection of SR 104 and 40th Place NE in Lake Forest Park. Each of the properties adjacent to the project footprint will maintain one point of access in and out of their private driveways from SR 104 in both directions.

The project will include 8-foot sidewalks, a 2.5-foot buffer strip between the sidewalks and the traffic lanes, an 18-inch-wide outside curb, gutter, and an 18-inch-high central island. The circulating roadway, entry, and departure lanes will vary from 10.5 feet to 19.7 feet in width. A 22-inch-wide truck apron curb, 15-foot-wide truck apron, and 4-foot-wide central island curb will surround the 44-foot-diameter central island. Four splitter islands will be constructed separating the entry and departure lanes at each leg. A decorative concrete raised traffic island will be constructed on the west approach roadway. The truck apron and splitter islands will also be decorative concrete, with the exception of the concrete walkway areas on the splitter islands. The sidewalks will be concrete, and the pavement will be Hot Mix Asphalt (HMA).

See **Attachment A**, *Selected Design Plan Sheets*, for details of roadway section, paving, grading, phasing, channelization, and right-of-way plan. The project will improve mobility, safety, and access at this location.

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?**

No additional vehicular trips will be generated by the completed project.

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, the project will not interfere with, affect, or be affected by the movement of agricultural or forest products.

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

This project will not result in permanent adverse traffic or transportation impacts. The project will improve transportation conditions at this intersection in the long term.

Measures to control traffic impacts during construction will include lane closures, a potential temporary detour, flaggers, and channelization devices.

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, the project will not increase the need for fire, police, public transit, health care, or schools. Although access will be maintained at all times during construction, traffic rerouting, lane closures, and construction traffic may affect emergency response times and the travel times or routes for public service vehicles.

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

The City of Lake Forest Park will work with contractors, service providers, and the appropriate jurisdiction to minimize disruption and ensure that appropriate access through or around construction areas is retained.

16. Utilities

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

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

The following utilities are currently available at the project site and will continue to serve the project site after construction:

- Seattle City Light or Puget Sound Energy provides electricity and natural gas.
- The City of Lake Forest Park provides sanitary sewer and stormwater services.
- Lake Forest Park Water District provides domestic water service.
- Republic Services provides garbage and recycling services.
- Various companies provide internet/cable/communications to the area, including Century Link, Comcast, Frontier/Ziply Fiber, and Verizon.

During construction, the contractor will work with and coordinate with the utility providers to ensure that the project will either avoid utility infrastructure or relocate it, as necessary. Utility work for the project will include upgrades, replacements, relocations, or modifications to connect utilities at the new road grade, and new light poles.

The project will provide illumination as shown in **Attachment A**, *Selected Design Plan Sheets*, which will require new electricity connections. Utility services will be maintained during construction. The existing utility providers will continue to serve areas along the project route after project construction.

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 Katie Phillips

Position and Agency/Organization Project Manager

Date Submitted: 9/3/2025

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ATTACHMENTS:

Attachment A: Selected Design Plan Sheets

Attachment B: Geotechnical Memorandum

Attachment C: Critical Areas Report

Attachment D: Technical Information Report