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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:

Mukilteo 5th Street Bicycle and Pedestrian Improvements Project

2. Name of applicant:

City of Mukilteo

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

Applicant:

Matthew Nienhuis

City of Mukilteo Public Works Department

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4. Date checklist prepared:

August 2022

5. Agency requesting checklist:

City of Mukilteo, Department of Planning & Community Development

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

Construction is anticipated to begin in 3rd or 4th quarter of 2023 and last approximately 9 months.

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

There are no current plans for future additions or expansions.

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

Documents prepared that are directly related to this proposal include:

- Draft Geotechnical Report: Mukilteo 5th Street Bicycle and Pedestrian Improvements, Mukilteo, Washington (HWA 2022)

- 5th Street Bike and Pedestrian Improvement Project Transportation Summary Memo (KPFF 2022)
- Archeological Survey Report: 5th Street Bicycle and Pedestrian Improvement Project, Mukilteo, Snohomish County, Washington (ERCI 2022)
- Mukilteo 5th Street Existing Lighting Analysis Memorandum (Fehr & Peers 2021)
- Draft 60% Stormwater Technical Information Report, 5th Street Bicycle and Pedestrian Project, Mukilteo, WA (KPFF 2022b)

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.

There are no pending governmental approvals that would directly affect this project, or the property covered by this proposal.

There will be coordination with the City of Everett on the Edgewater Bridge Replacement project, as it abuts the Mukilteo 5th Street Bicycle and Pedestrian Improvements Project at the east end.

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

- Washington State Department of Ecology Construction Stormwater General Permit (CSWGP)
- Approval from Everett Transit for temporary bus stop removal
- City of Mukilteo Land Use Permit Application (SEPA)
- City of Mukilteo Engineering Permit Application (Clearing, Grading, Stormwater, and Right-of-Way)
- City of Mukilteo Major Project Permit

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 Mukilteo 5th Street Bicycle and Pedestrian Improvements Project is designed to improve the access modes along 5th Street/W Mukilteo Boulevard by adding bicycle and pedestrian facilities (**Figure 1**). The project limits extend over an area approximately 1-mile in length, along 5th St / Mukilteo Blvd, beginning at Lincoln Ave, extending east across the Japanese Gulch, to the City limits (see Sheets SP01 to SP09). The multi-modal project is designed to improve cyclist and pedestrian facilities, connectivity, and safety, including improved access from this corridor to the Japanese Gulch Trail, Sound Transit Mukilteo Station, and other waterfront destinations.

The existing 5th Street/W Mukilteo Boulevard corridor is an east- and west-bound two-lane urban principal arterial connecting the City of Mukilteo with the City of Everett. Generally, the roadway section is one 12-foot lane in each direction, with an 8-foot shoulder on the north side and a 16-foot shoulder on the south side; the existing two-lane road will be reduced 11-foot lanes. Certain areas in the corridor now used for street parking will be repurposed for pedestrian and bicycle facilities (See **Sheets EP01 to EP09**). Shoulders on both sides of the roadway are currently used for vehicle parking as well as pedestrians and bicyclists. The existing roadway alignment and profile will not be significantly altered. No structural improvements to bridges and culverts within the project limits are proposed.

The main features of the improvements include the following:

- Construction of bicycle and pedestrian facilities within the corridor.
- Traffic-calming treatments in the corridor.
- Spot safety treatments.
- Overlay existing pavement with 2 inches of hot mix asphalt (HMA).
- Safety enhancements for existing pedestrian crossings, including a concrete barrier near Brewery Creek for fall protection.
- Revising roadway access at driveways and intersections.
- Storm drainage repairs.
- Adjusting existing utilities and relocation of utilities as required within the limits of the project improvements; utilities within the corridor will include storm drainage, sewer, water, power, traffic, gas, and telecomm franchise utilities.

Proposed investments within Old Town between Lincoln Avenue and Japanese Gulch include:

- Roadway rechannelization with two 11-foot general purpose lanes to calm traffic.
- Some pavement widening west of the Japanese Gulch Bridge for the purpose of adding pedestrian facilities.
- Bike facility investments in full bike lanes east of Cornelia Avenue to the Japanese Gulch parking area, and the way east to Everett.
- Sharrow bike treatments within general purpose lanes between Lincoln Avenue and Cornelia Avenue.
- Construction of pedestrian walkways separated from bike and vehicle traffic on both sides of the roadway for this segment.
- Street illumination system upgrades to meet modern illumination for this type of corridor.
- Installation of a physical buffer between pedestrians and bikes/general traffic, which will likely be a 2-foot-wide section of grass.
- Pavement maintenance treatments for the full segment.
- Intersection treatments to calm traffic, which may include a "raised intersection" traffic calming treatment at 5th Street and Cornelia Avenue.
- Installation of a rectangular rapid flash beacon (RRFB) at 5th Street and Lincoln Avenue.

Proposed investments on W Mukilteo Boulevard between Japanese Gulch to the Everett City limits include:

- A new inbound bike lane from the Everett City limits to Japanese Gulch.
- Spot channelization investments to improve the pedestrian experience.
- Street illumination system upgrades to meet modern illumination for this type of corridor.
- Roadway rechannelization with two 11-foot general purpose lanes to calm traffic.
- Investment in a gateway / traffic calming treatment west of the intersection of Mukilteo Lane and W Mukilteo Boulevard.

Pedestrian Facilities

The project will install continuous pedestrian facilities and remove conflict points within the project site where existing street parking requires pedestrians to enter the general purpose traffic lane; install spot paving treatments to provide site-wide paved pedestrian facilities; and remove obstructions within the publicly accessible route.

Pedestrian facilities will also be separated from bikes and general traffic within the project site outside of intersection areas.

Bike Facilities

The project will repurpose and install bike facilities throughout the majority of the project site. Separated bike facilities and sharrow treatments are proposed to remove conflict points for bikers.

Right of Way

This project will acquire approximately 331 square feet of right of way from the property at 406 Propsect Ave. The existing street pavement for Prospect Ave already extends onto this property, and the project seeks to acquire this area for transportation / traditional street Right-of-Way use.

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 location of the proposal is the existing 5th Street / W Mukilteo Boulevard corridor in Mukilteo, an east- and west-bound two-lane urban principal arterial connecting Mukilteo to Everett, in Snohomish County (**Figure 1**). The project begins at Lincoln Avenue and extends east across the Japanese Gulch to the City limits. The project location is shown on **Figure 1** and **Sheets EP01 to EP09**.

The project is located in Section 4, Township 28 N, Range 4 E ; Section 3, Township 28 N, Range 4 E; and Section 34, Township 29 N, Range 4 E.

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)?

Within the 1-mile alignment of the project area, the steepest running slope on 5th Street is approximately 2.5%. The terrain of the project site is relatively flat. The steepest slopes (69%) nearest to the project site is located along Brewery Creek and outside the project site.

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.

Near-surface soils consist of loose topsoil with brown to dark brown material and gravelly, silty to very silty sand with abundant organics/rootlets; and fill soils consist of medium dense, slightly silty sand, with varying amounts of gravel.

Subsurface soils include weathered advance outwash consisting of medium dense, slightly silty to silty sand with varying amount of gravel; advance outwash consisting of dense to very dense, olive gray, clean to slightly silty, sand with varying amounts of gravel; and Whidbey Formation consisted of thin to medium-bedded hard clays and silts (HWA 2022).

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

The City of Mukilteo's Critical Areas maps indicate that landslide hazard areas are located throughout areas along 5th Street/ W Mukilteo Boulevard. Groundwater seepage was detected between 5 feet and 16.5 feet below ground surface. Groundwater levels likely vary with rainfall, and levels are highest during the wet winter months (HWA 2022). The subsurface soils will provide adequate lateral resistance for the propose luminaire foundations and WSDOT standard foundation can be utilized for design and construction. Use of infiltration for stormwater design is not recommended for the project given the presence of glacially consolidated soils and nearby steep slopes (HWA 2022).

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

The total project area is 353,350 square feet. Approximately 2,935 cubic yards of grading will be required for roadway excavation, as well as excavation for drainage pipes and other structures. Approximately 180 cubic yards of structural fill will be required for areas with unsuitable and/or softened soil. Fill will be sourced from an approved location.

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

Erosion could occur as a result of temporary construction activities that involve ground disturbance. Measures to reduce erosion are discussed in response to B.1.h.

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

The project site is mostly covered with impervious surface, with the exception of some minor landscaping. The project site has an existing impervious surface coverage of approximately 73%; after project construction, approximately 79% of the project site will be covered with impervious surface.

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

Prior to and during project construction, the City of Mukilteo will work with the contractor, construction management team, and project engineer to take the following steps to reduce potential erosion from construction activities:

- Phase construction work to minimize the amount of earthwork and by doing so, minimize the amount of time the ground surface is vulnerable to erosion.
- Prepare and implement a Temporary Erosion and Sediment Control (TESC) Plan that includes sediment control best management practices (BMPs).
- As outlined in the TESC, perform routine inspections and maintenance of the BMPs.

2. Air

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

During construction, there may be a minor, temporary increase in emissions on-site from exhaust fumes of construction equipment and vehicles and from fugitive dust generated by equipment operating on exposed soils. Impacts will be temporary, lasting as long as construction, and will be minimized by implementing BMPs.

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

There are no known off-site emissions or odors that may affect the proposal.

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

Air quality impacts from construction activity and construction vehicle emissions will be temporary and minimized by implementing BMPs, including the following:

- Spraying exposed soil with water during dry periods;
- Removing particulate matter deposited on paved, public roads and sidewalks to reduce mud and dust, sweeping and washing streets frequently to reduce emissions;
- Phase construction work to minimize the amount of earthwork and minimize the amount of time that exposes the ground surface to erosion.
- Implement a TESC Plan that includes sediment control best management practices (BMPs), as discussed in response to Question B.1.h.
- Equipping construction equipment with appropriate emissions controls.
- Minimizing vehicle idling time so that construction emissions are minimized.
- Performing regular maintenance on construction vehicles so they operate as efficiently as possible.

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.

Two streams flow through the project area. Brewery Creek flows through a deep ravine below 5th Street, immediately west of Park Avenue. Brewery Creek flows into Puget Sound approximately 0.3 mile to the northwest of 5th Street. According to Mukilteo Municipal Code (MMC) 17B.52C.080A Table 1, Brewery Creek is a seasonal non-fish bearing stream south of 5th Street (Type 5) and a perennial non-fish bearing stream (Type 4) with high erosion potential north of 5th Street.

The second stream, Japanese Gulch, flows in a ravine below 5th Street, approximately 800 feet to the northeast of Prospect Avenue and immediately southwest of the railroad tracks. Japanese Gulch flows into Puget Sound approximately 0.3 mile northwest of 5th Street. MMC 17B.52C.080A Table 1 states that Japanese Gulch is a fish-bearing (Type 3) stream north of 5th Street and Type 4 with high erosion potential stream south of 5th Street. According to the Washington Department of Fish and Wildlife (WDFW) Salmon Scape online mapper, coho salmon

have been documented in Japanese Gulch north of 5th Street (WDFW 2022a). Per MMC 17.52C.090, Type 3 streams require a 150-foot buffer; Type 4 streams with high erosion potential are required a 75-foot buffer; and Type 5 streams require a 50-foot buffer.

A third stream, Edgewater Creek, is located immediately outside of the northern terminus of the project site, within City of Everett jurisdiction. This stream is also located in a deep ravine below W Mukilteo Boulevard. Based on WDFW mapping, this stream is a fish bearing stream (Type F) north of W Mukilteo Boulevard and non-fish bearing stream (Type Np/Ns) south of W Mukilteo Boulevard. Fish-bearing and non-fish bearing streams require a 100-foot buffer and 50-foot buffer, respectively, per Everett Municipal Code 19.37.170. Edgewater Creek flows into Puget Sound approximately 700 feet northwest of W Mukilteo Boulevard.

Additionally, the Map Everett online mapper (City of Everett 2022) maps wetlands within the ravine containing Japanese Gulch and Edgewater Creek. No wetlands are mapped along Brewery Creek.

- 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.

Yes, the proposed project crosses Brewery Creek and Japanese Gulch. However, the proposed alignment is along 5th Street, which is elevated above these streams. No in-water work or work within stream buffers is proposed. The project will not impact culverts or require any work on them. Additionally, BMPs will be implemented to protect the streams during construction. BMPs will include, but not be limited to, silt fencing, catch basin filters, sediment traps, and refueling equipment away from surface waters.

- 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 is proposed to be placed in or removed from surface water or wetlands.

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

No fill or dredge material is proposed to be placed in or removed from surface water or wetlands.

- 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 Rate 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 would 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. Water will not be discharged to groundwater.

- 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 site will not use septic tanks.

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 main source of water runoff is stormwater. Below is a description of existing and proposed methods of collection and disposal.

Existing Conditions

The existing project area was delineated into 5 Threshold Discharge Areas (TDAs). Each TDA discharges to open channels that leave the project site.

The western portion of the project consists of TDAs 1-3. The roadway is crowned and slopes from west to east toward the intersection with Park Avenue. The runoff from this segment of the roadway is either collected in ditches or catch basins and discharges to Brewery Creek via a 12-inch concrete pipe outfall or sheet flow. The road remains crowned from Park Avenue to Loveland Avenue and runoff from the north portion of 5th Street is collected in ditches and routed to a catch basin approximately 130-feet north of the intersection with Loveland Avenue. The collected runoff is then routed from the catch basin to the discharge point at Brewery Creek (East). The roadway reaches a low area at the mid-block between Loveland Avenue and Cornelia Avenue. All runoff flows to the north. The roadway begins to transition from crowned to superelevated at the intersection of 5th Street and Cornelia Avenue, reaching full superelevation at the intersection of 5th Street and Prospect Avenue where runoff flows to the north and collected by existing catch basins and routed to discharge at Brewery Creek (east).

The eastern portion of the project consists of TDA 4 and 5. The roadway superelevation changes directions at the Japanese Gulch bridge where runoff begins to flow toward the south until the intersection of Mukilteo Boulevard and Leslie Lane. Runoff is primarily collected in catch basins and routed to a discharge point northeast of the Japanese Gulch bridge. The roadway returns to a normal crown just after the intersection of Mukilteo Boulevard and Leslie Lane and remains crowned until the end of the project limits at the intersection of Mukilteo Lane and Mukilteo Boulevard. Runoff from the north and south side of Mukilteo Boulevard is collected in catch basins and routed to a discharge point east of Scurlock Lane that outfalls into Edgewater Creek.

Proposed Conditions

One detention vault will be constructed as part of the project to collect stormwater and meet flow control requirements. Project design will include modern storm drainage conveyance, stormwater quality treatment and flow control. Additionally, up to two modular wetlands will be constructed to detain and treat stormwater. Receiving water bodies include Puget Sound, Brewery Creek, Brewery Creek (East), Japanese Gulch, and Edgewater Creek. Runoff collected for discharge directly into Brewery Creek will require enhanced treatment to reduce dissolved metals to protect existing aquatic life.

The portion of the corridor east of the Japanese Gulch Creek bridge maintains existing drainage patterns and is collected and conveyed by the existing storm drainage structures and pipes.

The portion of the corridor west of the Japanese Gulch Creek bridge, where the roadway section is being widened, will include the following collection and conveyance system:

- From Park Avenue to Loveland Avenue, catch basins will be installed along the north and south sides of the road. This portion of the storm system is designed to collect runoff within Threshold Discharge Area (TDA) 3 and routing it to the underground detention vault. This system is limited to the segment of 5th Street between Park Avenue and Loveland Avenue where it first routes collected runoff to a 4'x6' Modular Wetland System (MWS) for enhanced water quality treatment before entering the detention vault.
- On 5th Street from Lincoln Avenue to Park Avenue, catch basins will be installed along the south side of the road in the proposed landscape strip. The system will discharge to the existing storm systems. Runoff along the north side of the road will follow existing drainage patterns and sheet flow off-site to the north.
- On 5th Street from Loveland Avenue to Cornelia Avenue, catch basins will be installed along both sides of the road and connect to the existing storm system that runs north to discharge into Brewery Creek (east).
- From Cornelia Avenue to the end of TDA 3, runoff flows to the north side of the road due to the superelevated roadway condition. This runoff is collected in new and existing catch basins that outfall to Brewery Creek (east).
- From the end of TDA 3 to Mukilteo Lane, the existing drainage pattern is maintained, and runoff is collected by the existing storm system. No new drainage structures or pipes are proposed in this segment.

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

Waste material associated with vehicular traffic (e.g., tire dust and oil) could be picked up and transported by stormwater. Such wastes will be treated in the stormwater treatment system as described in response to Questions 3.c.1. During construction the TESC plan will be implemented to manage runoff and minimize the occurrence and amount of sediment-laden water entering the stormwater system downstream of the project site.

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

The project would not alter or otherwise affect drainage patterns in the vicinity of the site. Proposed stormwater runoff patterns will match the existing runoff patterns.

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

A Stormwater Pollution Prevention Plan (SWPPP) will be designed to meet all requirements of the Washington State Department of Ecology (Ecology) Stormwater Management Manual for Western Washington (Ecology 2019). In addition, a TESC Plan will be submitted as part of the project construction plans and implemented prior to the start of construction.

During construction, BMPs would be in place in accordance with the TESC to ensure that sediment originating from disturbed soils would be retained within the limits of disturbance. BMPs may include the use of perimeter silt fences and mulch in exposed areas, armoring subgrade soils needed as working areas with rocks, catch basin filters, interceptor swales, hay bales, sediment traps, and other appropriate cover measures. Source control BMPs will be installed during construction for specific pollution-generating activities to prevent prohibited discharges and contaminants from coming into contact with stormwater runoff. BMPs specific to the site and project would be specified by the City of Mukilteo in the construction contract documents that the construction contractor would be required to implement.

The project design will include stormwater quality treatment, based on the 2019 Ecology Stormwater Management Manual for Western Washington.

4. **Plants**

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

- ☒ deciduous tree: alder, maple, aspen, other
- ☒ evergreen tree: fir, cedar, pine, other
- ☒ shrubs
- ☒ grass
- ☐ pasture
- ☐ crop or grain
- ☐ orchards, vineyards or other permanent crops
- ☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- ☐ water plants: water lily, eelgrass, milfoil, other
- ☒ other types of vegetation: *English ivy, Himalayan blackberry, sword fern*

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

The project will be built in the existing road alignment and right-of-way. Some vegetation removal, such as shrubs, is likely; no trees would be removed.

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 site (USFWS 2022; WDNR 2022).

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

Native plants will be used as part of the modular wetlands proposed for stormwater treatment. In addition, trees, shrubs, groundcover, and hydroseed (seed lawn and wild flower seed mix) will be planted as shown on Sheets LP00 through LP11.

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

English ivy and Himalayan blackberry were observed during a January 23, 2022 site visit. Both species are invasive; however, neither are included on the Snohomish County noxious weed list (Snohomish County 2022).

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 _____

Animals on the site are animals that are typically found in urban areas.

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

According to the WDFW Priority Habitats and Species (PHS) program maps, there are no listed species on the project site (WDFW 2022b). The U.S. Fish and Wildlife Service (USFWS) Environmental Conservation Online System (ECOS) Information for Planning and Consultation (IPaC) online tool does not designate critical habitat for threatened or endangered species on the site (USFWS 2022). The IPaC online tool does map marbled murrelet, streaked horn lark, and yellow-billed cuckoo, all species listed as Threatened, as occurring within the region. However, suitable habitat for these species, such as old-growth forests, riparian forests, or large prairies, do not exist on-site. USFWS also designates Puget Sound, approximately 0.3-mile north of the project site, as critical habitat for bull trout.

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

Puget Sound 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:

No measures to preserve or enhance wildlife are necessary. Therefore, none are proposed.

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

Invasive animal species likely to be present in the project area include Norway rat and other rodents, raccoon, and opossum. These species are typically found in urban areas.

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 project will require the use of fossil fuels during construction to power equipment. The completed project will require electrical energy to power the street illumination upgrades. A proposed Rapid Repeating Flashing Beacon (RRFB) at 5th Street and Lincoln Avenue will be solar-powered.

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

The project would not affect the potential use of solar energy by adjacent properties.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

The project may indirectly reduce vehicle and therefore gasoline use in the project area in the long term, as the public will be able to more safely walk, bike, and access transit, rather than drive private, single-occupant vehicles. The lighting proposed for the project will use light-emitting diode (LED) bulbs, and the RRFB will be solar-powered to conserve energy.

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.

As with any construction project, there is a risk of potential construction-related spills or leaks. The project would face similar risks, but all risks would be within the range of typical construction projects. BMPs and mitigation measures will be implemented to minimize risk. No toxic chemicals would be stored at the construction site, other than fuels and other construction-related fluids.

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

Ecology's public databases (Ecology 2022b) do not map contamination at the project site or in close proximity to the project site.

- 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.

Ecology's Toxics program lists an underground storage tank (FS ID: 37153638) within the property located at 806 5th Street (Ecology 2022a). A utility locate request will be completed by the contractor to identify any liquid and gas transmission pipelines, prior to any excavation or digging.

- 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.

Heavy metals, oils, cleaners, paints, or other toxic substances may be used during project construction and long-term maintenance of the finished project.

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

Additional emergency services are not anticipated at the site. In the unlikely event that an accident occurs, the local emergency service would be contacted.

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

A spill prevention plan will be prepared and approved prior to construction.

b. Noise

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

Rail, road, boat, and airplane traffic noise are all present within the project area. However, this will not 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.

Construction of the project would cause short-term increases in noise levels at residential areas adjacent to construction activity. Noise impacts would only occur during the estimated 9-month construction period, and would occur within the designated hours according to MMC 9.46.080 Construction Noise.

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

Hours of construction activity will comply with MMC 9.46.080 Construction Noise. Construction will not occur before 7 a.m. or after 9 p.m. Monday through Friday, and will not occur before 9 a.m. or after 7 p.m. on Saturdays/Sundays/Holidays.

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 project site is transportation. The site includes the City of Mukilteo transportation right-of-way (ROW) on 5th Street/W Mukilteo Boulevard, between approximately Lincoln Avenue and Mukilteo Lane. Adjacent uses, to the north and south include residences, Centennial Park, Tails to Trails Dog Park, and the Japanese Gulch. The entire project will be located within the existing ROW. The project would not affect land use on nearby or adjacent properties.

- 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 non-forest use?

Based on 1952 aerial photos, the site has not been used as working farmlands or working forest lands for the past 70 years (NETROnline 2022). The City of Mukilteo was incorporated in 1947 (City of Mukilteo 2017). No agricultural or forest land of long-term significance, or land in farm or forest tax status, exist on the project site.

- 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, there are no working farmlands or working forest lands within or near the project area.

- b. Describe any structures on the site.

The project site is within the public ROW where very few structures exist. Mail boxes and Everett Transit Bus Route 18 signs are located in some portions of the project site.

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

The existing wooden utility pole street lamps will be demolished and replaced with new luminaires. During and as a result of project construction, existing mailboxes may become inaccessible. Mailbox relocations will be coordinated with the local postmaster to ensure that the mail deliverer and residents can easily and safely access the mailboxes. One set of concrete stairs will be removed at 1002 5th Street for the purpose of widening the pedestrian walkway.

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

The site itself is public ROW and does not have a zoning classification. The area adjacent to the site is zoned "RD 7.5 Single Family Residential" (City of Mukilteo 2022c).

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

The City of Mukilteo's Comprehensive Plan designates the area surrounding and adjacent to the site as "Single Family Residential-High Density" (City of Mukilteo 2021a, 2021b).

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

The project area is located outside of the Shoreline Jurisdiction Overlay (City of Mukilteo 2019, 2022b).

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

The project area overlaps landslide hazard areas; some areas adjacent, but outside of the project area, are in close proximity to steep slopes, along 5th Street, between Lincoln Avenue and Mukilteo Lane. A portion of the project area is located above the Fish & Wildlife Stream Buffers located at Brewery Creek and the Japanese Gulch (City of Mukilteo 2021c).

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

None.

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

None.

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

Displacement will not occur as a result of the project; therefore, no measures have been developed.

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

The project is compatible with the Transportation element of the Mukilteo Comprehensive Plan, specifically:

- **TR6:** Standards for streets, appropriate for each street classification, that specify the design of street facilities shall be adopted. The standards should include minimum provisions for pedestrian-oriented streetscape elements and bicycle facilities.
- **TR6a.** Adopted street standards should provide for bike lanes, convenient bus stops, discourage high travel speeds, minimize significant environmental impacts and maintain the character of existing residential neighborhoods.
- **TR8:** Neighborhood traffic calming devices and strategies should be facilitated and encouraged to protect local streets and collector arterials (whose main function is to provide local access) from through traffic, high volumes, high speeds, and pedestrian/ vehicle conflicts.
- **TR9:** Pedestrian and bicycle facilities, streetscape standards, and traffic calming methods should be installed to improve connectivity between parks, retail centers, schools, and

regional transportation nodes and to promote a pedestrian and bicycle friendly environment.

- **TR9d.** Separated pedestrian connections should be established to link ferry parking, Sound Transit commuter rail, and upper Old Town in a seamless safe network. Alternative transportation modes that contribute to healthy life styles should be encouraged.
- **TR10:** Bicycle facilities shall be an integral part of the city's transportation system.

The project is compatible with the following Parks, Open Space, & Recreation element:

- **PK3b.** A system of community parks connected by a citywide network of pedestrian and bicycle trails should be developed (PK3b).

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

No agricultural or forest land of long-term commercial significance exists on or near the project site; therefore, no measures are proposed.

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 by the project.

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

No housing units will be eliminated by the project.

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

The project will not add or remove housing; therefore, no measures are currently proposed.

10. Aesthetics

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

The tallest proposed structures would be the luminaries, at 30 to 40 feet.

From Lincoln Avenue to Japanese Gulch Dog Park, poles shall meet Mukilteo's downtown design standard with plant hanger arms and in-pole irrigation system. Mounting height shall be 30 feet with 12-foot mast arms.

From the Japanese Gulch Dog Park to Mukilteo Ln, typical mounting heights on poles will be 40 feet, with typical 12 feet or 16 feet mast arms, as needed for pole placement guidelines and light level requirements.

No building structures are proposed as part of this project.

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

The current views in the area are of the waterfront, marina, and surrounding area. No mid- to long-range views would be markedly altered or obstructed. Proposed landscaping will enhance short-range views on and near the project site (see Sheets LP00 through LP11).

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

The finished project will produce no significant adverse impacts on the aesthetics of the area; therefore, no measures are currently proposed.

11. Light and Glare

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

Street lighting modifications are proposed as part of the project; these will require the relocation of existing street lighting, and new street lighting installations to reduce illumination gaps and to ensure visibility and pedestrian safety. Approximately 46 luminaires and 3 total service cabinets to power the luminaires will be installed. In addition, a RRFB will be installed at 5th Street and Lincoln Avenue for the purpose of warning drivers when pedestrians are using the crosswalk. The luminaires will automatically turn on at dusk and turn off at sunrise; the RRFB will turn on when a pedestrian activates it with pushbuttons.

These proposed changes are based on a light level analysis (Fehr & Peers 2021), which was completed to review the existing illumination system in comparison to modern illumination standards. Per requirements, the minimum average light level for the roadway is 0.6 footcandles, and 0.9 footcandles for intersections. A minimum of 0.8 footcandles is recommended for any adjacent trail or sidewalk improvements per the Washington State Department of Transportation (WSDOT) Design Manual.

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

The proposed lighting will not create a safety hazard; improved lighting would increase pedestrian and bicyclist safety. Lighting would not create any new source of substantial light or glare that would adversely affect day or night-time views in the area.

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

No existing sources of light or glare would impact the project.

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

Adaptive lighting will be used on the illumination system within Japanese Gulch to reduce the amount of time the lights are on and reduce impacts to native life in the area.

12. Recreation

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

To the west of the project along the shoreline is Lighthouse Park, Mukilteo Beach, Byers Park, Totem Park, and Mukilteo Fishing Pier. To the north of 5th Street is Centennial Park located at 1126 5th Street. To the north of W Mukilteo Boulevard is the Japanese Gulch located at 1201 Mukilteo Lane, and to the south is Tail and Trails Dog Park located in the 1200 Block of W Mukilteo Boulevard.

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

The project would not displace any existing recreational uses. Construction impacts, if any, would be temporary. The project will provide safer pedestrian and bicycle access to the above-listed recreation facilities.

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

There are no anticipated long-term impacts on recreation; therefore, no mitigation measures have been developed.

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.

Yes. There are four historic properties that have been listed or determined eligible for listing in National Register of Historic Places (NRHP) within one-half mile of the project site, and are on file with the Washington State Department of Archaeology and Historic Preservation (DAHP) (ERCI 2022):

- **45SN372**—Point Elliott Treaty DAR Monument, constructed in 1930 by the Daughters of the American Revolution. It is approximately 6.5 feet tall, 3 feet wide, and 15 inches deep, on a concrete base, with a bronze plaque.
- **45SN107**—Fowler Pear Tree, the last remaining tree of an orchard planted by Jacob D. Fowler on his homestead in 1863. The Rose Point Garden Club is responsible for planting a garden around the tree, as well as placing a bronze plaque at the location describing the history of the tree.
- **45SN108**—Point Elliott Treaty Site, one of several proposed sites where the treaty signing took place. This location is known to be the general location of the first recorded attempt to locate the site of the treaty signing in 1919.
- **45SN123**—Mukilteo Light Station, a 35-foot-tall lighthouse beacon that marks the apex for entering Possession Strait. This is an essential navigational marker for Washington State

ferries crossing between Mukilteo and Whidbey Island. The light station consists of six wood-frame buildings with twelve auxiliary structures.

There are 29 buildings (28 dwellings and 1 commercial) located adjacent to the project site that are over 45 years old. The project will not affect these building structures.

- 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.

The City conducted an archaeological survey for the project (ERCI 2022; attached as Appendix A). No protected cultural resources were encountered by ERCI during the pedestrian and subsurface survey. The survey findings are summarized here:

The project area is of interest to the Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians, Suquamish Tribe, and the Tulalip Tribes of Washington. In addition to the survey prepared for this project, ten previous cultural resources assessments have been conducted within 0.20 mile of the project area. There are five recorded archaeological sites within approximately 3 miles of the project area. Of the five sites, three sites have been determined to be NRHP-eligible, one site is not eligible, and one site is potentially eligible. Two recorded historic cemeteries are within 1 mile of the project area (45SN140 - Mukilteo Cemetery, also known as Snohomish County Cemetery and 45SN524 - Highland Memorial Park). Collectively, these sites and cemeteries provide evidence of archaeological potential for the project.

There is a high probability of encountering a range of precontact and protohistoric Native American archaeological resources due to the proximity to Puget Sound and a precontact shell midden. There is also a high probability of encountering historic archaeological sites due to the proximity of historic sites in very close proximity. However, due to multiple instances of road construction and repair, much of the project area consists of disturbed local and imported fill, which would suggest that any cultural materials found in these areas are unlikely to have retained their original context. Additionally, this is a busy road and adjacent to residential use, and a dog park on the south side of Japanese Gulch. These areas of frequent modern usage make intact cultural deposits less likely (ERCI 2022).

- 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 archaeological survey prepared for this project (ERCI 2022) used best-practice archaeological survey techniques to identify the presence of archaeological sites in the project area. The survey included both pedestrian and subsurface survey, including 36 shovel test probes. The survey also included a background archival review of records on file at DAHP in Olympia, Washington; records in the ERCI reference library; published information on the precontact, traditional Native American and historic land use in the project area—as well as the Salish Sea, the Northern Puget Sound, and Puget Lowland; Snohomish County Assessor's records; General Land Office; and other historic maps.

Under Executive Order (EO) 21-02, the City of Mukilteo will initiate consultation with the Muckleshoot Indian Tribe, Snoqualmie Indian Tribe, Stillaguamish Tribe of Indians, Suquamish Tribe,

and the Tulalip Tribes of Washington at a future date. The City of Mukilteo will provide a 30-day comment period. This attached survey (Appendix A) conducted under EO 21-02 is sufficient for the purposes of SEPA.

- 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.

ERCI has prepared an Unanticipated Discoveries Protocol (UDP) for the City to implement during project construction. The UDP outlines the procedures to follow in the event that any ground-disturbing activities or other project activities uncover protected cultural material (e.g., bones, shell, stone, or antler tools). As detailed in the UDP, if an inadvertent discovery is encountered, 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.

The project is also subject to compliance with Governor's EO 21-02. Under this process, the City is consulting with affected tribes and DAHP regarding potential impacts on cultural resources. Should cultural resources be discovered during project construction, the City will consult with affected tribes and DAHP regarding the treatment and any potential mitigation.

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 5th Street/W Mukilteo Boulevard from Lincoln Avenue to the Mukilteo City limits approximately 1 mile away. The western portion of the project site can be reached by taking the Mukilteo Speedway. The eastern portion of the site can be reached by traveling west along W Mukilteo Boulevard from Everett (See **Sheets EP01 to EP09**).

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

The project site and surrounding area is currently served by Everett Transit Route 18, which travels between the Mukilteo Ferry Terminal, to the northwest, and Everett Station, to the east, along 5th Street/W Mukilteo Boulevard. Route 18 operates on weekdays between 5:35 a.m. and 6:30 p.m. The route includes 32 stops, including eight stops within the proposed project site at 5th Street & Lincoln Avenue eastbound (EB); 5th Street & Lincoln Avenue westbound (WB); 5th Street & Loveland Avenue EB; 5th Street and Loveland Avenue WB; 5th Street & Prospect EB; 5th Street and Prospect Avenue WB; 5th Street & Lamar Drive EB; and W Mukilteo Boulevard & Mukilteo Lane WB (Moovit 2022).

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

Existing parking space (approximately 3,300 linear feet) will be re-purposed for pedestrian walkway and/or bike lanes purposes. No additional parking spaces would be added. Parking removal is not anticipated to reduce on-street parking capacity below existing demand, as ample nearby street parking is available off-corridor. This repurpose may require some local residents and visitors to park

slightly farther away, or use existing alley access for parking at private properties. The project includes spot mitigation treatments with property owners who are losing nearby street parking. Mitigation treatments may include new driveway construction to private parcels abutting 5th Street, or spot widening for parking within the right-of-way.

The proposed treatments will prohibit street parking at locations where parking is not currently prohibited. Notable locations will include:

- 5th Street on the south side of the street from Loveland Avenue to Cornelia Avenue.
- 5th Street on the north side of the street from 50 feet west of Cornelia Avenue to Centennial Park.
- 5th Street – W Mukilteo Boulevard on the south side of the street to the Everett City limits.
- W Mukilteo Boulevard on the north side of the street from Centennial Park to the Everett City Limits

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

Yes, the proposal will require improvements to existing streets and pedestrian facilities, within the existing public right-of-way. The project would not require construction or improvement of any other public or private roads or facilities outside of the project site.

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

The project would not use, nor interfere with water, rail, or air transportation. The Mukilteo Ferry Terminal is approximately 0.5 mile from the westernmost point of the project site. The ferry travels with pedestrians, bicyclists, and cars between Mukilteo and the Clinton Ferry Terminal on Whidbey Island.

- 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?

When constructed, the project would not generate additional vehicle trips. The proposed project would likely reduce single-occupant vehicle use in the long term, as more people will be able to walk, bike, and access transit, compared to the existing condition.

Construction activity will generate temporary increases in vehicle trips, due to construction equipment/vehicles and construction workers traveling to and from the site. Approximately 2,395 cubic yards of material will be exported from the site and 180 cubic yards will be imported. Assuming an average of 15 cubic yards per truck, the export of material would generate approximately 160 truckloads and the import of material would generate about 12 truckloads. The majority of excavation will be to remove the drainage pipe and to construct the vault.

Due to the nature of construction activities (e.g., repaving the roadway, sidewalk construction), 5th Street/W Mukilteo Boulevard may be partially and temporarily closed to vehicular traffic during

construction, with local traffic permitted access. This increase in truck traffic is expected to cause temporary impacts on the traffic operations on 5th Street/W Mukilteo Boulevard.

- 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.

The project will not interfere with, affect, or be affected by the movement of agriculture or forest products within the area.

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

Long-term, the project would increase safety and ped/bike mobility within the project site, and would not itself result in any adverse transportation impacts. Temporary impacts to traffic will be mitigated by implementing an approved traffic control plan, as required for City of Mukilteo right-of-way permits.

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.

The project would not result in the need for additional public services.

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

No impacts on public services are anticipated; therefore, no measures are proposed.

16. Utilities

- a. Circle utilities currently available at the site:

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

- d. 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.

Electricity will be provided by Puget Sound Energy. The following existing utilities may be impacted by the project and may require design coordination by the City of Mukilteo for relocation:

- Puget Sound Energy (gas and electrical)
- Mukilteo Water and Wastewater District (water and sanitary sewer)

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 _____

Position and Agency/Organization _____

Date Submitted: _____

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FIGURES

APPENDIX A
Archeological Survey Report

FIGURES

