ENVIRONMENTAL CHECKLIST

Project Number: RC 1422

Purpose of Checklist:
The State Environmental Policy Act (SEPA), Chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

SUMMARY

A. BACKGROUND

1. Name of proposed project:
   South Machias Road/Machias Cutoff Intersection Improvement

2. Name of applicant:
   Snohomish County Public Works

3. Address and phone number of applicant and contact person:
   3000 Rockefeller Avenue, M/S 607
   Everett, WA 98201
   Contact Person: Crilly Ritz, Senior Planner
   Transportation and Environmental Services Division
   (425) 262-2476 or
   crilly.ritz@snoco.org

4. Date checklist prepared:
   April 7, 2017

5. Agency requesting checklist:
   Snohomish County Public Works

6. Proposed timing or schedule (including phasing, if applicable):
   Snohomish County Public Works proposes to construct intersection improvements. The project is scheduled to be constructed in 2019 pending regulatory approval and funding availability.
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

No other future additions, expansion, or further activities have been identified at this time.

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

- A Critical Area Study would be prepared to comply with Snohomish County Critical Area Regulations.
- Documentation would be prepared to comply with Endangered Species Act requirements associated with the project’s Army Corps of Engineers federal permit.
- Geotech Report
- Drainage Report

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 applications are pending.

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

   Land Disturbing Activity Approval-Snohomish County Public Works
   Drainage Approval-Snohomish County Public Works
   Shoreline Substantial Development Permit- Snohomish County Planning and Development Services
   Flood Hazard Permit- Snohomish County Planning and Development Services
   Hydraulic Project Approval-Washington State Department of Fish and Wildlife
   Section 404 Nationwide Permit-Army Corps of Engineers
   Section 401 Water Quality Certification-Washington Department of Ecology

11. Location of proposal:

   The project site is located at the intersection of South Machias Road and Machias Cutoff Road southeast of Lake Stevens, approximately 1.25 miles southeast of Lake Stevens, in Section 20, Township 29 North, Range 5 East, W.M. of Snohomish County (See Figure 1-Project Location and Figure 2- Project Area).

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

Snohomish County Public Works proposes to provide roadway improvements at the South Machias Road/Machias Cutoff intersection. The purpose of the project is to improve intersection operations from its current stop-controlled configuration and reduce conflict between vehicles and recreational trail users. Traffic delays have increased at the intersection with the all-way stop operation such that the intersection operates at Level-Of-Service E (LOS E) for both the AM and PM peak-hour commute time periods. An analysis indicated that signalization and installation of turn lanes were warranted.
Both South Machias Road and Machias Cutoff are two-lane rural roads that intersect at a skewed “T” configuration. The existing intersection operates as a three-legged all-way stop with a flashing beacon. A separate crossing for the Centennial Trail lies east of the intersection. South Machias Road intersects Machias Cutoff at an angle of approximately 54 degrees. There are no crosswalks or pedestrian facilities at the intersection. (See Figure 3: Existing Conditions. Also, see photos at back of Environmental Checklist.)

The project would signalize and realign the intersection so that Machias Cutoff intersects South Machias Road at a new “T” configuration. With the new configuration, South Machias Road would have the primary through movement at the intersection. The proposed improvements would prioritize the highest traffic volume movements on South Machias Road and would reduce delays, reduce pedestrian conflicts and improve the overall intersection level-of-service to LOS C. In addition to new signalization, the project would construct turn lanes at all three legs of the intersection and provide 5-foot wide shoulders. Wider 8-foot shoulders would be provided at the intersection in proximity to the signal to facilitate pedestrian crossings. The Centennial Trail crossing located approximately 130 feet east of the intersection would also be reconfigured and the crossing incorporated into the signalized intersection design. (See Figure 4: South Machias/Machias Cutoff Intersection Improvements)

A 60-inch corrugated metal pipe cross culvert on Machias Cutoff immediately west of the intersection conveys Williams Creek flows. This culvert would be replaced as part of the project with one that provides for enhanced unimpeded fish passage. The project would provide stormwater runoff treatment as part of the project.

The proposed work would occur largely within existing roadway right-of-way, but would require acquisition of new right-of-way to construct the turn-lane improvements stormwater runoff treatment facilities. Portions of the existing Centennial Trail right-of-way would also be used to construct the improvements with the intersection’s realignment to the south, and would also require realignment of the trail in proximity to the intersection.

The project would disturb an estimated 57,000 square feet (1.32 acres) within the project’s cut/fill limits to construct the intersection improvements. Approximately 11,500 square feet of the disturbance would occur within the existing roadway prism.

SCPW proposes mitigation that would restore disturbed areas on site and use of an approved mitigation bank for unavoidable permanent wetland, stream and buffer impacts.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (shown in bold type): flat, rolling, hilly, steep slopes, mountainous, other.

The project site’s topography is relatively flat along the roadway and lies within the Pilchuck River valley. The project is located in proximity to Williams Creek, a tributary to the Pilchuck River. Rolling hummocky topography is located in the forested areas west and north of the roadway where the elevation rises from the valley floor. Portions of the roadway are constructed on embankment fill.
b. What is the steepest slope on the site (approximate percent slope)?

The steepest slope is located in the existing roadway embankments and is approximately 100% or greater.

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 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 Natural Resources Conservation Service identifies one soil series in the project area. The soil series is described below:

*Puyallup fine sandy loam*

Puyallup soils are mapped in areas of alluvium of mixed origin on stream terraces. Puyallup soils are very deep and well drained, and formed in glacial outwash and volcanic ash.

Onsite geotechnical investigations conducted as part of the project’s preliminary engineering have included open soil test pits to better understand sub-surface conditions. The test pits were terminated at a depth of 9 feet below the ground surface and encountered very fine-to coarse grained, medium dense, sands.

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

There are no surface indications of unstable soils in the project area or in the immediate project vicinity. It is expected that unsuitable soils for construction would be encountered in the wetland areas proposed for intersection improvement construction.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling or grading proposed. Indicate source of fill.

Excavation would occur within the existing roadway prism to remove unsuitable roadway fill materials in order to accommodate the new intersection configuration. Approximately 750 cubic yards of material (approximately 2,000 square feet) would be removed within the roadway prism, and approximately 1,300 cubic yards would be excavated in adjacent roadside areas. Approximately 2,500 cubic yards of gravel borrow would be imported to backfill portions of the excavated areas and to extend the roadway prism for turn lane and shoulder construction. Approximately 10 cubic yards of concrete would be imported to construct the foundations for the traffic signal poles.

It is estimated that approximately 750 cubic yards of material would be excavated to accommodate construction of the new box culvert. The excavation for the box culvert would be in the same location as the existing culvert.

These fill materials and other materials such as gravel borrow, washed gravel, and compost-amended soils would be obtained from permitted commercial sites.
g. About what percent of the site will be covered with impervious surfaces after project construction?

The existing project site limits contain approximately 46,717 square feet (1.07 acre) of impervious surface. A total of 31,297 square feet (.72 acre) of new impervious surface area would be added as part of the project. Portions of the project area will require flow control of stormwater runoff while other areas will require solely water quality treatment. Existing drainage patterns would be retained and the project would provide flow control and water quality treatment that comply with adopted Snohomish County drainage requirements.

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

No significant adverse impacts are anticipated. Application of erosion control Best Management Practices (BMPs) would be used throughout project construction. These BMPs would be in place around stockpiles of excavated materials, in proximity to project-area streams and ditches, and in active construction areas, and would be designed to prevent sediments from entering surface water and storm drainage systems. Excavated soils not re-used in the project would be disposed of offsite at a permitted facility. Bare soil areas would be seeded and planted where required after establishment of final grades.

All project activity would be conducted subject to implementing Best Management Practices and would comply with the provisions of all applicable permits. Best Management Practices may include, but are not limited to the following:

- Protective covering would be placed over exposed soil areas to prevent sediments and other contaminants from entering the road side areas near the streams. Protective covering would be clear plastic sheeting, straw mulch, jute matting, or other erosion control methods identified at the time of construction.
- A temporary erosion and sediment control plan would be implemented during construction.
- Erosion and sedimentation control measures would be routinely inspected maintained and repaired. Damaged or inadequate erosion and sedimentation control measures would be corrected quickly.
- Any bare soil that may result from project activity would be reseeded or covered with mulch immediately following construction.

2. Air

a. What types of emissions to the air will result from the proposal (i.e., dust, automobile odors, and industrial wood smoke) during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Construction equipment, construction-related activities, and vehicles carrying workers and equipment to and from the site would result in minor, temporary increases in emissions and dust. There would be no increase in emissions once construction is complete. During grading, dust levels may increase temporarily. In addition, minor temporary increases in emissions would be released from construction equipment.
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 would affect construction.

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

During construction, equipment emissions would not exceed state and national air quality standards. The project would use only equipment and trucks in optimal operational condition. Dust control measures would be implemented to minimize airborne dust.

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.

Both Machias Cutoff and South Machias Road are located adjacent to Williams Creek (WRIA 07-0137), a Type F stream that is a tributary to the lower mainstem Pilchuck River. The stream outlets into the Pilchuck River approximately one mile downstream from the project. A Catalog of Washington Streams and Salmon Utilization and SalmonScape (a WDFW interactive computer mapping system) identify coho and chum within Williams Creek. Williams Creek flows under Machias Cutoff adjacent to the eastbound stop bar through a 60-inch corrugated metal pipe (CMP) culvert.

Three wetlands are located immediately adjacent to the roadways. Two of the wetland areas are located on each side of the culvert on Machias Cutoff (Wetland B and C). A third wetland (Wetland A) is located on the southeast side of the intersection in a ditch depression that lies between South Machias Road and the Centennial Trail. (See Figure 3: Existing Conditions)

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 majority of project activity would require work within 200 feet of Williams Creek, and would include in-water work required to replace the existing culvert. The majority of project activity would occur landward of the stream channel and would include limited vegetation clearing and grading adjacent to the roadway. Much of the project work would occur within the existing roadway prism but additional site preparation would occur in immediately adjacent areas to accommodate for widening at the intersection for additional turning lanes and wider roadway shoulders. Additional area would be needed for stormwater runoff treatment facilities and signal installation. Wetland A would be impacted by excavation and grading to accommodate installation of a stormwater runoff water quality treatment and flows control facility.

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.

The project proposes no dredging activity in wetlands or surface waters. Roadway embankment fill would be placed in wetland areas (Wetland A and B) adjacent to the roadway.
Culvert replacement will require excavating soils in proximity to the existing culvert to accommodate installation.

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

No withdrawals or diversions are proposed. Placement of rock filled sacks would be used for isolation when the existing culvert is removed and a temporary bypass would be required during replacement culvert installation.

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

The project is not located in a currently mapped floodplain, but lies adjacent to the mapped Pilchuck River floodplain limits located east of the project. Project work would occur adjacent to the Pilchuck River floodplain. It is expected that floodplain maps will be revised prior to project advertisement. The updated floodplain maps indicate that the current floodplain limits will expand in the project area and that the project would then be located within a designated floodplain.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No waste materials would be discharged to surface waters.

b. Groundwater

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

No. The project proposes no groundwater withdrawals or discharges of waste materials to groundwater. If areas of excavation require dewatering during construction, pumped water would be treated with application of sedimentation control Best Management Practices (BMPS) prior to discharge to the ground for infiltration. The project is not located within a sole source aquifer but is located within a critical aquifer recharge area based on the adjacent areas being mapped as having high groundwater sensitivity.

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.

Not Applicable

c. Water Runoff (including storm water)

1) Describe the source of runoff (including stormwater) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.
Currently, storm water runoff from the existing roadway sheet flows into the roadside areas and disperses into surrounding vegetation or is then conveyed by roadside ditches. Existing drainage patterns would be maintained by the project but storm flows would be conveyed to stormwater facilities for stormwater flow control and quality treatment.

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

Erosion of onsite soils during construction could potentially transport soil sediments to the stream channel. The erosion risk is expected to be minimal for most of the construction because soil excavation would occur primarily landward of Williams Creek. There is a potential for sediment to be introduced to the stream when the existing culvert is removed and adjacent areas are graded for replacement culvert installation.

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

The project proposes to intercept roadway runoff and provide treatment prior to release to existing flow paths.

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

Construction would occur primarily during the dry summer season. Temporary Erosion and Sedimentation Control measures and a Stormwater Pollution Prevention Plan (SWPPP) would be developed as part of the final project plans and included in construction contract documents. During and after construction, BMPs including, but not limited to, in-stream isolation and or containment barriers, silt fences, mulching, and filter berms would be used to control and minimize adverse impacts in the event that there are precipitation events that result in surface runoff and sediment transport. Bare soil areas exposed by construction activities would be reseeded, covered with mulch and/or planted to control erosion when final site grades are established.

Loss of, and disturbance to, riparian vegetation would be minimized to the extent practicable during the construction work. Clearing limits would be identified in project plans and highly visible fencing would mark the clearing limits during construction. Clearing would be limited to those areas that are necessary to construct the project.

A stream bypass would be used during construction at the time of culvert removal to maintain stream flows while the culvert is removed and prior to diversion of stream flows to the newly installed culvert. Culvert construction would be limited to fish window periods that coincide with summer low flows.

Additional onsite mitigation measures after construction is completed would also include revegetation. Approximately 32,500 square feet would be temporarily impacted by construction, and approximately 25,000 square feet would be permanently impacted by construction. The temporarily impacted streamside riparian buffer areas would be restored by native planting, including a mix of coniferous and deciduous trees and shrubs. It is expected that natural recruitment from nearby trees and shrubs will augue site plantings as the site matures.

Approximately 1,700 square feet of roadside area where roadway pavement and fill is removed will be restored with native plantings. Additional offsite mitigation at an approved mitigation bank would also occur to fully compensate for unavoidable impacts to wetlands, streams and their
buffer areas. Mitigation would be implemented in accordance with Snohomish County Critical Area Regulations (SCC 30.62A).

The project would comply with Snohomish County drainage and land disturbing activity regulations (chapter 30.63A SCC) that regulate site disturbance and storm water runoff from all new development and redevelopment. Best management practices would be used throughout construction, including working during low or no flow conditions (July-September) and placing protective covering over exposed soil areas.

4. Plants

a. List the types of vegetation found on or in close proximity to the site:
   
   **Deciduous trees:** Scouler’s willow, red alder, bigleaf maple, vine maple.
   
   **Evergreens:** western red cedar, western hemlock, Douglas-fir.
   
   **Shrubs:** salmonberry, snowberry, thimbleberry, pacific willow, Himalayan blackberry, Douglas spirea
   
   **Grasses:** native and non-native species

   **Pasture:** grass pasture areas are located south of the project limits
   
   **Crop or grain:** none
   
   **Orchards, vineyards or other permanent crops:** none
   
   **Wet soil plants:** willow, buttercup, horsetail
   
   **Water plants:** none

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

   **Roadside forested, scrub/shrub and graveled areas comprise the area proposed for disturbance during construction. Clearing and grubbing would remove approximately 45,500 square feet of vegetation during construction in adjacent roadside areas to accommodate heavy machinery site access during construction. The majority of clearing would occur in areas vegetated primarily with grasses with some areas also including shrub vegetation such as willows. Trimming of trees and shrubs may also occur where needed to remove obstructions to equipment access. Preliminary estimates indicate that 25,000 square feet would be impacted permanently by roadway embankment fill placement adjacent to the travel lanes.**

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

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

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

   **Loss of, and disturbance to, vegetation would be minimized to the extent practicable during the construction work. Clearing limits would be identified in project plans and highly visible fencing would mark the clearing limits during construction. Clearing would be limited to those areas that are necessary to construct the project. With intersection re-alignment, approximately 1,700 square feet of roadway fill would be removed north of the existing intersection. This area would be restored with native plantings. Additional offsite mitigation at an approved mitigation bank**
would occur as required to fully compensate for unavoidable clearing impacts in stream buffer areas and wetland areas. Mitigation would comply with Snohomish County critical areas regulations requirements for riparian buffer impact mitigation.

All proposed mitigation would be implemented in accordance with Snohomish County Critical Area Regulations (SCC 30.62A).

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

Himalayan blackberry, an introduced invasive weed species, is present in the project area. It covers extensive portions of the roadside area.

5. Animals

a. List any birds and animals which have been observed on or near the site or are known to be on or near the site. Examples include: (shown in **bold** type):

   - **birds**: pileated woodpecker, hawks, bald eagle, various songbirds, Common snipe, American robin, crows, ducks
   - **mammals**: black-tailed deer, beaver, coyote, voles
   - **fish**: coho, Coastal-Puget Sound DPS bull trout, Puget Sound ESU Chinook salmon, steelhead

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

Threatened or endangered fish and wildlife species are known to be on or near the site.

Endangered Species Act-listed threatened salmonid species use Williams Creek. Land areas within 150 feet of the ordinary high water mark (OHWM) have been designated by Snohomish County as Fish and Wildlife Habitat Conservation Areas (FWHCAs). This designation is due to the known distribution of bull trout, and possibility of Chinook salmon and steelhead trout in the stream system. These fish species are listed as threatened species under the Federal Endangered Species Act.

Marbled murrelet nests are located over a mile from the project site.

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

Yes. The site is within the Pacific Flyway. Migratory waterfowl can be observed in the greater project vicinity. The project site is located within 50 miles of salt water and could potentially have marbled murrelets in proximity to the site during construction as part of their daily migration back and forth from nesting areas to saltwater.

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

Project construction would occur during the summer months when rainfall is minimal. This would help to minimize erosion and prevent sedimentation of surface waters. Bare soil areas would be revegetated after large woody debris placement and final site grades have been established. Additional timing restrictions would also be applied if it is determined that the project could adversely affect eagles, marbled murrelets, and other bird species in the project area. Mitigation for impacts to streams and buffers are discussed in Section 3. Water - 3c. Water Runoff and Section 4. Plants includes buffer plantings.
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.

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

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

No.

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:

None.

7. Environmental Health

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

No potentially hazardous materials have been identified at or in proximity to the project site. Fuel spills and other construction equipment fluids could potentially occur during construction.

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

There are no known or possible sources of contamination at the site from present or past uses. The project site is located in a remote rural area.

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 major transmission pipelines in the project area. There is an 8-inch gas line operated by Puget Sound Energy along South Machias Road in the project area. There are no existing hazardous chemicals or conditions that are expected to affect intersection improvement construction.

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.

No toxic or hazardous chemicals would be stored, used, or produced during construction other than construction equipment fuel and lubricants required for equipment operation.
4) Describe special emergency services that might be required.

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

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

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

b. Noise

No noise in the area would affect the project.

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

There are no noises in the project area that would affect the project.

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

During construction (short-term) there would be increased noise levels generated by heavy equipment. These noise levels would exceed existing background noise levels associated with the rural residential community in the project area. Typical noise associated with roadway traffic is expected once the roadway is opened to through traffic after bridge replacement construction. There will be no change in the types and levels of noise as a result of constructing the bridge or approach roadway.

3) Proposed measures to reduce or control noise impacts, if any:
Other than limiting construction to daytime hours and primarily on weekdays, no additional measures to reduce or control noise impacts are 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 current use of the site is a Snohomish County-maintained road located in roadway right-of-way. Land use in the area is primarily rural residential.

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

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

No.

c. Describe any structures on the site.

There are no building structures on the site where road construction would occur. There are no residential or other building structures.

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

No structures would be demolished and removed from the project site.

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

The project area is zoned R-5 (Rural Residential-5 acre) in areas west of South Machias Road and A-10 (Agriculture 10) east of South Machias Road.

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

The Snohomish County Comprehensive Plan designates the land areas east of South Machias Road as Riverway Commercial Farmland. The land areas west of South Machias Road are designated as Rural Residential 1 DU/5 Acre Basic.

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

There are currently no designated areas within the project limits. The project is located approximately 900 feet north of the Pilchuck River, a designated Shoreline. The Snohomish County Shoreline Management Program designates the river as Rural Conservancy in this reach of the river. With the expansion of the designated floodplain boundaries (See Question 3.a. 5.), Shoreline Master Program designation will also extend into the project area because the floodplain is associated with the Pilchuck River. The project site would then be designated Rural Conservancy with this extension.

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

Snohomish County designates streams, wetlands, and geologically hazardous areas (erosion, landslide) as critical areas. Williams Creek is regulated by Snohomish County Critical Area Regulations (CAR) as a critical area. CAR also regulates land use activities in critical area buffers that extend landward from the stream as fish and wildlife habitat as critical areas. There are environmentally sensitive areas within the project site: streams, and fish and wildlife habitat areas.

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

None.
j. Approximately how many people would the completed project displace?

The project would not displace residents. The majority of the project would be located within existing right-of-way but will require additional right-of-way to accommodate intersection improvements and future maintenance.

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

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

None.

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

This project is consistent with the Snohomish County Growth Management Act Comprehensive Plan – Transportation Element. It is identified in the Snohomish County Transportation Improvement Program for 2017-2022, and designated as a Traffic Safety/Intersection project (TIP # D.45 - S. Machias Rd/Machias Cutoff Intersection Improvement).

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

No measures are proposed.

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:

N/A.
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 project proposes a traffic signal that would extend approximately 18 feet upward from the roadway surface.

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

Views to and from the roadway would be altered temporarily by vegetation clearing required to accommodate construction and access. The improved intersection would be similar in scale to the existing intersection and would not alter or obstruct views.

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

The project would reduce aesthetic impacts by replanting the site within the roadway right of way. Any additional clearing of existing vegetation within the proposed project limits would be limited to that needed for construction access. Revegetation would occur after mitigation work is completed to restore riparian buffer areas to a more natural vegetated tree and shrub vegetative community.

11. Light and Glare

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

There is an existing flashing beacon at the intersection. The project proposes to replace this existing light source with a traffic signal and street lights that would introduce a new source of light to the project area. The signal would function at all times of the day.

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

No. The signal would comply with Illumination Engineering Society of North America (IESNA) standards for roadway illumination that minimize glare impacts.

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

None.

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

The proposed fixtures would include features to control stray light and glare.

12. Recreation

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

The Centennial Trail parallels South Machias Road in the project area, and crosses South Machias Road in the project area. The trail provides opportunities for walking, bicycling, hiking,
and horseback riding accessible to persons of all levels of physical ability. The 30-mile linear park is built on a former railroad line and is managed as both a recreational trail and non-motorized commuter corridor. It currently connects Snohomish, Lake Stevens, Arlington, and points between. A trailhead and rest stop is located in the unincorporated town of Machias, approximately 0.36 mile northeast east of the project site.

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

No existing recreational uses would be displaced, however the proposed intersection improvements would require realigning the trail in the project area. The realignment would be coordinated with Snohomish County Parks and Recreation to ensure that the project is consistent with their park management plan.

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

The proposed measures include coordinating with the Snohomish County Department of Parks and Recreation to minimize disruptions to existing Centennial Trail recreational users during construction, and provide safety improvements at the existing S. Machias Road crossing that enhance long term use of the trail. A detour trail would be used during intersection improvement construction.

13. Historic and Cultural Preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.

This site was screened by Snohomish County Public Works to determine the project’s proximity to known archaeological and cultural sites. The site is located adjacent to the Centennial Trail, which is a recreation trail constructed on a historic railroad grade. Otherwise, there are no known recorded sites located where potential ground disturbance activities are anticipated, and there are no recorded archaeological sites, or known places or objects listed on or proposed for national, state, or local registers in the greater project area. There are several recorded sites located along the Pilchuck River outside of the project limits.

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 located at the project site, including human burials or old cemeteries. There is no material evidence, artifacts, or areas of cultural importance on or near the site.

An archeological survey may be conducted as part of the project’s Section 106 National Historic Preservation Act requirements if it is determined necessary to identify whether any resources, otherwise unknown to be in the project area at the present time, could be potentially affected by the project. The project’s land disturbance would occur primarily in roadway embankment fill
and in areas that have been otherwise extensively disturbed by recurrent roadway repairs and other repairs, including the Centennial Trail.

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 Archaeology and Historic Preservation, archaeological surveys, historic maps, GIS data, etc.

A preliminary cultural resources screening was constructed using archaeological site GIS data provided by the Washington State Department of Archaeology and Historic Preservation (DAHP) to Snohomish County as part of a data sharing agreement. Except for the Centennial Trail, no recorded sites were found as part of this preliminary screening.

A cultural resources investigation may be conducted by an archaeologist at the project site within a defined Area of Potential Effects (APE) to determine the project’s potential effects to below ground resources if determined necessary. Section 106 consultation with area tribes and DAHP would occur prior to project approval.

d. Proposed measure to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

The following management recommendations would likely be developed as part of the Section 106 consultation:

- The proposed project would proceed as planned if no sites are affected by the project. A project specific Unanticipated Discoveries Protocol (UDP) would be developed as part of the Section 106 process, including keeping a UDP on site during the entire bridge replacement project.

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

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

14. Transportation

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

The project is located at the intersection of South Machias Road and Machias Cutoff Road.
b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

There are no transit routes located in the project area. The nearest transit stop would be for Community Transit (CT) Route 280, approximately 2.3 miles north of the project. A stop for CT Route 280 and CT Route 425 is located approximately 2.5 miles west of the site.

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

None.

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)

No new roads would be needed. This project is consistent with the Snohomish County Growth Management Act Comprehensive Plan – Transportation Element. It is identified in the Snohomish County Transportation Improvement Program for 2017-2022, and designated as a Traffic Safety/Intersection project (TIP # D.45 - S. Machias Rd/Machias Cutoff Intersection Improvement).

e. Will the project 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 traffic would be generated by the completed project.

The proposal would not interfere with or be affected by movement of agricultural and/or forest products.

Traffic control as needed would be provided during construction to maintain roadway and construction site safety. A traffic control plan would be developed.

15. Public Services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.
No additional or increased need for public services would result from this project.

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

Traffic control during construction would be planned, sequenced, and administered to allow continuation of basic services during construction activities in the roadway right-of-way. The existing roadway in the project area would remain closed to traffic during construction. A detour route would be provided.

16. Utilities

a. Utilities currently available at the site:

There are overhead utilities for electric power in the project area located on Snohomish County Public Utility District poles. Additional overhead utilities include Comcast and Frontier Communications. Underground utilities include gas (Puget Sound Energy) and waterlines maintained by the City of Everett, City of Snohomish and Snohomish County PUD. Frontier has underground wire in addition to overhead lines.

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 project proposes no new utilities. Utility pole and attached aerial utility lines would be relocated as necessary and coordinated with the utility providers. Additional coordination with other utility providers will occur during project design.

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: Crilly Ritz, Senior Planner
Date: April 7, 2017
Appendix Photos

South Machias Road and Machias Cutoff Intersection - Looking west, these vehicles at the stop sign on South Machias Road would either turn left to continue on South Machias Road toward Snohomish or go straight onto Machias Cutoff at the existing “T” intersection to head toward Lake Stevens. The stop sign in the foreground is for trail users at the Centennial Trail crossing of South Machias Road. The project would realign the intersection so that South Machias Road traffic would continue straight as a through movement. Traffic from South Machias Road would turn right onto Machias Cutoff.
South Machias Road and Machias Cutoff Intersection - Looking east, these vehicles are heading east on South Machias Road near the Centennial Trail crossing of South Machias Road. As part the project Intersection reconfiguration, the existing stop controlled trail crossing would be incorporated into the signalization design. Overhead utilities and utility boxes would need to be relocated.
South Machias Road and Machias Cutoff Intersection - Looking northwest, these vehicles at the stop sign on South Machias Road would either turn left at the stop sign onto Machias Cutoff, or turn right at the yield sign to continue on South Machias Road toward Machias with the existing “T” intersection. The project would realign the intersection so that South Machias Road traffic would continue straight as a through movement. Traffic from South Machias Road would still turn left onto Machias Cutoff to head toward Lake Stevens.
Centennial Trail near South Machias Road and Machias Cutoff Intersection- The Centennial Trail parallels South Machias Road in the project area. The project Design would require realigning the trail and its crossing as part of the intersection improvements. South Machias Road would shift south into the trail alignment and the ditch wetland located between South Machias Road. The trail would also be impacted by stormwater treatment facility installation.
Key to Features:

- Project Location
- Arterial Roads
- Waterbodies
- Cities
- Freeways
- Local Roads
- Streams

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Figure 3 - Existing Conditions

S. Machias Rd

20 ft. Easement

20 ft. Floodplain

Centennial Trail

100 ft. Floodplain

60" Concrete Culvert

48" Concrete Culvert

10" Piping (Steel)

6" Corrugated Metal Pipe

Existing Overhead Fence

City of Eastern Shore Conditions

Three 48" Water Lines