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STATE OF WASHINGTON
DEPARTMENT OF COMMERCE
1011 Plum Street SE • PO Box 42525 • Olympia, Washington 98504-2525 • (360) 725-4000
www.commerce.wa.gov

06/01/2021

Mr. Steve Skorney
Senior Planner
Snohomish County
3000 Rockefeller Ave.
Everett, WA 98201

Sent Via Electronic Mail

Re: Snohomish County--2021-S-2723--60-day Notice of Intent to Adopt Amendment

Dear Mr. Skorney:

Thank you for sending the Washington State Department of Commerce (Commerce) the 60-day Notice of Intent to Adopt Amendment as required under [RCW 36.70A.106](#). We received your submittal with the following description.

Proposed 2021 Snohomish County-initiated comprehensive plan amendments: (GPP21-3) Technical corrections to the General Policy Plan (GPP) maps to recognize properties that are no longer under county jurisdiction due to annexations.

We received your submittal on 05/28/2021 and processed it with the Submittal ID 2021-S-2723. Please keep this letter as documentation that you have met this procedural requirement. Your 60-day notice period ends on 07/27/2021.

We have forwarded a copy of this notice to other state agencies for comment.

Please remember to submit the final adopted amendment to Commerce within ten days of adoption.

If you have any questions, please contact Growth Management Services at reviewteam@commerce.wa.gov, or call Kirsten Larsen, (360) 280-0320.

Sincerely,

Review Team
Growth Management Services



Department of Commerce

Notice of Intent to Adopt Amendment / Notice of Adoption Cover Sheet

Pursuant to RCW 36.70A.106, the following jurisdiction provides the following required state agency notice.

1. Jurisdiction Name:	Snohomish County
2. Select Submittal Type: Select the Type of Submittal listed. (Select One Only)	X <input type="checkbox"/> 60-Day Notice of Intent to Adopt Amendment. <input type="checkbox"/> Request of Expedited Review / Notice of Intent to Adopt Amendment. <input type="checkbox"/> Supplemental Submittal for existing Notice of Intent to Adopt Amendment. <input type="checkbox"/> Notice of Final Adoption of Amendment.
3. Amendment Type: Select Type of Amendment listed. (Select One Only)	X <input type="checkbox"/> Comprehensive Plan Amendment. <input type="checkbox"/> Development Regulation Amendment. <input type="checkbox"/> Critical Areas Ordinance Amendment. <input type="checkbox"/> Combined Comprehensive and Development Regulation Amendments. <input type="checkbox"/> Countywide Planning Policy .
4. Description Enter a brief description of the amendment. Begin your description with "Proposed" or "Adopted", based on the type of Amendment you are submitting. Examples: <i>"Proposed comprehensive plan amendment for the GMA periodic update."</i> or <i>"Adopted Ordinance 123, adoption amendment to the sign code."</i> (Maximum 400 characters).	Proposed 2021 Snohomish County-initiated comprehensive plan amendments: (GPP21-3) Technical corrections to the General Policy Plan (GPP) maps to recognize properties that are no longer under county jurisdiction due to annexations. Proposed Final Docket XX citizen initiated comprehensive plan map amendments to the GPP with implementing rezones and amendments to the Capital Facilities Plan: (CFP1) Identify Olympic View Water and Sewer as the sewer provider for the Point Wells site; (SW5) and (SW6) Increase planned residential densities on .75 acres and 20 acres, respectively, in the Southwest Urban Growth Area (SWUGA) to allow multi-family development up to 22 dwelling units per acre; and (SW7) Designate 6.6 acres as Urban Commercial in the SWUGA.



Department of Commerce

5. Is this action part of your 8-year periodic update required under RCW 36.70A.130 of the Growth Management Act (GMA)?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
6. Proposed Dates: Enter the anticipated public hearing date(s) for your Planning Commission/Planning Board or for your Council/Commission.	Planning Commission: 6/22/21 County Council: Fall 2021 Proposed / Date of Adoption: Fall 2021
7. Contact Information:	
A. Prefix/Salutation: <i>(Examples: "Mr.", "Ms.", or "The Honorable" (elected official))</i>	Mr.
B. Name:	Steve Skorney
C. Title:	Senior Planner
D. Email:	steve.skorney@snoco.org
E. Work Phone:	(425) 262-2207
F. Cell/Mobile Phone: (optional)	
Consultant Information:	
G. Is this person a consultant?	<input type="checkbox"/> Yes
H. Consulting Firm name?	
8. Would you like Commerce to contact you for Technical Assistance regarding this submitted amendment?	<input type="checkbox"/> Yes

REQUIRED: Attach or include a copy of the proposed amendment text or document(s). We do not accept a website hyperlink requiring us to retrieve external documents. Jurisdictions must submit the actual document(s) to Commerce. If you experience difficulty, please email the reviewteam@commerce.wa.gov

Questions? Call the review team at (509) 725-3066.

Draft Supplemental Environmental Impact Statement

Final Docket XX Comprehensive Plan Amendments – Winde (SW6)



Snohomish County Planning and Development Services

Date of Issuance: June 7, 2021

The Draft Supplemental EIS (DSEIS) for the *Winde (SW6) Final Docket XX Proposal* has been prepared in compliance with the State Environmental Policy Act of 1971 (Chapter 43.21C, Revised Code of Washington) and the SEPA Rules, effective April 4, 1984, as amended (Chapter 197-11, Washington Administrative Code). Preparation of this DSEIS is the responsibility of Snohomish County. Snohomish County has determined that this document has been prepared in a responsible manner using appropriate methods and has directed the areas of research and analysis that were undertaken in preparation of this DSEIS. This document is not an authorization for an action, nor does it constitute a decision or a recommendation for an action; in its final form, it will accompany the *Proposed Actions* and will be considered in making the final decisions on the proposal.

Fact Sheet

Proposed Action:	<p>Snohomish County Growth Management Act Comprehensive Plan Draft Supplemental Environmental Impact Statement for the Winde (SW6) Final Docket XX Proposal</p> <p>This Draft Supplemental Environmental Impact Statement (SEIS) prepared for the Winde (SW6) Final Docket XX amendments to the Snohomish County GMA Comprehensive Plan General Policy Plan (GPP) provides programmatic environmental review of proposed site-specific non-project amendments to the Future Land Use Map (FLUM) and implementing rezones. In 2015, Snohomish County completed environmental review of the 8-year update to the Snohomish County GMA Comprehensive Plan. This document supplements the EIS prepared for the 8-Year Update.</p>
Action Sponsor	Snohomish County
Lead Agency Responsible Official:	<p>Mike McCrary, Director Snohomish County Planning & Development Services 3000 Rockefeller Avenue Everett, WA 98201-4201</p>
Contact Person:	<p>Steve Skorney, Project Manager Planning & Development Services Snohomish County E-Mail: steve.skorney@snoco.org Phone: 425-262-2207</p>
Approvals Required:	<p>Snohomish County Planning Commission – Recommendation Snohomish County Council -- Adoption</p>
Date of Draft SEIS Issuance:	June 7, 2021
Date Draft SEIS Comments are Due:	<p>July 7, 2021</p> <p>Affected agencies, tribes, and members of the public are invited to comment on this Draft SEIS. Written comments must be postmarked or e-mailed by 5:00 p.m. July 7, 2021. Comments should be addressed to the Responsible Official at the Lead Agency address written above c/o Steve Skorney, project manager.</p>
Public Hearing on Draft SEIS:	June 22, 2021 (Snohomish County Planning Commission public hearing)
Projected Date of Issue of Final SEIS:	September 2021
Timing of Subsequent SEPA Review:	Project-level State Environmental Policy Act (SEPA) review will be conducted as appropriate project-level applications are submitted.
Location of Background and Supporting Documents:	<p>Planning & Development Services Snohomish County 3000 Rockefeller Avenue Everett, WA 98201-4201</p>
Document Availability:	<p>This Draft SEIS for the Snohomish County GMA Comprehensive Plan is available online at: http://www1.co.snohomish.wa.us. In the search box type in the words "Docket XX-Winde, Draft SEIS."</p> <p>Hard copies or CDs of the Draft SEIS are available by contacting Planning & Development Services at 425-388-3670. A charge to cover costs of reproduction may be required.</p>

Authors and Principal Contributor:

The Draft SEIS for the Snohomish County GMA Comprehensive Plan Final Docket XX Comprehensive Plan Amendments – Winde (SW6) has been prepared under the direction of the Snohomish County Planning and Development Services Department. Research, Analysis and document preparation were performed by the following departments:

Snohomish County Department of Planning and Development Services

Snohomish County Department of Public Works

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Chapter 1. Summary

1.1. Proposal

Snohomish County is considering proposed amendments to its Growth Management Act (GMA) Comprehensive Plan General Policy Plan (GPP) under Final Docket XX. This Draft Supplemental Environmental Impact Statement (SEIS) provides information, analysis, and mitigating measures relevant to one site-specific Final Docket XX proposal, Winde (SW6). This analysis includes an evaluation of two alternatives proposed by the applicant under the Proposed Action and a third alternative under the No Action. The proposed amendments, if approved, would result in a revision to the GPP Future Land Use (FLU) map designation and the zoning for the proposal site.

The Winde SW6 docket application includes two proposed alternatives that would change the subject property's FLU map designation to either Urban High Density Residential (UHDR) or Urban Medium Density Residential (UMDR), and the subject property's zoning to either Multiple Residential (MR) or Low Density Multiple Residential (LDMR). The current FLU map designation of the subject property is Urban Low Density Residential (ULDR), and the current zoning is Residential 7,200 (R-7,200).

Consistent with the requirements of the GMA, the county considers non-county initiated (docket) amendments to its GMA Comprehensive Plan no more often than once every two years (Snohomish County Code (SCC) 30.74.015(2)). Through this process, the county accepts and evaluates applications from interested persons and outside agencies for amendments to the GMA Comprehensive Plan and associated implementing development regulations.

1.2 Environmental Review

The county's consideration of this docket proposal is classified under the State Environmental Policy Act (SEPA) as a non-project action. Consistent with SEPA, the county issued a Determination of Significance (DS) for this docket proposal was issued on December 21, 2020 with a request for comments on the scope of the SEIS.

Snohomish County Department of Planning and Development Services determined that the scope of the SEIS would be limited to a qualitative analysis of potential transportation impacts of the Winde SW6 docket proposal. Future development proposed in all three alternatives would result in increases of trips made on the transportation system, level of service problems, and transportation improvement needs. Transit operations and facilities will also be impacted by the increase in travel demand created by any of the alternatives.

This Draft SEIS will be circulated for a 30-day public review period to invite written comments from the general public, tribes, permitting agencies, and agencies with jurisdiction over the area where the Proposed Action has potential environmental impacts. A Snohomish County Planning Commission public meeting is scheduled for June 22, 2021, in conjunction with a public hearing on the Winde (SW6) Final Docket XX

proposal, to receive verbal and written comments on the Proposed Action, No Action, and environmental review presented in this Draft SEIS.

The analysis in this Draft SEIS is not intended to satisfy individual project action SEPA requirements, such as the review required for future land use or building permit applications. Additional detailed environmental review of development proposals will occur as specific projects are proposed.

A Final SEIS, which will provide responses to comments received during the Draft SEIS comment period, will be prepared following the close of the 30-day Draft SEIS comment period. Snohomish County Council meetings will provide additional opportunities for public comment on the Winde (SW6) Final Docket XX proposal. Following the completion of the Final SEIS, the Snohomish County Council will make its decision on the Winde (SW6) Final Docket XX proposal.

1.3 Proposed Action, No Action Alternative, and Objectives

This Draft SEIS addresses one site-specific docket proposal to amend the GMA Comprehensive Plan General Policy Plan Future Land Use(FLU) map and the zoning map.

Table 0–1. Proposed Action and Scope of Environmental Review

Docket Proposal	Location	Proposed Action	Scope of SEIS Environmental Review
Docket XX- Winde (SW6)	North of Cathcart Way and Glacier Peak High School, east of 70 th Dr. SE, and west of 134 th St. SE	Amend the GMA Comprehensive Plan FLUM from Urban Low Density Residential (ULDR) to Urban High Density Residential (UHDR) and rezone from R-7,200 to Multiple Residential (MR)	Transportation
Alternative 1			
Docket XX- Winde (SW6)	North of Cathcart Way and Glacier Peak High School, east of 70 th Dr. SE, and west of 134 th St. SE	Amend the GMA Comprehensive Plan FLUM from Urban Low Density Residential (ULDR) to Urban Medium Density Residential (UMDR) and rezone from R-7,200 to Low Density Multiple Residential (LDMR)	Transportation
Alternative 2			

This Draft SEIS identifies and analyzes three alternatives: Proposed Action - Alternatives 1 and 2, and No Action- Alternative 3. The No Action Alternative assumes that the individual docket proposal is not adopted and that the existing FLU map and zoning designation continue under existing county plans and regulations.

1.4 Environmental Impacts and Proposed Mitigation Measures

1.4.1 Impact Analysis

Adoption of the docket proposal reviewed in this Draft SEIS would result in an amendment to the GPP FLU map. This amendment and associated rezone would affect adopted plans and policies. However, the amendments by themselves would not have a direct impact on the environment. The amendments would have an indirect impact by increasing the allowable maximum residential density of development on the Winde site. Additional detailed environmental impact review of a site-specific development proposal would occur as specific projects are proposed (e.g., land use and building permit applications).

1.4.2 Mitigation Measures

Development that may occur under the Proposed Actions or under the No Action Alternative (which allows for development potential under existing FLU map and zoning designations) may require mitigation to address specific environmental impacts. Specific impacts from future development would be assessed, and the appropriate mitigation measures imposed, through the County's SEPA authority when future development is proposed. Discussion associated with mitigation related to potential future development of the site is described in Chapter 3.

1.4.3 Significant Unavoidable Adverse Impacts

Conclusions as to whether there is a significant unavoidable adverse transportation impacts from the Proposed Actions that cannot be mitigated are discussed in Chapter 3. Many of these conclusions contain assumptions about the ability to plan future development proposals in a way that would minimize transportation impacts, or assumptions about how mitigation measures or existing regulations would be applied to minimize transportation impacts.

Chapter 2 - Proposal Description

2.1 Overview

This chapter presents a description of the Winde (SW6) Final Docket XX Comprehensive Plan Amendments Proposed Action (Two Alternatives) and the No Action Alternative that are the subject of this Draft Supplemental Environmental Impact Statement (SEIS).

The county adopted an 8-year update of its Growth Management Act (GMA) Comprehensive Plan in 2015. As part of that effort, the county issued a Draft EIS in September 2014 that analyzed three alternative land use scenarios. The county issued the Final EIS for the GMA Comprehensive Plan in June 2015. In its draft and final forms, the EIS considered a range of alternative land use designations for the county's Future Land Use (FLU) map and policy amendments to elements of the GMA Comprehensive Plan, including the General Policy Plan (GPP). The 2015 Final EIS serves as the basis for subsequent environmental review of proposals to amend the GMA Comprehensive Plan, including both FLU map and text amendments.

Consistent with the requirements of the Washington GMA, the county considers amendments to its GMA Comprehensive Plan on an annual basis through county-initiated proposals and every two years, at a minimum, for proposals submitted through the docket (non-county initiated) process (Snohomish County Code (SCC) 30.74.015). The County is considering four Final Docket XX applications to amend its GMA Comprehensive Plan. Three of the four docket applications are expected not to add significant impacts beyond those identified in the 2015 FEIS. This Draft SEIS is limited to the review of the Winde (SW6) docket application. This Draft SEIS supplements the 2015 Comprehensive Plan EIS by providing additional information, analysis, and mitigation measures relevant to the Winde (SW6) proposal to amend the County's GPP.

2.1.1 Planning Area

The county is located on Puget Sound, between Skagit County to the north and King County to the south. The county GMA Comprehensive Plan addresses all unincorporated areas of Snohomish County. Within the county, land is generally classified as urban, rural, or resource.

The Winde site is designated Urban Low Density Residential (ULDR) in the GPP FLU map, and is located in the Southwest Urban Growth Area (SWUGA), northeast of the City of Mill Creek and southeast of the City of Everett. This docket proposal would change and intensify the type of allowed urban residential density on the site by changing the FLU map designation and zoning of the property.

2.1.2 Final Docket XX

The docket process for amending the GMA Comprehensive Plan is outlined in Chapter 30.74 of the Snohomish County Code (SCC). Through the docket process, the county accepts and evaluates applications for amendments. The County Council initially evaluates each docket proposal and identifies which should be carried forward for additional review on a final docket. County staff provide a more detailed review of the final set of docket proposals, including a State Environmental Policy Act (SEPA) analysis of

environmental impacts. The environmental analysis and recommendations are then forwarded to the County Planning Commission for consideration. The County Planning Commission reviews the final docket proposals in a public hearing and makes recommendations to the County Council. The County Council then evaluates the Planning Commission’s recommendations in a public hearing and takes final action.

On July 22, 2020, by Motion No. 20-116, the County Council included the Winde (SW6) proposal on Final Docket XX. The Snohomish County Department of Planning and Development Services determined that the Winde proposal should be analyzed in an SEIS.

2.1.3 Purpose

The SEIS will assist the public and agency decision makers considering future land uses and zoning that differ from present plans and regulations. This Draft SEIS and subsequent Final SEIS document will serve different purposes, as described below.

Draft SEIS

The Draft SEIS addresses transportation impacts related to the Winde docket proposal. It compares the impacts of and the mitigation for the Proposed Actions and No Action Alternatives with a required public comment period. Environmental review provided in the Draft SEIS may help identify a preferred alternative and associated comprehensive plan/zoning amendments that would be analyzed in the Final SEIS.

Final SEIS

The role of the Final SEIS is to identify and analyze a preferred alternative, where appropriate, in the context of the Draft SEIS Proposed Action and No Action Alternatives. Other key purposes include responding to public comments made on the Draft SEIS and identifying any corrections to the Draft SEIS analysis, where appropriate. Prior to acting on the Winde docket proposal, the Final SEIS will be available to the County Council for consideration a minimum of seven days before taking final action.

2.1.4 Scope of Review

The 2015 GMA Comprehensive Plan EIS addressed the elements of the environment identified in Table 2–1.

Table 0–1. Environmental Elements Addressed in the 2015 GMA Comprehensive Plan EIS

Natural Environment	Built Environment
Earth, Topography, Soils, and Erosion	Land and Shoreline Use
Air Quality and Climate Change	Relationship to Plans and Policies
Water Resources (Ground and Surface)	Population, Housing, and Employment
Fish and Wildlife	Cultural Resources
	Transportation
	Energy
	Police, Fire, EMS

Natural Environment	Built Environment
	Parks
	Schools
	Water Systems
	Sanitary Sewer Systems
	Drainage Systems
	Telecommunications
	Solid Waste

2.1.5 Non-project Environmental Analysis

This Draft SEIS provides a qualitative environmental analysis appropriate to the general nature of the Winde (SW6) Docket XX proposal. The adoption of comprehensive plan amendments is classified under SEPA as a non-project action, which is defined as an action that is programmatic in nature. Non-project actions may include decisions on policies, plans, or programs. Environmental analysis for a non-project proposal does not require the same level of site-specific analysis required for a permit application. Non-project environmental analyses address impacts and alternatives appropriate to the scope and level of planning for the non-project proposal (WAC 197-11-442). The analysis in this Draft SEIS is not intended to satisfy individual project action SEPA requirements such as the review required for future land use or building permit applications.

2.1.6 Phased Review

SEPA encourages a phased environmental review to focus on issues that are ready for decision-making and to exclude from consideration issues already decided or not yet ready for decision-making (WAC 197-11-060(5)). Phased review is appropriate when the sequence of a proposal moves from a programmatic document to other documents that are narrower in scope. For example, a phased review may be applied to a SEPA document, which is later followed by site-specific project-level review.

The county employs the phased review concept in its environmental review of growth management planning actions. This Draft SEIS will analyze the potential cumulative environmental impacts related to transportation as a result of the proposed amendments to the GMA Comprehensive Plan and zoning. Additional detailed environmental impact review of any future development proposals will occur as specific projects are proposed (e.g., land use and building permit applications). This additional incremental level of review occurs when subsequent implementation actions require a more detailed evaluation and as additional information becomes available. Future project-level environmental review of development applications that are not categorically exempt from SEPA could occur in the form of an SEIS, a SEPA Addendum, or a threshold Determination of Non-significance (DNS).

2.1.7 Winde (SW6) Final Docket XX SEIS Review Process

Consistent with SEPA, the county issued a Determination of Significance (DS), Adoption of Existing Environmental Documents, and Request for Comments on the Scope of the SEIS for the proposed amendment on Docket XX on December 21, 2020. Snohomish County Department of Planning and Development Services determined that the scope of the SEIS would be limited to a qualitative analysis of potential transportation impacts of the Winde SW6 docket proposal. Future development proposed in all three alternatives would result in increases of trips made on the transportation system, level of service problems, and transportation improvement needs. Transit operations and facilities will also be impacted by the increase in travel demand created by any of the alternatives.

The Draft SEIS will be circulated for a 30-day public-review period to invite written comments from the general public, tribes, permitting agencies, and agencies with jurisdiction over the area on which the Proposed Action has potential environmental impacts. During the 30-day public review period, the County Planning Commission will receive verbal and written comments on the Draft SEIS in conjunction with the public hearing on the Winde Final Docket XX proposal.

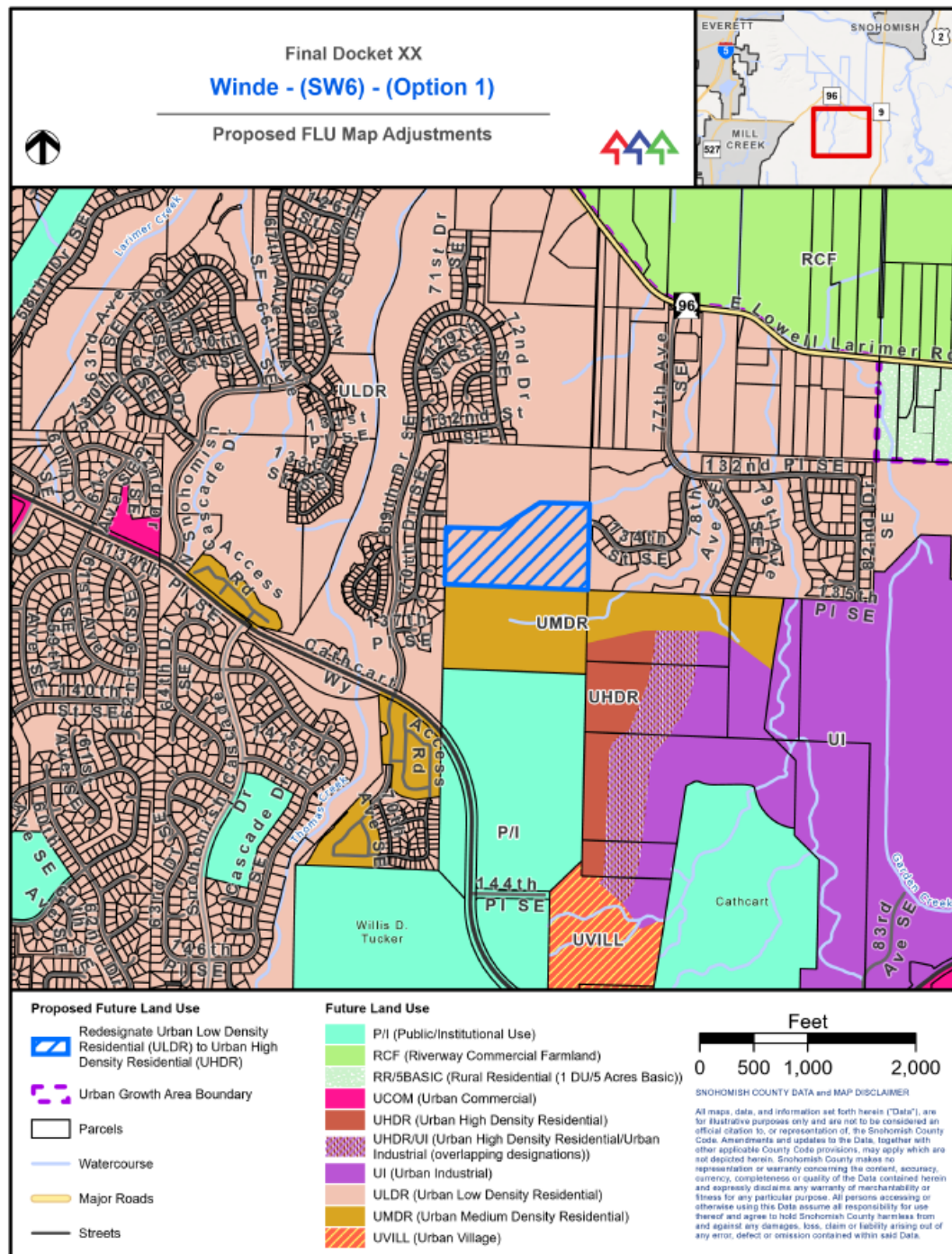
A Final SEIS, which will provide responses to comments received during the Draft SEIS comment period, will be prepared following the close of the 30-day Draft SEIS comment period. Snohomish County Council meetings will provide additional opportunities for public comment on the Winde (SW6) Final Docket XX proposal. Following the completion of the Final SEIS, the Snohomish County Council will make its decision on the Winde (SW6) Final Docket XX proposal.

2.2 Proposed Actions and No Action Alternative

2.2.1 Proposed Actions

The Proposed Actions would amend the GMA Comprehensive Plan FLUM and zoning map to intensify the residential density allowed within a portion of the unincorporated Southwest UGA by changing the FLU map designation to Urban High Density Residential (Alternative 1) or Urban Medium Density Residential (Alternative 2) instead of the existing Urban Low Density Residential on a 19.96-acre site.

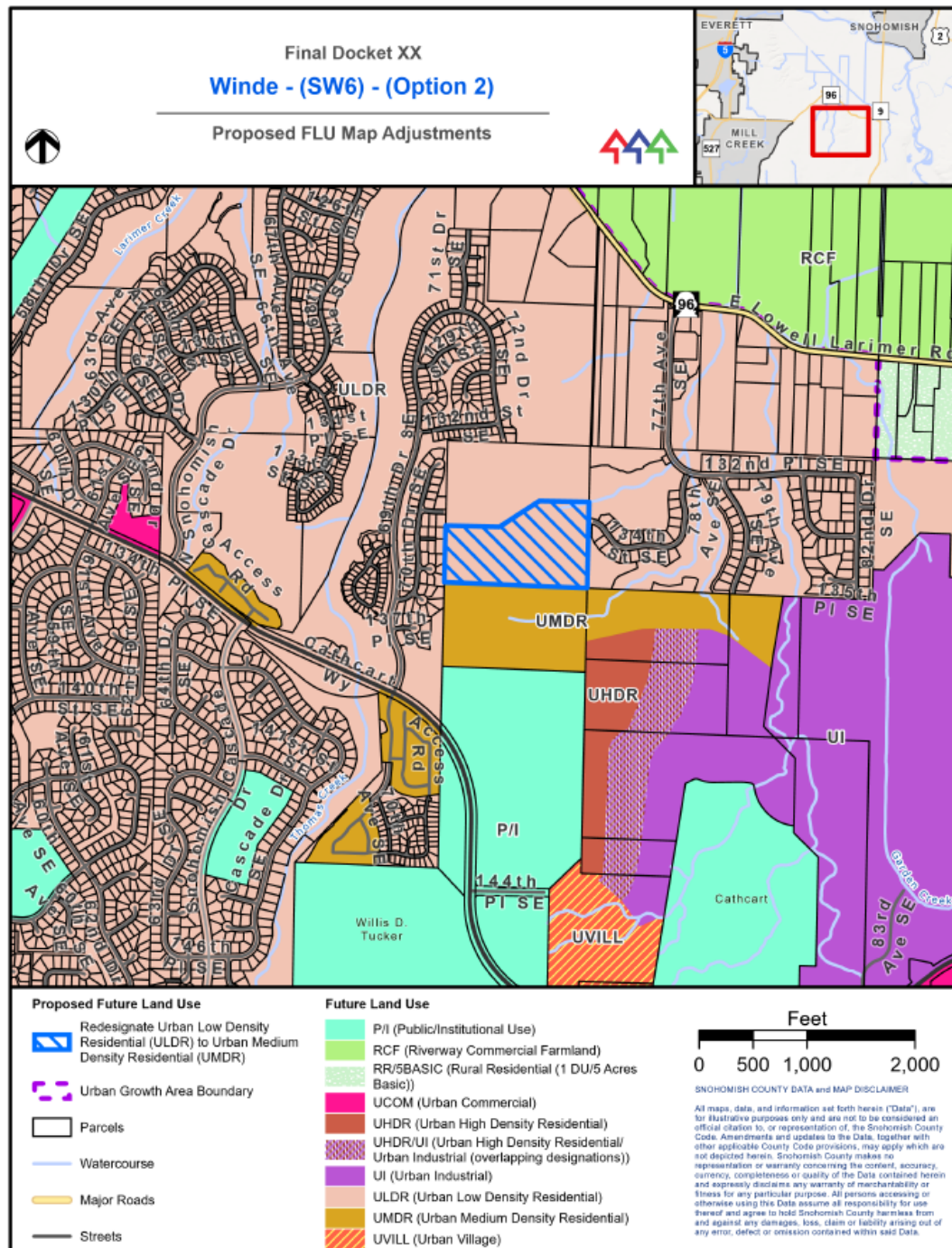
Figure 2-1 Future Land Use Map – Alternative 1



2021 Docket XX - SW6

Index #	File Name
06004	Draft Supplemental Environmental Impact Statement
060721	CEIS-DocketXX-060721_issued 06122021.pdf
Winde (SW6)	Final Docket XX Proposal

Figure 2-2 Future Land Use Map – Alternative 2



2.2.2 No Action Alternative

The No Action Alternative is required by SEPA and would retain the current comprehensive plan FLU map and zoning designation. Where sites are developed at lesser intensities than adopted plans/zoning would allow, it is possible that further development or activities could occur between the present and the County's planning horizon year of 2035.

2.2.3 SEIS Docket Proposal

The Winde docket request to amend the County's GMA Comprehensive Plan is summarized below:

**Table 2–2. Winde (SW6) Comprehensive Plan Future Land Use Map Amendment
Docket XX Proposal**

Project No./Proponent	General Location	Approx. Acres	Future Land Use Map (FLUM) Designation
Docket XX- Winde	North of Cathcart Way and Glacier Peak High School, east of 70 th Dr. SE, and west of 134 th St. SE	19.96 acres	Current: ULDR Alternative 1 Proposed: UHDR
Docket XX- Winde	North of Cathcart Way and Glacier Peak High School, east of 70 th Dr. SE, and west of 134 th St. SE	19.96 acres	Current: ULDR Alternative 2 Proposed: UMDR

Winde Final Docket XX Proposal

Proponent. Toyer Strategic Consulting (consultant) on behalf of Tom Winde, Dave Winde, Kelly Bolger, and Elms of Everett, LLC.

Location. The site is located in the Southwest UGA. The site is 1.4 miles east of the City of Mill Creek. The site is north of Cathcart Way, south of 132nd Street SE, east of 70th Drive SE, and west of 134th Street SE.

Site size and characteristics. The 19.96-acre site is an undeveloped site that is vegetated with trees and shrubs. It is estimated that 30% of the site potentially has steep slopes which are in the eastern portion of the site. A non-fish habitat stream crosses the northeast corner of the site according to county mapping.

Adjacent uses, FLUM, and zoning. The adjacent land use to the east and west of the proposal site area is single-family residential development, and the parcel to the north is currently under construction for single-family residential development. The adjacent property to the south is undeveloped. The FLU map and zoning of the adjacent parcels is as follows: east and west – ULDR and PRD-9,600, south - UMDR and Low Density Multiple Residential (LDMR), and north - ULDR and R-7,200 (same zoning designation as the proposal site).

Requested actions. Amend the General Policy Plan (GPP) Future Land Use (FLU) map designation on the property from the existing Urban Low Density Residential (ULDR) to Urban High Density Residential (UHDR) under Alternative 1, or Urban Medium Density Residential (UMDR) under Alternative 2.

Rezone the site from its current designation of R-7,200 zoning to Multiple Residential (MR) zoning under Alternative 1, or LDMR zoning under Alternative 2.

Alternatives. The alternative to the Proposed Actions is the No Action Alternative which would retain the existing FLUM designation of ULDR and the existing zoning of R-7,200.

Assumptions. To assess the impacts of the docket request, the Proposed Action and No Action Alternative land use and zoning designations were translated into land use assumptions as shown in Table 2–3. The Proposed Actions would amend the FLUM for the project site from the existing ULDR to UHDR or UMDR. The purpose of this Draft SEIS is to review the impacts of existing and proposed maximum planned urban residential densities based on the GPP FLU map designations and implementing zones, rather than on a project level site development plan. As part of a phased SEPA review, site-specific concept plans may be reviewed in the future at the time other permits are sought.

Table 2–3. Winde (SW6) Proposed Actions and No Action Assumptions

Gross Acres	19.96	Area based on docket proposal site.
Residential Dwelling Units (du)		
Alternative 1	527	Assumes maximum planned density based of 22 du/acre under the MR zone plus a planned residential development (PRD) density bonus of 20%
Alternative 2	263	Assumes maximum planned density based of 11 du/acre under the LDMR zone plus a PRD density bonus of 20%
No Action	144	Assumes maximum planned density based on 6 du/acre plus a PRD density bonus of 20%
Note: The maximum planned density is a gross density calculation of the site and there are no reductions for critical areas, open space requirements or site development standards, for example.		Note: Planned densities for multifamily development could be achieved, for example, through the use of multi-story structures or the clustering of attached single family dwelling units.

Chapter 3. Summary Significant Impacts and Mitigation Measures

3.1 Transportation

3.1.1 Affected Environment

The affected environment consists of the existing operating conditions of the current transportation facilities that serve the Docket XX – SW6 (Winde) site. Transportation facilities and services present in the Winde study area include county arterials and local roadways, state highway facilities, and public transportation services.

Study Area

The Winde study area, shown in Figure 3-1, is located in the Southwest UGA. The site is 1.4 miles east of the City of Mill Creek. The site is north of 134th Place SE, south of State Route 96 (Lowell Larimer Road), east of 70th Drive SE, and west of 79th Avenue SE.

The 19.96-acre Winde site, located near the center of the study area, is currently undeveloped. Access to the site is provided by a local road connection to Cathcart Way along 134th St SE, 70th Dr SE, and 69th Dr SE and a local road connection to SR 96 along 134th St SE, 78th Ave SE, and 77th Ave SE.

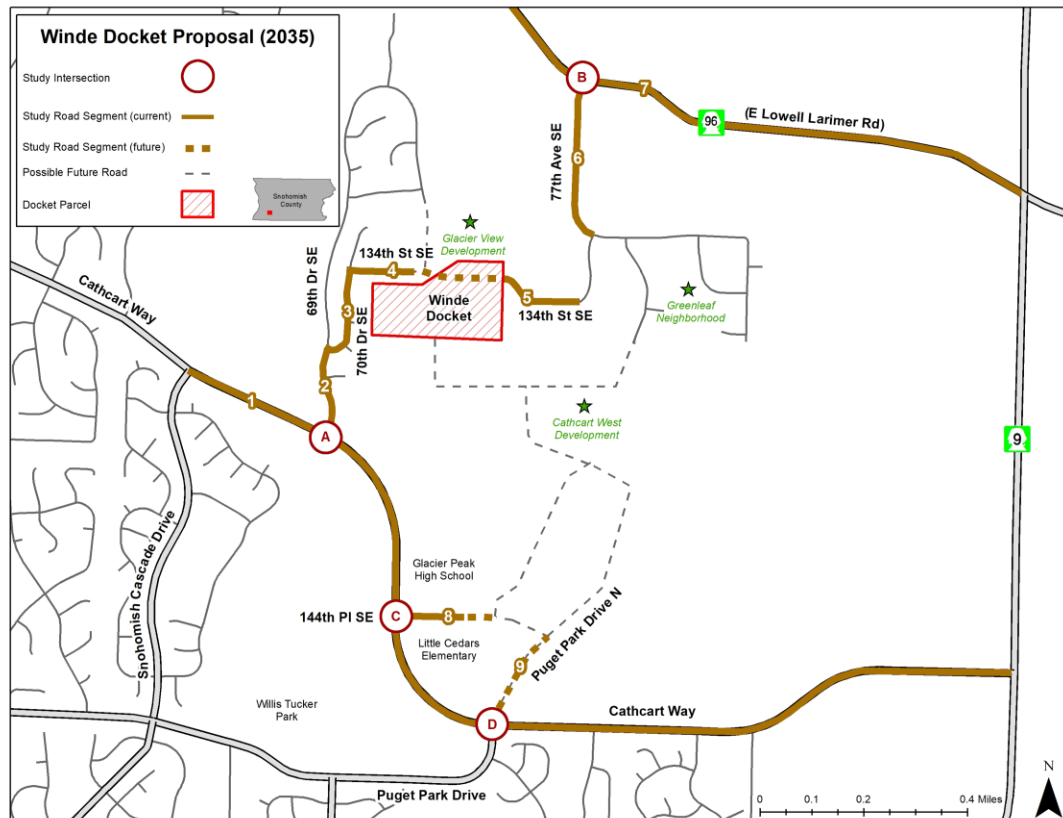
The adjacent land use to the east and west of the proposal site area is single-family residential development, and the parcel to the north, Glacier View, is currently under construction for single-family residential development. The adjacent property to the south, Cathcart West, is undeveloped designated by the General Policy Plan (GPP) Future Land Use (FLU) map for a mix of medium-density and high-density residential and commercial/business park development.

The future conditions analysis assumes that there will be access points to the Winde site from the west connecting to 134th St SE through the Glacier View development currently under construction, from the east connecting to 134th St SE through the Greenleaf neighborhood, and from the south through the future Cathcart West development. The segment of 134th St SE in the Greenleaf neighborhood is a stub road constructed with the intention of making this connection. The date of completion of the road connection from the south is undetermined and is dependent on the Cathcart West development, which as of now has not announced a development schedule. The study area road network with both current and future roadways is shown in Figure 3-1.

Regional access to the study area is provided by SR 9, 1.5 miles to the east via Lowell Larimer Rd or Cathcart Way. SR 9 runs north-south connecting to SR 522, I-405, and employment areas throughout the eastside of King County. Regional access is also provided by I-5, which is located approximately 5 miles to the west via Cathcart Way and SR 96. I-5 runs generally north-south providing connections to employment areas in Seattle and Everett.

Transportation analysis provided in this chapter evaluates operations on key roadway segments and intersections that could potentially be affected by traffic generated by land use proposals. Existing characteristics and operating conditions of transportation facilities within the study area are described in the following sections.

Figure 3-1. Study Area - Winde (SW6)



Study Roadway Segments

The roadway segments most likely to be impacted by the proposed development of the Winde site were identified and are included in the impact analysis. These study segments are presented in Table 3-1, along with their characteristics, jurisdiction, and classification. The segments are also shown in Figure 3-1 above with identifiers that correspond to the table.

Table 3-1. Study of Road Segments

Map ID	Roadway Segment	Characteristics	Existing Road	Jurisdiction	Functional Classification
1	Cathcart Way, Snohomish Cascade Dr: to SR 9	5 lanes	Yes	Snohomish County	Principal Arterial
2	69 th Dr SE, Cathcart Way to 70 th Dr SE	2 lanes	Yes	Snohomish County	Non-Arterial Collector Road
3	70 th Dr SE, 69 th Dr SE, 69 th Dr SE to 134 th St SE	2 lanes	Yes	Snohomish County	Non-Arterial Residential Road
4	134 th St SE (West), 70 th Dr SE to Winde Site	2 lanes	Partially	Snohomish County	Non-Arterial Residential Road
5	134 th St SE (East), Winde Site to 78 th Ave SE	2 lanes	Partially	Snohomish County	Non-Arterial Residential Road
6	77 th Ave SE, 132 nd PI SE to SR 96	2 lanes	Yes	Snohomish County	Non-Arterial Collector Road
7	SR 96 (Lowell Larimer Rd), Seattle Hill Rd to SR 9	2 lanes	Yes	WSDOT	Minor Arterial
8	144 th PI SE, Cathcart Way to new road	2 lanes	Partially	Snohomish County	Non-Arterial Collector Road
9	Puget Park Dr North (new road), Cathcart Way to new road	2 lanes	New Road	Snohomish County	Non-Arterial Collector Road

Roadway Classifications

The functional classification of arterials and state highways is defined by Snohomish County through the Transportation Element, a component of the Snohomish County GMA Comprehensive Plan. The classification for non-arterials is defined through the County's Engineering Design and Development Standards (EDDS) (Snohomish County Engineering and Development Standards, 2021).

Arterial and State Highway Classifications

Freeway is a multilane, high-speed, high-capacity roadway intended exclusively for motorized traffic. All access is controlled by interchanges and road crossings and are grade-separated. The freeways that run through the County are all under the jurisdiction of the Washington State Department of Transportation (WSDOT).

Principal Arterial is an intercommunity roadway that connects major community centers and facilities and is often constructed with limited direct access to abutting land uses. The primary function of principal arterials is to provide a high degree of vehicular mobility; however, they may play a minor role in providing land access. Principal arterials serve high-volume corridors, carrying the greatest portion of through or long-distance traffic within a community.

Minor Arterial is an intra-community roadway bounded by the principal arterial system, which connects centers and facilities within the community and serves some through traffic, while providing a greater

level of access to abutting properties. Minor arterials connect with other arterial and collector roads extending into the urban area.

Collector is a roadway designed to fulfill both functions of mobility and access to adjacent development. Collectors typically serve intra-community trips connecting residential neighborhoods with each other or activity centers, while also providing a high degree of property access within a localized area. These roadways “collect” vehicular trips from local access streets and distribute them to higher classification streets.

Non-Arterial is a roadway designed with a primary function of providing access to residences with limited through-traffic. Typically, they are only a few blocks long and are relatively narrow.

Non-Arterial Classifications

Non-arterial classifications are defined through EDDS. Non-arterial urban roads, providing for movement to and from abutting land uses, have historically been classified as collectors, residential, and local access roads. These roads distribute traffic from the higher-volume arterial system to individual lots using the following hierarchy of road types. The definitions in EDDS include typical traffic volume thresholds. These thresholds are approximate and may vary based on traffic engineering analysis with concurrence by the County Engineer.

Non-Arterial Collector Roads - Non-arterial collector roads have the primary purpose of promoting the flow of vehicles, bicycles and pedestrians from arterial roads to lower-order roads such as residential and local access roads. Secondary function of these roads is to serve abutting land uses and to accommodate public transportation. These roadways are typically wider and have fewer driveways and other access points allowing them to more safely accommodate higher traffic volumes. EDDS describes the traffic volumes on non-arterial collector roads to be usually greater than 2,000 average daily trips (ADT) with an upper threshold of 10,000 ADT.

Non-Arterial Residential Roads - The primary purpose of non-arterial residential roads is to provide vehicle, pedestrian, and bicycle circulation within a neighborhood, to provide access to residential lots, and to convey traffic to collectors. These roads are typically narrower with closely spaced shorter driveways, on-street parking, and a variety of activities including backing movements, children playing, and biking that make safety a priority. The management of traffic on residential roads is designed to improve safety, provide a greater sense of security, and maintain neighborhood quality of life. EDDS provides a traffic volume threshold for non-arterial residential roads at less than 2,000 ADT.

Local Access Roads – The primary purpose of local access roads is to convey vehicles, pedestrians and bicycles between individual land parcels and higher-order roads. Local access roads do not carry through traffic. Traffic volumes of 250 ADT or less are typical.

Of the nine study segments, one is a state highway classified as a minor arterial, one is a county arterial classified as a principal arterial, and seven are county non-arterial roadways. Of the seven non-arterials, four are collectors and three are residential.

Study Intersections

Table 3-2 presents the intersections that were identified for draft SEIS analysis, along with their existing traffic control and the jurisdiction in which they are located. The study intersections are also shown in Figure 3-1 with identifiers that correspond to the table in this analysis. Operating conditions of these intersections impact the operations of the roadway segments presented in the previous section.

Table 3-2. Study of Intersections

Map ID	Intersection	Existing Traffic Control	Jurisdiction
A	69 th Dr SE and Cathcart Way	Signal	Snohomish County
B	77 th Ave SE and SR 96 (Lowell-Larimer Rd)	Southbound Stop-Control	Snohomish County/WSDOT
C	144 th Pl SE and Cathcart Way	Signal	Snohomish County
D	Puget Park Dr and Cathcart Way	Signal (new north leg)	Snohomish County

Public Transportation

Community Transit (CT) provides the study area with fixed bus route service and Dial-A-Ride-Transit (DART) paratransit service. Community Transit's *Swift* bus rapid transit (BRT) service is planned service for the study area.

Fixed Route Bus Service

The SW6 study area is served by one CT fixed transit route –

- Route 109. This route travels along Cathcart Way providing local bus service that operates between the Lake Stevens Transit Center and Ash Way Park and Ride.

The western edge of the Winde site is approximately $\frac{3}{4}$ mile walking distance from the nearest existing Route 109 bus stop at Cathcart Way and Snohomish Cascade Drive, outside of the approximate $\frac{1}{4}$ mile walking distance considered effective for local fixed route transit service.

DART

DART paratransit provides a shared-ride service for residents who are unable to use fixed route service due to a disability or other conditions. DART provides service to destinations within $\frac{3}{4}$ of a mile of local fixed-route transit and traveling during the same hours that buses go to those destinations.

Swift

Swift is Community Transit's branded BRT service designed to provide quicker and more convenient trips for riders. *Swift* employs typical BRT characteristics such as high frequency service, offboard fare payment, dedicated transit lanes, and transit signal priority. *Swift* provides 7 day a week service.

Community Transit's long-range transit plans include Cathcart Way as a future *Swift* corridor with an undetermined development date. It is expected that this corridor will have *Swift* service within the 20-year horizon of this analysis. Station locations for this service have not yet been determined. If a *Swift* station is located at 69th Dr SE and Cathcart Way, it will be approximately ½ mile walking distance from the edge of the Winde site, the farthest distance considered effective for high-capacity transit (HCT) service like *Swift*. All other possible station locations on Cathcart Way would be farther than ½ mile walking distance and wouldn't be considered a significant transportation benefit to the development.

Transit-Emphasis Corridors

A transit emphasis corridor is an arterial road or highway where high levels of transit service already exist or is likely to exist in the future. Recognizing the strong linkage between land use, transit, and infrastructure, these corridors are intended to serve as a framework for planning for higher density land uses within ¼ mile of local fixed-route transit service or ½ mile walking distance of HCT stations. These corridors are also intended to facilitate pedestrian and bike-oriented infrastructure, and high-occupancy vehicle roadway improvements. Provisions for transit-emphasis corridors are contained in both the Community Transit Long-Range Plan (Community Transit, 2011) and the Transportation Element. Cathcart Way has been designated as a transit-emphasis corridor in both of these documents. As discussed above, the Winde site is not located within a ¼ mile walking distance of a current local fixed route transit stop and a portion of the site may be located within ½ mile of a future HCT station.

3.1.2 Traffic Analysis Methodology

The specific methodologies were used in this analysis for assigning Level of Service (LOS) and determining impacts for analyzed roadway study segments and intersections. These methodologies are described below.

Level of Service

LOS is a qualitative measure of congestion that describes the quality of traffic conditions and takes into consideration factors such as volume, speed, travel time, and delay of vehicles traveling on a roadway. LOS is represented by letter grades, A through F.

- LOS A and B reflect traffic flows with minimal delay;
- LOS C and D reflect moderate and stable traffic conditions;
- LOS E reflects conditions that approach capacity, and
- LOS F reflects congested conditions with potential for substantial delays.

LOS Standards

LOS standards are used to evaluate the transportation impacts of long-term growth and for concurrency. Jurisdictions adopt standards by which the minimum acceptable roadway operating conditions are determined. LOS standards for county arterials are determined by Snohomish County. LOS standards for state highways involve policy approaches established by the Puget Sound Regional Council (PSRC) and Washington State Department of Transportation (WSDOT) (Puget Sound Regional Council, 2020. Vision 2050).

Snohomish County Arterials

As per the GMA, Snohomish County adopts LOS standards for all locally owned arterials for use in the county's concurrency management system (CMS). Snohomish County uses arterial units for determining LOS. Arterial units are defined so that the physical and operational characteristics of the roadway elements within each unit are similar. The applicable LOS standards are shown in Table 3-3 below:

Table 3-3. County Arterial LOS Standards

Area Type	Level of Service Standard
Urban	E
Rural	C
Rural Arterial with Urban Traffic	E

The only county arterial unit analyzed in this SEIS, Cathcart Way, is an urban arterial with an LOS standard of "E".

Washington State Department of Transportation Highways

LOS standards for state highways that are not Highways of Statewide Significance (HSS) are jointly determined by WSDOT and the PSRC. Roadway segments, similar to the arterial units used on county roads, are used in evaluating LOS for state highways.

Table 3-4. State Facility LOS Standards

Area Type	State Highways (non-HSS)
Tier 1 – Inner Urban Area	E Mitigated*
Tier 2 – Outer Urban Area	D
Tier 3 – Rural	C

*Congestion should be mitigated when PM peak hour LOS falls below LOS E.

There is only one state highway unit analyzed in this draft SEIS, SR 96, also known as Lowell Larimer Road. This is a non-HSS highway in the outer urban area with a LOS of "D".

Snohomish County Non-Arterials

Most of the roadway segments analyzed as part of this draft SEIS are non-arterials and as such do not have an adopted LOS standard. Four of the local road segments, 69th Dr SE, 77th Ave SE, 144th Pl SE, and Puget Park Dr N are non-arterial collectors. The three remaining study segments, 70th Dr SE and both 134th St SE segments, are classified as non-arterial residential roads. While the County does not have LOS standards for these non-arterials, there are EDDS daily traffic volume thresholds for county roadways of these types and design that can be used as a guide. The daily volume thresholds in EDDS for non-arterial collector roads is up to 10,000 ADT and for non-arterial residential roads is up to 2,000 ADT. While these thresholds are not LOS standards, they are good general indicators.

Roadway Segment Analysis Methodology

Travel Demand Forecasts

A travel demand forecasting model was developed to project future year traffic volumes within the study area using the Snohomish County Department of Public Works' travel demand model. The model is based on an EMME platform and consists of four-step process similar to the PSRC model. The base year model was validated based on the traffic counts that were collected in the study area.

Once the model was validated for both AM and PM conditions in the base year model, it was used as the basis to develop the future year models. Future year land use in Snohomish County was based on the adopted FLU map and the 2035 future land use forecast used for the transportation analysis for the 2015 update to the GMA comprehensive plan.

The future year road network was enhanced in the study area by adding local access roads that are currently being constructed or are planned as part of future developments. The zone system was modified in the study area to provide greater granularity for analyzing local development conditions and road network. The 2035 land use forecast in and near the study area was adjusted to account for the modified zone system.

LOS Methodology

This study uses the concept of volume-to-Maximum Service Volume (MSV) ratios to assign an LOS to the county arterial roadway and the state highway. An MSV is determined by factors such as area type, number of lanes, presence of median, speed, and presence of turn lanes. An MSV represents the highest traffic volume that a roadway can carry, while still maintaining its adopted operational standard. MSVs and the planning-level LOS are calculated based on procedures described in the Department of Public Works Rule 4224 (Snohomish County Department of Public Works, 2014). If the actual two-way volume on the segment exceeds that maximum service volume or capacity, then the segment does not meet the LOS standard. This is the same methodology that was used in the EIS for the 2015 update of the Transportation Element of the GMA comprehensive plan.

The methodology used for the state route is similar to that used for county arterials—a volume-to-MSV comparison—but the source of the MSV is tailored to state highways. WSDOT does not have MSVs for state routes. Consequently, other sources were considered and, for the purposes of this SEIS, a set of tables developed by the Florida Department of Transportation (FDOT) based on the Highway Capacity Manual (Transportation Research Board, 2010) were used to assign an MSV to the state route. (State of Florida Department of Transportation, 2013. 2013 Quality/Level of Service Handbook) This is also the same methodology that was used in the EIS for the 2015 update of the Transportation Element.

For the non-arterial roadway segments this analysis does not assign a LOS but compares the future ADT of the roadway with the ADT thresholds for this type of roadway found in EDDS.

Intersection Analysis Methodology

Intersection analysis was completed for the weekday PM peak hour. This represents the hour of the day during which the highest traffic volumes most typically occur. The PM peak hour was determined to have

higher traffic volumes than the AM peak hour for the study area. This methodology is consistent with the analysis completed for the current adopted Transportation Element.

The assessment of existing intersection operations was performed using methodologies from the Highway Capacity Manual (Transportation Research Board, 6th Ed. 2016). The LOS values reported in the following sections were determined using Synchro 7, a software package that uses HCM methodologies to model intersection operations.

The LOS criteria used for signalized intersections are shown in Table 3-5. This methodology uses the weighted average of control delay for all approaches to determine intersection LOS. Average control delay represents how much time passes for the typical vehicle between arriving at and progressing through the intersection.

Table 3-5. Level of Service Criteria for Signalized Intersections

LOS	Description	Average Control Delay (seconds / vehicle)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	≤ 10
B	Operations with low delay occurring and good progression and/or short cycle lengths.	> 10 to 20
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	> 20 to 35
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high volume-to-MSV ratios. Many vehicles stop and individual cycle failures are noticeable.	> 35 to 55
E	Operations with high delay value indicating poor progression, long cycle lengths, and high volume-to-MSV ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	> 55 to 80
F	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	> 80

Source: *Highway Capacity Manual*.

The LOS criteria used for stop sign-controlled intersections are shown in Table 3-6. This methodology computes the intersection LOS based on the control delay for each minor movement for minor-street stop-controlled intersections and the weighted average of control delay for all approaches for all-way stop controlled intersections.

Table 3-6. Level of Service Criteria for Stop-Controlled Intersections

LOS	Description	Average Control Delay (seconds / vehicle)
A	Little or no conflicting traffic.	≤ 10
B	The approach begins to notice absence of available gaps.	> 10 to 15
C	The approach begins experiencing delay for available gaps.	> 15 to 25
D	The approach experiences queuing due to a reduction in available gaps.	> 25 to 35
E	Extensive queuing due to insufficient gaps.	> 35 to 50
F	Insufficient gaps of suitable size to allow traffic demand to cross safely through a major traffic stream.	> 50

Source: *Highway Capacity Manual*.

3.1.3 Existing Traffic Conditions

This section summarizes the existing conditions on the road segments and intersections analyzed for this draft SEIS.

Roadway Segments

Table 3-7 presents the results of LOS analysis for the eight analysis roadway segments under existing conditions. When evaluated using the methodology described above the existing conditions analysis found that all of the study roadway segments were currently within the applicable standard or threshold for that roadway type.

Table 3-7. Existing Conditions Analysis for Roadway Segments

Map ID	Road	LOS Standard / EDDS Threshold	Existing	
			Average Daily Traffic (ADT)	Average LOS
1	Cathcart Way	E	18,550	C
2	69 th Dr SE	Up to 10,000 ADT ¹	3,260	n/a ⁴
3	70 th Dr SE	Up to 2,000 ADT ²	770	n/a ⁴
4	134 th St SE (West)	Up to 2,000 ADT ²	n/a ³	n/a ⁴
5	134 th St SE (East)	Up to 2,000 ADT ²	n/a ³	n/a ⁴
6	77 th Ave SE	Up to 10,000 ADT ¹	1,110	n/a ⁴
7	SR 96 (Lowell Larimer Rd)	D	4,630	A
8	144 th PI SE	Up to 10,000 ADT ¹	2,850	n/a ⁴
9	Puget Park Dr North (new road)	Up to 10,000 ADT ¹	n/a ³	n/a ⁴

Notes:

¹These roads meet the design characteristics of "Non-arterial collector" roads as defined by EDDS with a design threshold of 10,000 ADT.

²These roads meet the design characteristics of "Non-arterial residential" roads as defined by with a design threshold of 2,000 ADT.

³New or partially completed roads that are expected to be completed by 2035

⁴Snohomish County does not have methodology for determining LOS on non-arterial roads

Intersections

Table 3-8 presents the results of LOS analysis for the four analysis intersections under existing conditions. The table shows that all analysis intersections are currently operating within applicable LOS standards during the PM peak hour.

Table 3-8. Existing Peak Hour Intersection LOS

Map ID	Intersection	Existing Traffic Control	Existing PM Peak	
			Average Delay (seconds/vehicle)	Average LOS
A	69 th Dr SE and Cathcart Way	Signal	8.5	A

Map ID	Intersection	Existing Traffic Control	Existing PM Peak	
			Average Delay (seconds/vehicle)	Average LOS
B	77 th Ave SE and SR 96 (Lowell-Larimer Rd)	Southbound Stop-Control	3.4	A
C	144 th Pl SE and Cathcart Way	Signal	8.8	A
D	Puget Park Dr and Cathcart Way	Signal (without new north leg)	4.8	A

Note: HSS = Highway Statewide of Significance

3.2 Future Year Traffic Impact Analysis

A transportation impact analysis was completed for the future planning year of 2035 for a no action and two action alternatives. This analysis year was selected to be consistent with the analysis completed for the current adopted Transportation Element.

3.2.1 Future Year Assumptions

Alternatives

The alternatives used in the analysis were:

No Action - The proposed Winde (SW6) docket area develops consistent with its current future land use (FLU) map designation of Urban Low Density Residential (ULDR) and R-7,200 zoning.

Alternative 1 - High Density, the proposed Winde (SW6) docket area develops consistent with an Urban High Density Residential (UHDR) FLU map designation and Multiple Residential (MR) zoning.

Alternative 2 – Medium Density, the proposed Winde (SW6) docket area develops consistent with an Urban Medium Density Residential (UMDR) FLU map land use designation and Low Density Multiple Residential (LDMR) zoning.

Land use assumptions outside the Winde site were the same under the No Action and both action alternatives and were based upon the adopted FLU map. The roadway network used for the future year analysis is that shown in Figure 3.1 and was the same for each of the alternatives.

Trip Generation Assumptions

Traffic volumes expected to result from the No Action and the two action alternatives were estimated using standard average trip generation rates from the Trip Generation Manual (Institute of Transportation Engineers, 2017, 10th Edition). Table 3-9 summarizes the trip generation rates that were utilized to analyze

potential development under current and proposed land use conditions and the overall projected trips generated.

Table 3-9. Trip Generation Assumptions

Alternative	Maximum Dwelling Units - Winde Property	ITE Land Use Category	ITE Code	ITE Average Daily Rate	Total Daily Trips from Winde Site	AM Peak		PM Peak	
						% In	% Out	% In	% Out
No Action	144	Single Family Detached	210	9.52	1368	26%	74%	64%	36%
Alt. 1: High Density	527	Apartments	220	6.65	3504	29%	71%	61%	36%
Alt. 2: Medium Density	263	Residential Townhouse	230	7.30	1923	19%	81%	64%	36%

3.2.2 – No Action Alternative: Current Zoning/Land Use Designation

The No Action alternative reflects conditions expected to result under the currently adopted land use designation and zoning for the area. The current future land use (FLU) map designation for the Winde site is Urban Low Density Residential (ULDR) with a zoning of R-7,200, meaning that currently single-family detached homes on 7,200 square-foot lots can be constructed on the property.

No Action Alternative - Roadway Operations

Table 3-10 summarizes 2035 impacts to the study roadway segments under the No Action Alternative based on the volumes from the travel demand model. The analysis found that the impacts would be most significant for 70th Dr. SE and for 134th St SE, both east and west of the Winde site. The estimated volumes for all three of these roadways under the No Action are over the 2,000 ADT threshold contained in EDDS for roadways of this design and function. The analysis found that the forecasted volumes for the other roadway study segments under the No Action are within an appropriate range. For 70th Dr. and the west segment of 134th St SE where 20% to 25% of the volumes are attributable to development on the Winde site. The rest of the traffic volumes on these roadways can be attributed to development not associated with Winde and pass-through traffic attributed to the connection of 134th St SE creating a through route.

Table 3-10. 2035 No Action Alternative: Roadway Segments

Map ID	Road	LOS / EDDS Threshold	No Action Alternative		
			Average Daily Traffic (ADT)	ADT from the Winde Site	Average LOS
1	Cathcart Way	E	31,360	879	D
2	69 th Dr SE	Up to 10,000 ADT ¹	7,150	1,135	n/a ³
3	70 th Dr SE	Up to 2,000 ADT ²	5,100	1,135	n/a ³
4	134 th St SE (West)	Up to 2,000 ADT ²	4,350	1,135	n/a ³
5	134 th St SE (East)	Up to 2,000 ADT ²	3,580	219	n/a ³

Map ID	Road	LOS / EDDS Threshold	No Action Alternative		
			Average Daily Traffic (ADT)	ADT from the Winde Site	Average LOS
6	77 th Ave SE	Up to 10,000 ADT ¹	4,620	219	n/a ³
7	SR 96 (Lowell Larimer Rd)	D	11,820	219	D
8	144 th PI SE	Up to 10,000 ADT ¹	7,400	14	n/a ³
9	Puget Park Dr North (new road)	Up to 10,000 ADT ¹	4,370	14	n/a ³

Notes:

¹These roads meet the design characteristics of "Non-arterial collector" roads as defined by EDDS with a design threshold of 10,000 ADT.²These roads meet the design characteristics of "Non-arterial residential" roads as defined by with a design threshold of 2,000 ADT.³Snohomish County does not have methodology for determining LOS on non-arterial local access roads

No Action Alternative - Intersection Operations

Table 3-11 summarizes 2035 intersection LOS under the No Action scenario, based on the volumes from the travel demand model. The table shows that all study intersections operating within an acceptable range.

Table 3-11. 2035 No Action Alternative: Intersection LOS

Map ID	Intersection	Existing Traffic Control	PM Peak	
			Average Delay (sec/veh)	Average LOS
A	69 th Dr SE and Cathcart Way	Signal	22.0	C
B	77 th Ave SE and SR 96 (Lowell-Larimer Rd)	Southbound Stop-Control	7.7	A
C	144 th PI SE and Cathcart Way	Signal	17.1	B
D	Puget Park Dr and Cathcart Way	Signal (new north leg)	35.7	D

3.2.3 - Alternative 1: High Density

The Alternative 1 analysis reflects conditions expected to result from changes to the FLU map from the current ULDR to the proposed Urban High Density Residential (UHDR). Future traffic volumes were forecasted under Alternative 1 for the analysis intersections and roadway segments using the County's travel demand model.

Alternative 1 - Roadway Operations

Table 3-12 summarizes 2035 impacts to the study roadway segments under Alternative 1 based on the volumes from the travel demand model. The analysis found that the impacts would be most significant for 70th Dr. SE and for 134th St SE, both east and west of the Winde site. The estimated volumes for all three of these roadways under Alternative 1 are over the 2,000 ADT threshold contained in EDDS for non-arterial residential roadways. The analysis found that the forecasted volumes for the other roadway study segments under the Alternative 1 are within an appropriate range.

The impact of proposed development on the Winde site is most significant to 70th Dr. SE and west segment of 134th St SE where 40% to 50% of the volumes are attributable to that development where the 2,900 daily trips attributed to the proposed Winde development are greater than the EDDS threshold for those two residential roads. The rest of the traffic volumes on these roadways can be attributed to growth not associated with Winde and pass-through traffic attributed to the connection of 134th St SE creating a through route.

Table 3-12. 2035 Alternative 1: High Density (UHDR) – Roadway Segments

Map ID	Road	LOS / EDDS Guidance	Average Daily Traffic (ADT)	ADT Generated by the Proposed Development (SW6)	Average LOS	% change from No Action
1	Cathcart Way	E	32,709	2,228	D	4.3%
2	69 th Dr SE	Up to 10,000 ADT ¹	8,923	2,908	n/a ³	24.8%
3	70 th Dr SE	Up to 2,000 ADT ²	6,873	2,908	n/a ³	34.8%
4	134 th St SE (West)	Up to 2,000 ADT ²	6,123	2,908	n/a ³	40.8%
5	134 th St SE (East)	Up to 2,000 ADT ²	3,957	561	n/a ³	10.5%
6	77 th Ave SE	Up to 10,000 ADT ¹	4,997	561	n/a ³	8.2%
7	SR 96 (Lowell Larimer Rd)	D	12,197	561	D	3.2%
8	144 th PI SE	Up to 10,000 ADT ¹	7,421	35	n/a ³	0.3%
9	Puget Park Dr North (new road)	Up to 10,000 ADT ¹	4,391	35	n/a ³	0.5%

Notes:

¹These roads meet the design characteristics of “Non-arterial collector” roads as defined by EDDS with a design threshold of 10,000 ADT.

²These roads meet the design characteristics of “Non-arterial residential” roads as defined by with a design threshold of 2,000 ADT.

³Snohomish County does not have methodology for determining LOS on non-arterial local access roads

Alternative 1 Intersection Operations

Table 3-13 summarizes 2035 intersection LOS under Alternative 1, based on the volumes from the travel demand model. The table shows that all study intersections operating within an acceptable range.

Table 3-13. 2035 Alternative 1: High Density (UHDR)- Intersection LOS

Map ID	Intersection	Existing Traffic Control	PM Peak	
			Average Delay (sec/veh)	Average LOS
A	69 th Dr SE and Cathcart Way	Signal	26.2	C
B	77 th Ave SE and SR 96 (Lowell-Larimer Rd)	Southbound Stop-Control	8.0	A
C	144 th PI SE and Cathcart Way	Signal	17.5	B
D	Puget Park Dr and Cathcart Way	Signal (new north leg)	36.2	D

3.2.4 - Alternative 2: Medium Density

The Alternative 2 analysis reflects conditions expected to result from changes to the FLU map from the current ULDR to the proposed Urban Medium Density Residential (UMDR). Future traffic volumes were forecasted under Alternative 2 for the analysis intersections and roadway segments using the County's travel demand model.

Alternative 2 - Roadway Operations

Table 3-14 summarizes 2035 impacts to the study roadway segments under Alternative 2 based on the volumes from the travel demand model. The analysis found that the impacts would be most significant for 70th Dr. SE and for 134th St SE, both east and west of the Winde site. The estimated volumes for all three of these roadways under Alternative 2 are over the 2,000 ADT threshold contained in EDDS for non-arterial residential roadways. The analysis found that the forecasted volumes for the other roadway study segments under the Alternative 2 are within an appropriate range.

The impact of proposed development on the Winde site is most significant to 70th Dr. SE and west segment of 134th St SE where about 30% of the volumes are attributable to that development. The rest of the traffic volumes on these roadways can be attributed to growth not associated with Winde and pass-through traffic attributed to the connection of 134th St SE creating a through route.

Table 3-14. 2035 Alternative 2: Medium Density (UMDR) – Roadway Segments

Map ID	Road	LOS Standard / EDDS Threshold	Average Daily Traffic (ADT)	ADT from the Winde Site	Average LOS	% change from No Action
1	Cathcart Way	E	31,698	1,217	D	1.1%
2	69 th Dr SE	Up to 10,000 ADT ¹	7,611	1,596	n/a ³	6.4%
3	70 th Dr SE	Up to 2,000 ADT ²	5,561	1,596	n/a ³	9.0%
4	134 th St SE (West)	Up to 2,000 ADT ²	4,811	1,596	n/a ³	10.6%
5	134 th St SE (East)	Up to 2,000 ADT ²	3,688	327	n/a ³	3.0%
6	77 th Ave SE	Up to 10,000 ADT ¹	4,728	308	n/a ³	2.3%
7	SR 96 (Lowell Larimer Rd)	D	11,928	308	D	0.9%
8	144 th PI SE	Up to 10,000 ADT ¹	7,405	19	n/a ³	0.1%
9	Puget Park Dr North (new road)	Up to 10,000 ADT ¹	4,375	19	n/a ³	0.1%

Notes:

¹These roads meet the design characteristics of "Non-arterial collector" roads as defined by EDDS with a design threshold of 10,000 ADT.

²These roads meet the design characteristics of "Non-arterial residential" roads as defined by with a design threshold of 2,000 ADT.

³Snohomish County does not have methodology for determining LOS on non-arterial local access roads

Alternative 2 Intersection Operations

Table 3-15 summarizes 2035 intersection LOS under Alternative 2, based on the volumes from the travel demand model. The table shows that all study intersections operating within an acceptable range.

Table 3-15. 2035 Alternative 2: Medium Density (UMDR) - Intersection LOS

Map ID	Intersection	Existing Traffic Control	PM Peak	
			Average Delay (seconds/vehicle)	Average LOS
A	69 th Dr SE and Cathcart Way	Signal	22.7	C
B	77 th Ave SE and SR 96 (Lowell-Larimer Rd)	Southbound Stop-Control	8.0	A
C	144 th PI SE and Cathcart Way	Signal	17.4	B
D	Puget Park Dr and Cathcart Way	Signal (new north leg)	35.8	D

3.2.5 - Summary of the Transportation Impacts Analysis

Three alternatives were analyzed for the transportation impacts analysis of the SW 6 proposals for a 2035 horizon year. The No Action alternative looked at traffic conditions as they would exist if the Winde site were built out according to its current ULDR land use designation in the FLU map and current zoning. Alternative 1, the first action alternative, looked at traffic conditions that would exist if the Winde site were built-out according to a proposed UHDR land use designation and implementing zoning for the site. Alternative 2, the second action alternative, looked at traffic conditions that would exist if the Winde site were built-out according to the proposed UMDR land use designation and implementing zoning for the site. The projected effects of the proposed actions on traffic is summarized as follows:

1. The analysis found significant traffic impacts to 70th Dr. SE and both segments 134th St SE under all three alternatives. As discussed in this chapter, these roads have the design and functional characteristics of non-arterial “residential” roads as described in EDDS. The management of traffic on residential roads is designed to improve safety, provide a greater sense of security, and increase neighborhood livability. The EDDS states that the appropriate ADT threshold for residential roadways of this type is up to 2,000 ADT.
 - The forecasted ADT for the No Action and both action alternatives would exceed that amount significantly for these roadways. The forecasted volumes would be more than triple the EDDS threshold for 70th Dr. SE and west segment of 134th St SE under Alternative 1 and more than double the EDDS threshold for Alternative 2. The Table 3-16 provides a summary of the projected volumes for each of these roads for each of the alternatives.
 - As also shown in Table 3-16, the analysis found that between 40% and 50% of the impacts to 70th Dr. SE and west segment of 134th St SE would come from the Winde site under the Alternative 1 and between 20% and 30% for the other two alternatives. Under Alternative 1, the ADT attributable to the proposed Winde development alone, 2,900 daily trips, is more than the EDDS threshold for 70th Dr SE and the west segment of 134th St SE.
 - The analysis found that a significant amount of the projected volumes on these three residential roads can be attributed to cut-through traffic due to the connection of 134th St SE linking the

Greenleaf neighborhood with the Glacier View development currently under construction. This new linkage creates connection between the SR 96 and Cathcart Way and the neighborhoods in between.

Table 3-16. Summary of Impacts to 70th Dr SE and 134th St SE

Map ID	Road	Total ADT Comparison to EDDS Guidance				Percentage Change from No Action		Percentage of Total ADT from the Winde Site		
		EDDS Guidance	No Action	Alt 1	Alt 2	Alt 1	Alt 2	No Action	Alt 1	Alt 2
3	70th Dr. SE	2,000	5,100	6,873	5,561	34.8%	9.0%	22%	42%	29%
4	134 th St. SE (west)	2,000	4,350	6,123	4,811	40.8%	10.6%	26%	47%	33%
5	134 th St SE (east)	2,000	3,580	3,957	3,688	10.5%	3.0%	6%	15%	9%

- The Analysis found that the volumes and operations for the other study roadway segments to be within an appropriate range for the No Action and both proposed action alternatives.
- The Analysis found that the operations for all the study intersections to be within an appropriate range for the No Action and both proposed action alternatives.
- The analysis found that local fixed route transit service is not located to provide service to the Winde site. The western edge of the site is approximately $\frac{3}{4}$ mile walking distance from the nearest existing local fixed-route bus stop, outside of the approximate $\frac{1}{4}$ mile walking distance considered effective for local fixed route transit service.
- The analysis found that future *Swift* BRT service may be located to provide service to a portion of the Winde site. CT has plans for the eventual implementation of *Swift* bus rapid transit service on Cathcart Way. As of now, the start date and station locations are undetermined, but service is planned within the time span of this analysis. If a *Swift* station is located at 69th Dr SE and Cathcart Way, it will be approximately $\frac{1}{2}$ mile walking distance from the edge of the Winde site, the farthest distance considered effective for HCT service like *Swift*, which means a portion of the site could be served. All other likely station location possibilities on Cathcart Way would be farther than the $\frac{1}{2}$ mile effective walking distance.

3.3 Potential Transportation Mitigation Measures

As stated above, the transportation impacts analysis of the Winde proposals found that the volumes generated by the no action and both action alternatives are greater than the EDDS thresholds for the roadway design of 70th Dr SE and the two 134th St SE segments. Mitigation is recommended at any location at which a significant impact is identified. Recommended mitigation projects can include changes in traffic controls such as upgrade from stop control to a traffic signal or a change in signal timing or increases to the capacity of an intersection or roadway segment. Recommended mitigation in situations such as this can often be to make improvements to a roadway so that it can accommodate greater volumes through widening. In the case of these three roadway segments that would be difficult due to the residential nature of the roads and

the build-out of the surrounding land uses and it is not likely that mitigation of this nature could be accomplished without significant degradation of the quality of life for those who live on the streets. The analysis did explore two scenarios that could provide for potential mitigation to these roads. It is important to understand that each of these mitigation scenarios would require that conditions be put on the development of the Winde site for roadway access and that Mitigation Scenario 2 could possibly require phasing of the Winde development if it were to proceed the development on the adjacent Cathcart West site.

3.3.1 Potential Mitigation Scenario 1: Reduce pass-through traffic by not connecting the Winde site to the east through the Greenleaf neighborhood

The future conditions analysis assumes that there will be access points to the Winde site from the east connecting to 134th St SE through the Greenleaf neighborhood creating significant pass-through traffic. Mitigation Scenario 1 analyzed the traffic conditions on 70th Dr. SE and both segments of 134th St SE without a connection to the 134th St stub road in the Greenleaf neighborhood. This scenario limits access to the Winde site to a 134th St connection to the west through the Glacier View development and from the south through the future Cathcart West development.

Table 3-17 shows the results of the analysis for Mitigation Scenario 1. The analysis found that while this measure provided some measure of relief to all three roadways, only the east 134th St SE segment resulted in traffic volumes under the 2,000 ADT threshold. For the other segments, the volumes were over the threshold for all three alternatives showing that even with the cut-through traffic from the east eliminated, there is too much volume for these roads.

Table 3-17. Mitigation Scenario 1: Do Not Connect Winde Site to the East

Map ID	Road	Total ADT Comparison to EDDS Guidance			
		EDDS Threshold	No Action	Alt 1	Alt 2
3	70th Dr. SE	2,000	3,670	5,260	3,970
4	134th St. SE (West)	2,000	2,690	4,290	2,990
5	134th St. SE (East)	2,000	70	70	70

3.3.2 Potential Mitigation Scenario 2: Reduce pass-through traffic by not connecting the Winde site to the west through the Glacier View development site.

As discussed above, the Scenario 1 traffic analysis found that traffic volumes will be significantly over the 2,000 ADT threshold for 70th Dr. SE and the west segment of 134th St. SE under all of the alternatives, even when pass-through traffic from the Greenleaf neighborhood are removed. Mitigation Scenario 2 would

address this issue by removing the traffic from the Winde site from these local residential roads. Under this scenario access to the Winde site would be limited to the east segment of 134th St SE through the Greenleaf neighborhood and from the south through the future Cathcart West development. There would be no vehicular connections between the Glacier View development and the Winde site.

Table 3-18 shows the results of the analysis for Mitigation Scenario 2. Under this scenario, only traffic on 70th Dr SE remains over the 2,000 ADT threshold, none of which is coming from the Winde site. The analysis shows that volumes for the east segment of 134th St SE, which are predominantly from the Winde site, are well under the 2,000 ADT threshold for all three alternatives.

Table 3-18. Mitigation Scenario 2: Do Not Connect Winde Site to the West

Map ID	Road	Total ADT Comparison to EDDS Guidance			
		EDDS Threshold	No Action	Alt 1	Alt 2
3	70th Dr. SE	2,000	2,470	2,470	2,470
4	134th St. SE (West)	2,000	1,490	1,490	1,490
5	134th St. SE (East)	2,000	350	850	430

For this scenario, for all three alternatives, about 25% of the traffic from the Winde site is using the east leg of 134th St SE, the rest, about 75%, is using the south access point through the planned but not yet constructed Cathcart West development. In order to allow for these volumes passing through the Cathcart West property, the road system for Cathcart West will have to be appropriately sized to handle the Winde volumes. This raises an additional potential concern. What if the Winde site develops before the Cathcart West road system is in place for traffic to connect to?

Table 3-19 shows the results from Mitigation Scenario 2A where the Winde site takes access only from the east through the Greenleaf neighborhood. This is a variant of the Mitigation Scenario 2 and would be the situation where, under scenario 2, the Winde site develops before the internal road system were in place for Cathcart West. In this situation, the east segment of 134th St SE would be under the 2,000 ADT threshold for both the No Action and Alternative 2, though only barely for Alternative 2. The volumes would be significantly over the threshold for Alternative 1. The conclusion of the Mitigation 2 and 2A analysis is that traffic volumes can be kept under the 2,000 EDDS ADT threshold if access connections to the Winde site were limited to points from the east and from the south and that the Winde site developed after the Cathcart West internal road network were in place. In place of the Cathcart West road network being in place, the Winde site could phase development or limit the development intensity to ULDR or UMDR designations.

Table 3-19. Mitigation Scenario 2A: Do Not Connect Winde Site to the West or to the South

Map ID	Road	Total ADT Comparison to EDDS Guidance			
		EDDS Threshold	No Action	Alt 1	Alt 2
5	134th St. SE (East)	2,000	1,368	3,504	1,923

3.4 Significant Unavoidable Adverse Impacts

Adoption of either the proposed Urban High Density Residential (Alternative 1) or the proposed Urban Medium Density Residential (Alternative 2) future land use designations with corresponding implementing zoning would be expected to result in increased traffic within the vicinity of the proposal site. Although the effects of additional vehicles on traffic congestion can be mitigated to varying degrees as suggested in Possible Mitigation Scenario 2, the actual increase in traffic is considered a significant unavoidable adverse impact. The unavoidable adverse impacts are considerably less under Alternative 2 than under Alternative 1.

Chapter 4 References

- Community Transit. 2020. Route and schedule information. Available at:
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- Puget Sound Regional Council, 2020. Vision 2050: A Plan for the Central Puget Sound Region.
- Snohomish County Department of Public Works. 2021. Engineering Design and Development Standards (EDDS).
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- Snohomish County Department of Public Works. 2018. Transportation Element. A Component of the Snohomish County GMA Comprehensive Plan.
- State of Florida Department of Transportation. 2013. 2013 Quality/Level of Service Handbook
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Snohomish County
Planning and Development Services

3000 Rockefeller Ave., M/S 604
 Everett, WA 98201-4046
 (425) 388-3311
www.snoco.org

Dave Somers
 County Executive

Notice of Determination of Significance, Adoption of An Existing Environmental Document and Request for Comments on the Scope of a Supplemental Environmental Impact Statement

Proponent: Snohomish County Department of Planning and Development Services
 County Administration Building
 3000 Rockefeller Avenue, M/S 604
 Everett, WA 98201

Description of Proposal:

Snohomish County is considering amendments to its adopted comprehensive plan future land use map and implementing rezones through the docketing process to comply with the State of Washington Growth Management Act. Alternatives to be addressed in the Supplemental Environmental Impact Statement (SEIS) include the *No Action Alternative*, i.e. the existing plan (continuation of the County's current GMA comprehensive plan to year 2035), and two *Action Alternatives* to include the following:

Proposed Site-Specific Amendments:

Applicant/Project No.	Location	Acres	Proposed Future Land Use Map Amendment Requests & Rezones
Winde SW6	North of Cathcart Way and Glacier Peak High School, east of 70 th Dr. SE, and west of 134 th St. SE	19.96	<p><u>Option 1:</u> Redesignate from Urban Low Density Residential (ULDR) to Urban High Density Residential (UHDR) and rezone from R-7,200 to Multiple Residential (MR)</p> <p><u>Option 2:</u> Redesignate from ULDR to Urban Medium Density Residential (UMDR) and rezone from R-7,200 to Low Density Multiple Residential (LDMR)</p>

Proponent: Snohomish County

Lead Agency: Snohomish County Department of Planning and Development Services (PDS)

Location of Proposal: The site-specific docket proposal is located within the Southwest Urban Growth Area (SWUGA).

EIS Required: Snohomish County has determined that the Winde SW6 Final Docket XX proposal is likely to have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is required under RCW 43.21C.030 (2)(c). To meet this requirement, the County will prepare a Supplemental to the Snohomish County GMA Comprehensive Plan 2015 Update Environmental Impact Statement.

The Supplemental EIS will address potential impacts of the proposed site-specific docket proposal at a non-project, programmatic level of analysis. The lead agency has identified the following area for discussion in the SEIS:

- Transportation

Title of Document Being Adopted: Snohomish County GMA Comprehensive Plan 2015 Update Environmental Impact Statement (EIS)

Lead Agency for Document Being Adopted: Snohomish County PDS

Date Adopted Document Was Issued: September 2014 (Draft EIS), June 2015 (Final EIS)

Adopted Document Availability: The adopted EIS document is available at the Snohomish County Department of Planning and Development Services, Planning Division, 3000 Rockefeller Ave, Everett, WA 98201.

Scoping. Agencies, affected tribes, and members of the public are invited to comment on the scope of the SEIS. You may comment on alternatives, mitigation measures, probable significant adverse impacts, and licenses or other approvals that may be required. Send written comments to:

Snohomish County Planning & Development Services
Steve Skorney, Senior Planner
3000 Rockefeller Ave. M/S 604
Everett, WA 98201-4046

Comments must be received or postmarked by 5 p.m., January 13, 2021.

For further information, contact Steve Skorney, Senior Planner, Planning and Development Services, (425) 262-2207 or steve.skorney@snoco.org. Please include your full name and mailing address in any email comments.

Date Issued: December 21, 2020

Date Published: December 21, 2020

Distribution List: On File


Snohomish County
Planning and Development Services

3000 Rockefeller Ave., M/S 604

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www.snoco.org**Dave Somers**

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Request for Comments on the Scope of a
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County Administration Building
3000 Rockefeller Avenue, M/S 604
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Proposed Site-Specific Amendments:

Applicant/Project No.	Location	Acres	Proposed Future Land Use Map Amendment Requests & Rezones
Winde SW6	North of Cathcart Way and Glacier Peak High School, east of 70 th Dr. SE, and west of 134 th St. SE	19.96	<p><u>Option 1:</u> Redesignate from Urban Low Density Residential (ULDR) to Urban High Density Residential (UHDR) and rezone from R-7,200 to Multiple Residential (MR)</p> <p><u>Option 2:</u> Redesignate from ULDR to Urban Medium Density Residential (UMDR) and rezone from R-7,200 to Low Density Multiple Residential (LDMR)</p>

Proponent: Snohomish County

Lead Agency: Snohomish County Department of Planning and Development Services (PDS)

Location of Proposal: The site-specific docket proposal is located within the Southwest Urban Growth Area (SWUGA).

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The Supplemental EIS will address potential impacts of the proposed site-specific docket proposal at a non-project, programmatic level of analysis. The lead agency has identified the following area for discussion in the SEIS:

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Title of Document Being Adopted: Snohomish County GMA Comprehensive Plan 2015 Update Environmental Impact Statement (EIS)

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Scoping. Agencies, affected tribes, and members of the public are invited to comment on the scope of the SEIS. You may comment on alternatives, mitigation measures, probable significant adverse impacts, and licenses or other approvals that may be required. Send written comments to:

Snohomish County Planning & Development Services
Steve Skorney, Senior Planner
3000 Rockefeller Ave. M/S 604
Everett, WA 98201-4046

Comments must be received or postmarked by 5 p.m., January 13, 2021.

Responsible Official:	Barbara Mock
Position/Title:	Director, Department of Planning and Development Services
Address:	3000 Rockefeller Avenue, M/S #604 Everett, WA 98201-4046

Barbara Mock

Barbara Mock (Dec 16, 2020 14:36 PST)

Barbara Mock, Director

For further information, contact Steve Skorney, Senior Planner, Planning and Development Services, (425) 262-2207 or steve.skorney@snoco.org. Please include your full name and mailing address in any email comments.

Date Issued: December 21, 2020

Date Published: December 21, 2020

Distribution List: On File

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:

Winde Docket Proposal

2. Name of applicant:

Tom Winde, Dave Winde, Kelley Bolger and Elms of Everett, LLC

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

Consultant:

David Toyer
Toyer Strategic Consulting
3705 Colby Avenue, Ste 1
Everett, WA 98201
425-344-1523
david@toyerstrategic .com

Applicant:

c/o Elms of Everett, LLC
1261 E. Ezra Avenue
Hayden, ID 83835
208-620-1079

4. Date checklist prepared:

September 18, 2019

5. Agency requesting checklist:

Snohomish County Planning & Development Services

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

Applicant has submitted a docket request to Snohomish County for a non-project action seeking to change the land use designation and zoning for a 19.96 acre parcel in a municipal urban growth boundary gap area with the unincorporated Southwest Urban Growth Area (SWUGA). The approximately timing of the applications review and consideration is as follows:

Application Submission:	October 2019
Initial Application Review:	November 2019 to February 2019 (approximate)
Decision to Place on the Docket:	March or April 2019 (approximate)
Final Docket Evaluation:	April 2019 to December 31, 2019 (approximate)
Final Docket Adoption:	January to March 2020 (approximate)

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

No.

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

As this proposal is a non-project action there has been no environmental information prepared specific for this proposal. Assuming the proposal is placed on the final docket, Snohomish County will determine any environmental review that may be necessary for consideration of this proposal for its consistency with the environmental review conducted when the comprehensive plan was adopted.

As a non-project action with no site-specific development proposal. Should any site specific development proposal be submitted in the future, unless exempt by WAC 197-11-800 or county code, a project level SEPA review would be required along with any required project level studies.

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 other government approvals presently being sought and no proposals being considered that would directly affect the property.

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

This proposal is a non-project action and no other government approvals or permits are needed.

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

This proposal is a non-project action seeking the redesignation and rezoning of a 19.96 acre parcel from the Urban Low Density Residential (ULDR) designation and Residential-7,200 (R-7,200) zone to either:

Alternative 1: Urban High Density Residential (UHDR) with Multiple Residential (MR) zoning (Preferred)

OR

Alternative 2: Urban Medium Density Residential (UMDR) with Low Density Multiple Residential (LDMR) zoning

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 proposal is for a 19.96 acre parcel generally located east of 70th Dr. SE, South of 134th Street, Northeast of Cathcart Way, and North of Glacier High School in the Southeast UGA.

Section 35 Township 28 Range 5 Quarter NW NE1/4 NW1/4 SEC 35 TWP 28N RNG SE EXC TH PTN OAF BEG NW COR SDSUB TH S00*28 59W ALG W LN SD SUB 789.65FT TH S89*31 08E 499.34FT TH N56*02 59E 439.32FTTH S89*54 01E 461.SSFT TOE LN SD SUB TH N00*20 32E ALG SD E LN 515.96FTTO NE COR SD SUB TH N88*33 21W ALG N LN SD SUB 1322.14FT TO POB AKA PAR B PER SEC 16-2-02782-1 JUDGMENT & ORDER OF PARTITIONREC AFN 201702230342 DF-1972

Full legal description and map attached hereto.

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)?

The eastern segment of the parcel has some steep slopes of approximately 30%.

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.

According to the NRCS Web Soil Survey, the soils are Alderwood gravelly sandy loam 0% to 8% slopes and Alderwood gravelly sandy loam 15% to 30% slopes.

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

None known.

- 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.

This proposal is a non-project action. The proposal would not directly result in grading or filing. Any future site-specific development proposals, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA review, as well as identify any proposed grading, filling or excavation.

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

This proposal is a non-project action and no clearing, construction activity or use is proposed. Any future site-specific development proposals, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA review, as well as identify proposed temporary erosion and sedimentation controls (TESC) as may be necessary or required.

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

This proposal is a non-project action and no construction of impervious surfaces are proposed or will occur. Any future site-specific development proposals, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA review and comply with applicable county standards for maximum impervious surfaces, surface water, drainage, etc.

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

None proposed. This proposal is a non-project action. Any future site specific development proposals, unless exempt under WAC 197-11-800 or county code, would be required to complete a project level SEPA review and comply with applicable requirements to reduce and control erosion.

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.

This proposal is a non-project action and would have no direct impact on emissions as it does not propose any construction. Any future development proposals, unless exempt under WAC 197-11-800 or county code, would be required to complete a project level SEPA review and comply with county and state standards for development and air quality.

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

None known.

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

None proposed. This proposal is a non-project action and would have no direct impact to air or emissions. Any future site-specific development proposals, unless exempt under WAC 197-11-

800 or county code, would be required to complete a project level SEPA review and comply with state and local standards for air quality.

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.

This proposal is located within approximately 875 ft of Thomas Creek (to the west), which is listed on the County's website as a non-fish habitat seasonal stream. Additionally, non-fish habitat seasonal streams are located adjacent to the northeast corner of the site and approximately 228ft to the southeast of the site.

This proposal is a non-project action. Any site-specific development proposals, unless exempt under WAC 197-11-800 or county code, would be required to complete a project level SEPA review and wetlands study (if applicable).

- 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.

This proposal is a non-project action and does not propose work over, in or adjacent to the the above described waters. Any future site-specific development application, unless exempt under WAC 197-11-800 or county code, would be required to complete a project level SEPA review and address (if applicable) any required work over, in or adjacent to the above described 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.

This proposal is a non-project action and does not propose any filling or dredging or alteration to surface water or wetlands. Any future site-specific development application, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA review.

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

This proposal is a non-project action and would not directly result in any withdrawl or diversion of surface water. Any future site-specific development proposals, unless exempt by WAC 197- 11-800 or county code, would be required to complete a project level SEPA review and addressany withdrawals or diversions of surface water (if applicable).

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

The area included within this proposal is located on FEMA Firm map 53061C1335F and is shown to be in Zone X, having less than 0.2% chance of flooding (2019 preliminary data). The area included within this proposal is not located within a 100-year 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.

This proposal is a non-project action and would have no direct impacts involving discharges of waste materials. Any future site-specific development proposals, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA review and comply with applicable standards.

b. Ground Water:

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

No. This proposal is a non-project action and will not directly result in any groundwater withdrawals or discharges to groundwater. Any future site-specific development proposals, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA review and comply with any applicable standards.

- 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.

None. This proposal is a non-project action and will not affect any waste discharges into the ground.

c. Water runoff (including stormwater):

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

None. This proposal is a non-project action that would not directly create or result in runoff. Any future site-specific development proposals, unless exempt under WAC 197-11-800 or county code, would be required to complete a project level SEPA review and comply with applicable standards for surface water collection, retention/detention, treatment and release.

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

No. This proposal is a non-project action and would not directly result in any waste materials entering ground or surface waters. Any future site-specific development proposals, unless exempt under 197-11-800 or county code, would be required to complete a project level SEPA review and comply with any applicable standards.

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

No. This proposal is a non-project action that will not directly affect or alter drainage patterns. Any future site-specific development proposals, unless exempt by WAC 197-11-800 or county

code, would be required to complete a project level SEPA review and comply with applicable drainage standards.

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

None proposed. This proposal is a non-project action and would not directly result in any surface, ground or run-off water, nor directly alter any drainage patterns. Any future site-specific development proposals, unless exempt under WAC 197-11-800 or county code, would be required to complete a project level SEPA review and comply with applicable standards.

4. Plants

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

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

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

The area has a wide range of vegetation. However, this is a non-project action that would not directly result in the removal or alteration of any vegetation. Any future site-specific development proposals, unless exempt under WAC 197-11-800 or county code, would be required to complete a project level SEPA review and comply with applicable standards for tree retention, landscaping, etc.

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

None. This proposal is a non-project action. Any future site-specific development proposals, unless exempt under WAC 197-11-800 or county code, would be required to complete a project level SEPA review and comply with applicable standards.

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

None. This proposal is a non-project action. Any future site-specific development proposals, unless exempt under WAC 197-11-800 or county code, would be required to complete a project level SEPA review and comply with applicable standards, including any pertaining to landscaping, tree retention, etc.

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

None. This proposal is a non-project action. Any future site-specific development proposal, unless exempt under WAC 197-11-800 or county code, would be required to complete a project level SEPA review and comply with applicable standards.

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_____

Many birds and animals are found in the general area. However, during a site visit prior to preparation of this SEPA checklist, the consultant did not identify any other than songbirds. This proposal is a non-project action. Any future site-specific development proposals, unless exempt under WAC 197-11-800 or county code, would be required to complete a project level SEPA review and, as applicable, conduct a broader analysis in compliance with applicable standards.

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

None that Consultant is aware of. This proposal is a non-project action. Any future site-specific development proposals, unless exempt under WAC 197-11-800 or county code, would be required to complete a project level SEPA review and comply with any applicable standards.

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

None that Consultant is aware of. There may be migration routes in the broader area for certain species of animals, but none were directly identified by the Consultant. However, this proposal is a non-project action. Any future site-specific development, unless exempt under WAC 197-11-800 or county code, would be required to complete a project level SEPA review and comply with applicable standards.

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

None. This proposal is a non-project action. Any future site-specific development proposals, unless exempt under WAC 197-11-800 or county code, would be required to complete a project level SEPA review and comply with any applicable standards.

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

None identified at this time. This proposal is a non-project action. Any future site-specific development proposal, unless exempt under WAC 197-11-800 or city code, would be required to complete a project level SEPA review and comply with applicable standards.

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.

None proposed. This is a non-project action that will not directly change any needs for energy use.

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

No. This is a non-project action.

- 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. This is a non-project action.

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.

None. This proposal is a non-project action and no hazards will directly result from its action.

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

Not applicable. This proposal is a non-project action. Any future site-specific development proposals, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA review and, if applicable, comply with any local, state or federal requirements.

- 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.

None. This proposal is a non-project action. Any future site-specific development would be required to identify any hazards of this type, if any.

- 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.

Not applicable. This proposal is a non-project action. Any future site-specific development would be required to comply with any local, state or federal requirements for storage, use or production, as may be required.

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

As a non-project action none would be required, nor be directly impacted.

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

Not applicable. This proposal is a non-project action. Any future site-specific development proposals, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA, as well as identify and propose measures to reduce or control environmental health hazards, if any.

b. Noise

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

There are all types of noise that exist in this area. This proposal is a non-project action and would not be affected by noise.

- 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.

Not applicable. This proposal is a non-project action. Any future site-specific development, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA review and comply with noise limits established by state law and/or local codes.

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

None proposed. This proposal is a non-project action. Any future site-specific development proposals, unless exempt by WAC 197-11-800 or city code, would be required to complete a project level SEPA review and comply with all applicable standards.

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 as an undeveloped parcel. The site is enrolled in a forest/timber land tax program (RCW 84.33) but as a non-project action this would not impact the property's existing use or condition, or affect its status in the program.

Adjacent uses include low to medium density residential subdivisions (west and north); undeveloped land east, southeast and south that is designated for urban medium density residential (UMDR), urban high density residential (UHDR), business park (BP) and light industrial (LI). Glacier Peak High School and Little Cedar Elementary School (Snohomish School District) are located a bit further to the south.

This proposal is a non-project action and would not affect current land uses on or nearby adjacent properties. Any future site-specific development proposals, unless exempt under WAC 197-11-800 or county code, would be required to complete a project level SEPA review.

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

Yes. However, this proposal is a non-project action that would not convert or alter any forest or timber land designation nor result in any change to its status under RCW 84.33.

Should any future site-specific development be proposed, such proposal would be required to comply with state law, county code and other regulations, as applicable that govern its present use. Further, any future site-specific development proposals, unless exempt under WAC 197-11-800 or county code, would be required to complete a project level SEPA review.

- 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 haNesting? If so, how:

No. This is a non-project action that will not affect or be affected by surrounding farm or forest land operations.

- c. Describe any structures on the site.

No structures exist on the site.

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

No.

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

Residential-7,200 (R-7,200)

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

Urban Low Density Residential (ULDR)

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

Not applicable.

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

No. This proposal is a non-project action. Any future site specific development proposals, unless exempt by WAC 197-11-800 or county code, would be required to comply a project level SEPA review and submit a wetlands study/critical areas report as may be required by code.

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

None. This is a non-project action.

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

None. This is a non-project action.

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

None. This is a non-project action.

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

This is a non-project action seeking to change the land use designation and zoning of the site. The application for this redesignation and rezoning action describes how the proposal is consistent with the County's comprehensive land use plan and identifies at a non-project level, compatibility with surrounding uses - namely that the proposal has the potential to create medium to high density residential development within ½ mile of a transit emphasis corridor, enabling housing types that could help the county fulfill a wider range of housing needs for all economic segments. The housing varieties allowed in the proposed MR or LDMR zones can be compatible with existing single family residential neighborhoods through site design and the County's residential design standards.

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

None proposed. This is a non-project action that would have no direct or imminent impact on agricultural or forest lands of long-term commercial significance. Any future site-specific development proposals, unless exempt under WAC 197-11-800 or county code, would be required to complete a project level SEPA review and evaluate any potential impacts.

9. Housing

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

This proposal is a non-project action that will not directly result in any new housing units. However, by redesignating and rezoning the 19.96 acres, future site-specific development proposals may yield more housing units than the current designation and zoning.

Existing Land Use/Zoning:	~93 units
Alternative 1 (UHDR/MR):	~208 units

Alternative 2 (UMDR/LDMR): ~155 units

Data from the County's 2012 Buildable Lands Report (page 241) table on development history in the Unincorporated Southwest UGA indicates that Urban Low Density Residential (ULDR) could be assumed at a density of 5.87 units per buildable acre developed while the proposed (*Preferred Alternative 1*) for Urban High Density Residential (UHDR) could be assumed at a density of 13.06 units per buildable acre developed and (*Alternative2*) for Urban Medium Density Residential (UMDR) could have be assumed at a density of 9.73 per buildable acre developed.

In calculating an approximate density (below) we used a similar formula as used in the 2012 Buildable Lands Report. We reduced the gross acreage (19.96 acres) by 20% and assumed 16 buildable acres for development. Based on the assumed density by land use designation as stated in the report this produced the following results after fractions were truncated to account for any remaining, unbuildable lot sizes:

- ULDR (Existing) 16 x 5.87 = 93 units
- UHDR (Alternative 1) 16 x 13.06 = 208 units
- UMDR (Alternative 2) 16 x 9.73 = 155 units

This is a non-project action and without the level of detail present in a site-specific development proposal, detailed analysis of the development suitability of site and its potential density have not been completed. Thus, it would be hard to predicate the exact number of units possible.

It is unknown whether future units under a site-specific development proposal would be classified as high, middle or low-income housing.

- 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:

None. This proposal is a non-project action and does not directly provide or eliminate any housing. Any future site-specific development proposals, unless exempt under WAC 197-11-800 or county code, would be required to complete a project level SEPA review and study (in detail) any potential impacts directly resulting from the development proposal.

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?

Not applicable. This is a non-project action and no structures are proposed.

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

Not applicable. This is a non-project action and no structures are proposed.

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

None proposed. This is a non-project action. Any future site-specific development proposals would be required to comply with applicable standards for density, dimensions and design standards for the underlying zone at the time any site-specific development is proposed.

11. Light and Glare

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

Not applicable. This proposal is a non-project action and would not directly produce any light or glare. Any future site-specific development proposals, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA review.

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

Not applicable. This is a non-project action and no project is proposed at this time. Any future site-specific development proposals, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA review and identify any impacts.

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

None known and not applicable as this is a non-project action.

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

None. This is a non-project action and would not directly produce any light or glare. Any future site-specific development proposals, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA review to identify any impacts, if any, and proposed mitigating measures, if any.

12. Recreation

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

Willis Tucker Community Park is located approximately 1.6 miles away from this parcel.

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

No.

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

None proposed. This proposal is a non-project action and no direct impacts to recreational opportunities are anticipated. Any future site-specific development proposals, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA review, pay park impact fees (if required) and/or provide on-site recreation as may be required by the zoning code in place at the time of a development application.

13. Historic and cultural preseNation

- 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.

None known.

- 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.

None observed or known to be on or adjacent to the site.

- 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.

This proposal is a non-project proposal that would have no direct impact on cultural and historical resources on or near the site. Any future site-specific development application would, unless exempt by WAC 197-11-800 or county code, required to complete a project level SEPA review to identify any potential impacts to cultural or historic resources, if any.

- 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.

This proposal is a non-project proposal that would have no direct impact on cultural and historical resources on or near the site. Any future site-specific development application would, unless exempt by WAC 197-11-800 or county code, required to complete a project level SEPA review to identify any potential impacts to cultural or historic resources, if any.

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.

This proposal is a non-project action. However, any future development of the site would likely have road connections with 70th Dr. SE, 72nd Dr. SE and/or 134th St. SE. The site is located approximately 0.5 miles from Cathcart Way via 70th Dr. SE and 69th Dr. SE.

- 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 site is not immediately served by public transit, but it is located within 0.5 miles of a Transit Emphasis "Core Corridor" as designed in the Transportation Element of Snohomish County 2015 Comprehensive Plan. Specifically, Community Transit Route 109 (running between the Ash Way Park & Ride in Lynnwood and Lake Stevens) stops at Cathcart Way and Snohomish Cascade Dr (Stop #3193) as well as Cathcart Way and Puget Park Drive (Stop #3194). Stop #3193 is located approximately 0.5 miles from the site.

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

No parking exists on the site and no parking is proposed. This proposal is a non-project action and any future site-specific development proposals, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA review and comply with the requirements for on-street and off-street parking, if any, including quantity and design (e.g. stall types and dimensions).

- 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).

This proposal is a non-project action. Any future site-specific development proposals, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA review; design internal roads, driveways and access connections per the engineering design and development standards (EDDS) at the time of application, and submit appropriate traffic studies in order to identify any off-site improvements that may be required, if any, or mitigation that may need to be paid, if any. Additionally, any future site specific development proposal would be required to pay traffic mitigation fees as prescribed by code.

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

No. This is a non-projectaction that will not require or use water, rail or air transportation.

- f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

This proposal is a non-project action. Any future site-specific development proposal, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA review and appropriate traffic studies. This proposal's proposed change to the land use designation and zoning is likely to result in more vehicular trips, which would primarily be passenger vehicles.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No. This proposal is a non-project action and would not interfere with or affect the movement of agricultural or forest products on roads or streets in the area.

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

None proposed. This is a non-projectaction. Any future site-specific development proposal, unless exempt by WAC 197-11-800 or county code, would be require to complete a project level SEPA review and submit required traffic studies which would identify specific impactsto roads based on the traffic volumes and road conditions that exist at the time any future site-specific development proposal may be submitted.

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.

This proposal is a non-project proposal. However, the change in the land use designation and zoning of the site may result in an increased number of housing units at some time in the future. Thus, any future site-specific development proposal, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA review and identify deficiencies in services, if any, that might limit future development and/or require mitigation.

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

None proposed. This is a non-project action. Any future site-specific development proposal, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA review. A future site-specific development proposal would result in a Notice of Application that is reviewed by various public services and agencies to identify potential service impacts. Further, any future site-specific proposal would be required to provide appropriate mitigation (improvements, fee-in-lieu of improvements, and/or impact fees, if applicable) as may be required by the County at the time of a future application.

16. Utilities

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

Utilities are available adjacent to the site. This is a non-project action. Any future site-specific development application would be required to extend utilities and contribute general facility or system capacity charges as may be required at that future time.

- 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.

None proposed. This is a non-project action. Any future site-specific development proposal would be required to coordinate with utilities to evaluate capacities and needs, and plan for adequate services, utility extensions and relocations.

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.

Date Submitted: elf\l\

D. Supplemental sheet for nonproject actions

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

This proposal is a non-project action and is not likely to have a direct impacts, nor is it anticipated that an increase in density is likely to create any increases in discharges, emissions, hazardous substances, etc. Any future site-specific development proposals, unless except under WAC 197-11-800 or county code, would be required to complete a project level SEPA and comply with any regulations government the elements, hazards and other factors in question.

Proposed measures to avoid or reduce such increases are:

None proposed. This is a non-project action that would not require any measures as no increases are likely. Any future site-specific development application, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA and comply with any regulations, including measures to avoid, reduce and/or control impacts.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

This proposal is a non-project action and is not likely to have any direct impacts to plants, animals, fish or marine life. Any future site-specific development proposals, unless exempt by WAC 197-11-800 or county code, would be required to submit a project level SEPA review and comply with regulations government impacts to plants, animals, fish or marine life as may be applicable.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

None proposed. This is a non-project action that would not require any measures as no increases are likely. Any future site-specific development application, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA and comply with any regulations, including any required measures to protect or conserve plants, animals, fish or marine life.

3. How would the proposal be likely to deplete energy or natural resources?

This proposal is a non-project action and is not likely to directly deplete energy or natural resources. Allowing additional density at this site may create additional demand for energy, but may also result in more efficient use/location of existing utility and/or energy resources. Any

future site-specific development proposals, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA review and address any impacts to energy or natural resources.

Proposed measures to protect or conserve energy and natural resources are:

None proposed. This is a non-project action.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

This proposal is a non-project action and is not likely to have any direct impacts on environmentally sensitive areas or areas designated for government protection. Regardless of the site's land use designation or zoning, any future site-specific development application, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA review, identify any wetlands or other environmental impacts, and comply with all applicable county regulations concerning the avoidance, protection and enhancement of environmentally sensitive areas.

Proposed measures to protect such resources or to avoid or reduce impacts are:

None proposed. This proposal is a non-project action.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

This proposal is a non-project action that would not be likely to have a direct impact on shoreline use. The proposed change in the land use designation and zoning may increase the site's future density but is not likely to be incompatible with existing plans because the County's use matrix at SCC 30.22.100 allows for the same uses in the R-7,200, MR and LDMR zones - except that multiple family dwellings are not permitted in the R-7,200 zone, Townhouse dwellings in the R-7,200 zone require an administrative conditional use permit, and Cottage Housing is not permitted in the MR zone.

Any future site-specific development proposals, unless exempt by WAC 197-11-800 or county code, would be required to complete a project level SEPA review and comply with any design requirements that may be in place at the time of application to ensure compatibility with existing, adjacent neighborhoods.

Proposed measures to avoid or reduce shoreline and land use impacts are:

None proposed. This is a non-project action.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

This proposal is a non-project action. Although it does not directly increase demand on transportation or public services and utilities, change in the land use designation and zoning is likely to increase the number of housing units that could be developed at this site in the future.

The individual impacts of a future development proposal on transportation or public services or utilities will be evaluated through the site-specific development review and approval that any future site-specific development applications, unless exempt by WAC 197-11-800 or county code, would be required to complete the required project level SEPA review and a transportation impact analysis (TIA) as required.

The proposed change in land use designation and zoning for this parcel would be consistent with the Regional Growth Strategy, multicounty planning policies, and Snohomish County's general policy plan, which identify increasing densities within ½ mile of a transit emphasis corridor as a positive benefit as it locates housing closer to transit served areas, reduces vehicle lane miles traveled, and aligns land use patterns with transportation investments.

Further, the proposed land use designation and zoning in either alternative allow more flexible site design, result in more efficient use of buildable lands within the urban growth area (UGA), more efficiently use existing and planned utilities, and promote more compact, walkable communities near transit corridors, urban villages (like the Cathcart site 2 miles away), current and future employment areas, and current and future commercial areas.

Lastly, future development of this parcel will be required to develop an internal road network that will connect to and create linkages between 70th Drive SE, 72nd Drive SE and 134th Street SE. It might also in the future link to road networks serving the County's property to the southeast, which is zoned for future multiple residential, neighborhood business, light industrial and business park uses.

Proposed measures to reduce or respond to such demand(s) are:

None proposed. This is a non-project action. Any future site-specific development proposals, unless exempt by WAC 197-11-800 or county code, will be required to complete a project level SEPA review and evaluate site-specific development impacts through wetlands studies, traffic studies, etc.; and provide mitigation for traffic, school and park impacts in accordance with county requirements at the time of a future application. Additionally, through the Notice of Application process, affected jurisdictions, agencies and individuals would have the opportunity to provide comments on the potential impacts of a proposed future site-specific development application should one be proposed.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

This proposal is a non-project action that is not likely to conflict with local, state or federal laws or requirements for the protection of the environment. The proposed change in land use designation and zoning would result in more efficient use of land within the urban growth area, fulfilling goals of the Growth Management Act (GMA), multi-county planning policies and county-wide planning policies. And any future site-specific development applications, unless exempt by WAC 197-11-800 or county code, would be required to comply with all local, state and federal regulations that exist to protect the environment.

DS_Checklist_DocketXX_Winde_SW6.docx

Final Audit Report

2020-12-16

Created:	2020-12-16
By:	Brandi Spores (Brandi.Spores@co.snohomish.wa.us)
Status:	Signed
Transaction ID:	CBJCHBCAABAAHIA6v7njBPCT55BEUo_AXy1Q7NW_2vk

"DS_Checklist_DocketXX_Winde_SW6.docx" History



Document created by Brandi Spores (Brandi.Spores@co.snohomish.wa.us)

2020-12-16 - 10:34:15 PM GMT- IP address: 207.183.3.30



Document emailed to Barbara Mock (barbara.mock@co.snohomish.wa.us) for signature

2020-12-16 - 10:35:13 PM GMT



Email viewed by Barbara Mock (barbara.mock@co.snohomish.wa.us)

2020-12-16 - 10:36:11 PM GMT- IP address: 207.183.1.30



Document e-signed by Barbara Mock (barbara.mock@co.snohomish.wa.us)

Signature Date: 2020-12-16 - 10:36:57 PM GMT - Time Source: server- IP address: 207.183.1.30



Agreement completed.

2020-12-16 - 10:36:57 PM GMT



2021 Docket XX - SW6

Index # - File Name: 1_0007_DSEIS_WindeSW6_postcard_notice_06072021.pdf

SEPA NOTIFICATION



Notice is Hereby Given that SNOHOMISH COUNTY PLANNING AND DEVELOPMENT SERVICES has issued a Draft Supplemental Environmental Impact Statement (SEIS) to the Snohomish County Comprehensive Plan 2015 Update EIS for the Winde (SW6) Final Docket XX proposal.

Proposal: Adoption of amendments to the Future Land Use (FLU) map of the General Policy Plan (GPP), an element of the Snohomish County GMA Comprehensive Plan, and proposed implementing rezones.

Description of Proposal: The Winde SW6 docket application includes two proposed alternatives that would change the 19.96 acre subject property's FLU map designation to either Urban High Density Residential (UHDR) or Urban Medium Density Residential (UMDR), and the subject property's zoning to either Multiple Residential (MR) or Low Density Multiple Residential (LDMR). The current FLU map designation of the subject property is Urban Low Density Residential (ULDR). Current zoning is Residential 7,200 (R-7,200).

Proposal Site Location: North of Cathcart Way and Glacier Peak High School; east of 70th Dr. SE in the Snohomish Cascade Sector 8 neighborhood; south of the new Glacier View subdivision; and west of the Greenleaf neighborhood on 134th St. SE, in unincorporated Snohomish County.

Date of Draft SEIS Issuance: June 7, 2021

Date Comments are due on Draft SEIS: Written comments must be postmarked or e-mailed by 5:00 p.m. Wednesday, July 7, 2021, to Steve Skorney, project manager, Snohomish County Planning and Development Services, M/S 604, 3000 Rockefeller Ave., Everett, WA 98201. E-Mail: steve.skorney@snoco.org. Phone: 424-262-2207.

SEIS Availability: Online at <https://www.snohomishcountywa.gov/1603/Environmental-SEPADocuments>

Draft SEIS Public Comment Meeting: Snohomish County Planning Commission, June 22, 2021, 5:30 pm. Join Zoom Meeting: <https://zoom.us/j/91774106168> or call (253) 215-8782 Meeting ID: 917 7410 6168

From: [David Toyer](#)
To: [Skorney, Steve](#)
Cc: [David Toyer](#)
Subject: RE: Receipt of \$8,227.50 EISE FEE Winde d
Date: Sunday, March 21, 2021 1:35:08 PM
Attachments: [image001.png](#)

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

Steve,

I hope things are going well. I just wanted to check in, get an update, and see how the EIS was progressing. Also wanted to get an idea of when to expect the process could move forward.

Thank you,

David Toyer
Toyer Strategic Advisors, Inc.
425-344-1523

Sent from [Mail](#) for Windows 10

From: [Skorney, Steve](#)
Sent: Wednesday, February 3, 2021 9:58 AM
To: [David Toyer](#)
Subject: RE: Receipt of \$8,227.50 EISE FEE Winde d

Good morning David:

I wanted to clear up a couple issues with you regarding the supplemental EIS that PDS is preparing in response to the Determination of Significance issued for the Winde SW6 Docket XX proposal. First of all, PDS is the lead SEPA agency on this project. The Department of Public Works is technically a subconsultant on the project who are providing a transportation analysis to PDS based on the scope of the SEIS being limited to identified potential programmatic transportation impacts that could occur as a result of the comprehensive plan amendment and rezone proposal options.

You are advised that there should be no direct communication with DPW while they are preparing the analysis and I am asking DPW to direct your communication to me if you do contact them. If you have any questions regarding the process, you have to contact me and I can seek out a response from DPW. DPW is not obligated to provide you with regular updates on their progress in completing this analysis. That said, I can offer to meet with you and have DPW team lead Jay Larson present to provide a more detailed scope of work than what was provided as part of the cost estimate. The first opportunity to review the actual analysis is when a preliminary draft of the SEIS will be provided to you, as a courtesy, prior to public issuance of the draft SEIS prior to the county planning commission public hearing tentatively scheduled for May 2021.

The second issue that I want to clear up is that PDS broke down your client's obligation to pay all of the environmental review costs into two payments so your client would not be burdened by paying the entire amount by the end of last December. PDS has allowed this payment plan in the past for docket applicants participating in an EIS. The timing of the payment of the remaining SEIS costs is not based on the amount of transportation work that has been accomplished. As you know, PDS, this week, sent you one invoice for the entire remaining half of the estimated cost and we would appreciate payment by this Friday as previously planned.

Let me know if you would like to arrange a meeting with me and Jay Larson.

Thanks

Steve

Steve Skorney, *Senior Planner, Long Range Planning*

[Snohomish County Planning and Development Services](#)

3000 Rockefeller Avenue M/S 604 | Everett, WA 98201

425-262-2207 steve.skorney@snoco.org

From: David Toyer <david.k.toyer@gmail.com>

Sent: Tuesday, February 2, 2021 10:56 AM

To: Carlson, Chris <Chris.Carlson@co.snohomish.wa.us>

Cc: Skorney, Steve <Steve.Skorney@co.snohomish.wa.us>; Mass, Julie
<Julie.Mass@co.snohomish.wa.us>; David Toyer <david@toyerstrategic.com>

Subject: RE: Receipt of \$8,227.50 EISE FEE Winde d

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

Chris,

Is it possible to get an invoice for the remaining balance on the EIS cost (I believe due by the 4th) so that I can get that paid?

Thanks,

David Toyer

david@toyerstrategic.com

425-344-1523

Sent from [Mail](#) for Windows 10

From: [Carlson, Chris](#)

Sent: Thursday, December 24, 2020 12:04 PM

2021 Docket XX - SW6

Index # - File Name: 1.0008_RE_ Receipt_EISE_Fee_Winde_03212020.pdf

To: [David Toyer](#)

Cc: [Skorney, Steve](#); [Mass, Julie](#)

Subject: Receipt of \$8,227.50 EISE FEE Winde d

Hi David,

This email serves as a receipt of check #2050 in the amount of \$8,227.50 for EIS fees related to the Winde XX docket application (19-113999). The funds have been placed in our customer deposit account (002-2053917).

Thank you and Happy Holidays,

Chris

Christine Carlson | Accountant 2
Snohomish County Planning and Development Services
3000 Rockefeller Avenue M/S 604 | Everett, WA 98201
425-262-2168 | Chris.Carlson@snoco.org



NOTICE: All emails, and attachments, sent to and from Snohomish County are public records and may be subject to disclosure pursuant to the Public Records Act (RCW 42.56)

From: [David Toyer](#)
To: [Skorney, Steve](#)
Cc: [David Toyer](#); [Peter Condyles](#)
Subject: Re: Status of the Winde SEIS
Date: Tuesday, April 27, 2021 5:26:32 AM

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

Steve,

Do you have time this week for a quick call to discuss the status of the Winde docket environmental review?

Also, I was wondering if you could add Peter (peter@toyerstrategic) as a co-contact in this proposal. He'll be helping me going forward.

Sincerely,

David Toyer
425-344-1523
david@toyerstrategic.com

On Apr 7, 2021, at 2:51 PM, Skorney, Steve
<Steve.Skorney@co.snohomish.wa.us> wrote:

David:

Yes, we will have a courtesy preliminary draft that we can send you and the applicant in May. I don't have a specific date yet in May as it is dependent on when public work's will have completed their analysis.

Thanks

Steve Skorney, *Senior Planner, Long Range Planning*
[Snohomish County Planning and Development Services](#)
3000 Rockefeller Avenue M/S 604 | Everett, WA 98201
425-262-2207 steve.skorney@snoco.org

From: David Toyer <david.k.toyer@gmail.com>
Sent: Wednesday, April 7, 2021 12:48 PM
To: David Toyer <david@toyerstrategic.com>; Skorney, Steve
<Steve.Skorney@co.snohomish.wa.us>
Subject: RE: Status of the Winde SEIS

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

Steve,

Do you still expect to have a courtesy draft out to the applicant in May?

Sent from [Mail](#) for Windows 10

From: [David Toyer](#)

Sent: Wednesday, April 7, 2021 9:56 AM

To: [Skorney, Steve](#); [David Toyer](#)

Subject: Re: Status of the Winde SEIS

Steve,

When will we be able to see information on the draft SEIS?

David Toyer

425-344-1523

david@toyerstrategic.com

<image002.png>

From: Skorney, Steve <Steve.Skorney@co.snohomish.wa.us>

Sent: Wednesday, April 7, 2021 9:48:29 AM

To: David Toyer <david.k.toyer@gmail.com>

Cc: David Toyer <david@toyerstrategic.com>

Subject: RE: Status of the Winde SEIS

David:

PDS's planning commission review schedule has not changed for the Final Docket XX proposals including the Winde SW6 proposal. PDS is still targeting a planning commission briefing on Final Docket XX on May 25th and a June 22nd planning commission public hearing on Final Docket XX including allowing an opportunity for comments on the Winde Draft SEIS. The Draft SEIS would be issued in early June for a 30 day comment period with public comment opportunities at that June public hearing.

Thanks

Steve Skorney, Senior Planner, Long Range Planning

[Snohomish County Planning and Development Services](#)

3000 Rockefeller Avenue M/S 604 | Everett, WA 98201

425-262-2207 steve.skorney@snoco.org

From: David Toyer <david.k.toyer@gmail.com>
Sent: Wednesday, April 7, 2021 9:27 AM
To: Skorney, Steve <Steve.Skorney@co.snohomish.wa.us>
Cc: David Toyer <david@toyerstrategic.com>
Subject: Re: Status of the Winde SEIS

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

Steve,

Any new info/update on the status of review and timing of the planning commission process?

Sincerely,

David Toyer
425-344-1523
david@toyerstrategic.com

On Mar 22, 2021, at 2:07 PM, Skorney, Steve
<Steve.Skorney@co.snohomish.wa.us> wrote:

Hi David:

The transportation planning team has been busy working on the traffic impact analysis along with their other work program items. We can e-mail you a progress report later this week or early next week. PDS will have a preliminary draft of the DSEIS, which will be comprised of the traffic analysis, to you in May as a courtesy for your review.

PDS plans to issue the Draft SEIS in June so that the Draft SEIS 30 day comment period includes the planning commission public hearing on Docket XX including the Winde docket proposal. The public hearing on the docket will also be an opportunity for the public to also comment on the DSEIS. PDS will then issue a Final SEIS in advance of a tentatively scheduled County Council public hearing and hopefully final action in September on Final Docket XX including the Winde proposal. I should also mention that PDS will be briefing the Planning Commission on Docket XX (not a hearing) in May at their regular meeting. The Planning Commission likes to be briefed a month prior to a hearing on a PDS project.

Let me know if you have any questions.

Thanks

Steve

Steve Skorney, *Senior Planner, Long Range Planning*

[Snohomish County Planning and Development Services](#)

3000 Rockefeller Avenue M/S 604 | Everett, WA 98201

425-262-2207 steve.skorney@snoco.org

From: David Toyer <david.k.toyer@gmail.com>

Sent: Sunday, March 21, 2021 1:35 PM

To: Skorney, Steve <Steve.Skorney@co.snohomish.wa.us>

Cc: David Toyer <david@toyerstrategic.com>

Subject: RE: Receipt of \$8,227.50 EISE FEE Winde d

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

Steve,

I hope things are going well. I just wanted to check in, get an update, and see how the EIS was progressing. Also wanted to get an idea of when to expect the process could move forward.

Thank you,

David Toyer

Toyer Strategic Advisors, Inc.

425-344-1523

Sent from [Mail](#) for Windows 10

From: [Skorney, Steve](#)

Sent: Wednesday, February 3, 2021 9:58 AM

To: [David Toyer](#)

Subject: RE: Receipt of \$8,227.50 EISE FEE Winde d

Good morning David:

I wanted to clear up a couple issues with you regarding the supplemental EIS that PDS is preparing in response to the Determination of Significance

issued for the Winde SW6 Docket XX proposal. First of all, PDS is the lead SEPA agency on this project. The Department of Public Works is technically a subconsultant on the project who are providing a transportation analysis to PDS based on the scope of the SEIS being limited to identified potential programmatic transportation impacts that could occur as a result of the comprehensive plan amendment and rezone proposal options.

You are advised that there should be no direct communication with DPW while they are preparing the analysis and I am asking DPW to direct your communication to me if you do contact them. If you have any questions regarding the process, you have to contact me and I can seek out a response from DPW. DPW is not obligated to provide you with regular updates on their progress in completing this analysis. That said, I can offer to meet with you and have DPW team lead Jay Larson present to provide a more detailed scope of work than what was provided as part of the cost estimate. The first opportunity to review the actual analysis is when a preliminary draft of the SEIS will be provided to you, as a courtesy, prior to public issuance of the draft SEIS prior to the county planning commission public hearing tentatively scheduled for May 2021.

The second issue that I want to clear up is that PDS broke down your client's obligation to pay all of the environmental review costs into two payments so your client would not be burdened by paying the entire amount by the end of last December. PDS has allowed this payment plan in the past for docket applicants participating in an EIS. The timing of the payment of the remaining SEIS costs is not based on the amount of transportation work that has been accomplished. As you know, PDS, this week, sent you one invoice for the entire remaining half of the estimated cost and we would appreciate payment by this Friday as previously planned.

Let me know if you would like to arrange a meeting with me and Jay Larson.

Thanks

Steve

Steve Skorney, *Senior Planner, Long Range Planning*

[Snohomish County Planning and Development Services](#)

3000 Rockefeller Avenue M/S 604 | Everett, WA 98201

425-262-2207 steve.skorney@snoco.org

From: David Toyer <david.k.toyer@gmail.com>
Sent: Tuesday, February 2, 2021 10:56 AM
To: Carlson, Chris <Chris.Carlson@co.snohomish.wa.us>
Cc: Skorney, Steve <Steve.Skorney@co.snohomish.wa.us>; Mass, Julie <Julie.Mass@co.snohomish.wa.us>; David Toyer <david@toyerstrategic.com>
Subject: RE: Receipt of \$8,227.50 EISE FEE Winde d

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

Chris,

Is it possible to get an invoice for the remaining balance on the EIS cost (I believe due by the 4th) so that I can get that paid?

Thanks,

David Toyer
david@toyerstrategic.com
425-344-1523

Sent from [Mail](#) for Windows 10

From: [Carlson, Chris](#)
Sent: Thursday, December 24, 2020 12:04 PM
To: [David Toyer](#)
Cc: [Skorney, Steve](#); [Mass, Julie](#)
Subject: Receipt of \$8,227.50 EISE FEE Winde d

Hi David,

This email serves as a receipt of check #2050 in the amount of \$8,227.50 for EIS fees related to the Winde XX docket application (19-113999). The funds have been placed in our customer deposit account (002-2053917).

Thank you and Happy Holidays,

Chris

Christine Carlson | Accountant 2
Snohomish County Planning and Development Services
3000 Rockefeller Avenue M/S 604 | Everett, WA 98201
425-262-2168 | Chris.Carlson@snoco.org

2021 Docket XX - SW6

Index # - File Name: 1.0009_RE_ Status_of_Winde SEIS_04272021.pdf

<image001.png>

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From: [David Toyer](#)
To: [Skorney, Steve](#)
Cc: [David Toyer](#); [Anne Anderson](#)
Subject: RE: Winde Preliminary Draft Transportation Chapter SEIS
Date: Wednesday, August 11, 2021 11:24:13 AM

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

Steve,

What is the latest on the timeline for the Winde proposal to move forward in the Docket process?

Is the Planning Commission recommendation drafted yet? Can we see a copy? Is the Executive's office preparing two ordinances based on the Exec recommendation and the PC recommendation?

Thank you,

David Toyer

Sent from [Mail](#) for Windows

From: [Skorney, Steve](#)
Sent: Tuesday, June 1, 2021 10:16 AM
To: [David Toyer](#)
Cc: [David Toyer](#); [Anne Anderson](#)
Subject: RE: Winde Preliminary Draft Transportation Chapter SEIS

David:

Attached is the entire preliminary draft SEIS.

Thanks

Steve Skorney, *Senior Planner, Long Range Planning*
[Snohomish County Planning and Development Services](#)
3000 Rockefeller Avenue M/S 604 | Everett, WA 98201
425-262-2207 steve.skorney@snoco.org

From: Skorney, Steve
Sent: Thursday, May 27, 2021 1:05 PM
To: David Toyer <david.k.toyer@gmail.com>
Cc: David Toyer <david@toyerstrategic.com>; Anne Anderson <anne@toyerstrategic.com>
Subject: RE: Winde Preliminary Draft Transportation Chapter SEIS

Yes, I will send out a meeting invite for next Tuesday at 1 pm.

From: David Toyer <david.k.toyer@gmail.com>

Sent: Thursday, May 27, 2021 12:46 PM

To: Skorney, Steve <Steve.Skorney@co.snohomish.wa.us>

Cc: David Toyer <david@toyerstrategic.com>; Anne Anderson <anne@toyerstrategic.com>

Subject: RE: Winde Preliminary Draft Transportation Chapter SEIS

CAUTION : This email originated from outside of this organization. Please exercise caution with links and attachments.

1pm works. Do you want to send out a meeting invite?

Sent from [Mail](#) for Windows 10

From: [Skorney, Steve](#)

Sent: Thursday, May 27, 2021 12:14 PM

To: [David Toyer](#)

Cc: [David Toyer](#); [Anne Anderson](#)

Subject: RE: Winde Preliminary Draft Transportation Chapter SEIS

David:

Jay Larson and I can discuss the preliminary draft SEIS with you next Tuesday, June 1 and anytime between 10:30 and noon or between 1 and 4 pm that day. Let me know if you are available during those time slots.

Thanks

Steve

Steve Skorney, *Senior Planner, Long Range Planning*

[Snohomish County Planning and Development Services](#)

3000 Rockefeller Avenue M/S 604 | Everett, WA 98201

425-262-2207 steve.skorney@snoco.org

From: David Toyer <david.k.toyer@gmail.com>

Sent: Monday, May 24, 2021 6:37 PM

To: Skorney, Steve <Steve.Skorney@co.snohomish.wa.us>

Cc: David Toyer <david@toyerstrategic.com>; Anne Anderson <anne@toyerstrategic.com>

Subject: RE: Winde Preliminary Draft Transportation Chapter SEIS

CAUTION : This email originated from outside of this organization. Please exercise caution with links and

attachments.

Steve,

Can I get a meeting set up with Staff to discuss the EIS? I am a bit confused. It seems as if none of the scenarios actually consider any traffic traveling through new roads to be developed in Cathcart (<1% in every case from what I can tell). I want to understand better how this can be a reasonable assumption, especially as the County is actively selling the property to a developer (you're under contract with Pacific Ridge Homes right now). This was exactly my concern from the very beginning of this process.

My clients are just the land owner with no developer. So very likely that whatever happens to Cathcart is going to happen before anything on my client's site. I also want to understand the density assumptions used and the product types. They don't match up to the County's own buildable lands data from the recently adopted Validation Study of the 2012 report.

Thank you,

David Toyer

Sent from [Mail](#) for Windows 10

From: [Skorney, Steve](#)

Sent: Monday, May 24, 2021 3:22 PM

To: [David Toyer](#)

Subject: Winde Preliminary Draft Transportation Chapter SEIS

David:

As a courtesy to you and your client, I am attaching the just completed preliminary Draft SEIS chapter containing the Transportation analysis of the Winde SW6 proposal. PDS will now be finalizing the formatting of the Draft SEIS for issuance on June 7. There will be a 30 day comment period which will include an opportunity for public comments on the Winde DSEIS in conjunction with the June 22, 2021, Planning Commission public hearing on the Final Docket XX proposals.

Thanks

Steve

Steve Skorney, *Senior Planner, Long Range Planning*

[Snohomish County Planning and Development Services](#)

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