

**SKAGIT COUNTY PLANNING AND DEVELOPMENT SERVICES
DETERMINATION OF NONSIGNIFICANCE (DNS)**

Special Use Permit Application For

Skagit Transit

File #PL15-0310

PROJECT DESCRIPTION: Carolyn Chase, on behalf of Skagit Transit, filed a Special Use Permit application (#PL15-0310) for the relocation of its Maintenance, Operations, and Administration base (MOA) to 11784 Bay Ridge Drive, also known as the soon to be vacant FedEx site. The site is developed and currently used as a ground distribution center by FedEx. It is expected that FedEx will vacate the site in fall or early winter of 2015. Skagit Transit also hopes to purchase a portion of abutting property in the near future to be used for additional parking, maneuvering, and fueling. Skagit County Code 14.16.180(5)(a) lists Major public uses as a uses allowed with an approved Hearing Examiner Special Use Permit. The project is located within the Bayview Ridge Light Industrial (BR-LI) zoning/comprehensive plan designated area as indicated in the Skagit County Comprehensive Plan and associated maps adopted September 20, 2011, and as thereafter amended.

PROPONENT: Skagit Transit, c/o Carolyn Chase, 600 County Shop Lane, Burlington, WA 98233.

PROJECT LOCATION: The project is located at 11784 Bay Ridge Drive, Burlington, within a portion of Section 34, Township 35N, Range 3 E W.M., situated within Skagit County, Washington. (P121434 and P121435). Skagit Transit also hopes to purchase a portion of the undeveloped abutting property to the north (P127387).

LEAD AGENCY: Skagit County Planning and Development Services.


The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(C). This decision was made after review of a completed environmental checklist, critical areas checklist, and other information on file with the lead agency. This information is available to the public on request.

The Lead Agency previously issued a comment period for this proposal under the Optional DNS process outlined under WAC 197-11-355.

You may appeal this threshold determination by addressing those criteria as set forth in Skagit County Code 14.06 and 14.12 and then by filing such with the Skagit County Planning and Development Services for service to the SEPA responsible official within fourteen (14) calendar days after the publication date of this threshold determination.

Appeals must be submitted by: **August 13, 2015.**

RESPONSIBLE OFFICIAL: Director of Planning and Development Services
CONTACT PERSON: Brandon Black, Senior Planner – Team Supervisor
MAILING ADDRESS: 1800 Continental Place, Mount Vernon, WA 98273.
PHONE: (360) 416-1326

Date: 7-28-15 Signature 
On behalf of Dale Pernula
AICP, Planning and Development Services Director

cc: WDOE, Public Works, NW Clean Air Agency, Fire Marshal, WSDF&W, Skagit River Systems Coop, WSDOT, Port of Skagit, City of Burlington, Drainage Districts 14 and 19, Applicant

Please Publish: 7-30-15

SKAGIT COUNTY PLANNING AND DEVELOPMENT SERVICES
NOTICE OF DEVELOPMENT APPLICATION
Special Use Permit Modification Application For
Skagit Transit
File #PL19-0242

Notice is hereby given that on June 18, 2019, Brad Windler, on behalf of Skagit Transit, filed a Special Use Permit modification application #PL19-0242 of previously approved (October 12, 2015) special use permit application #PL15-0310f for the relocation of its Maintenance, Operations, and Administration base (MOA) to 11784 Bay Ridge Drive, also known as a vacant FedEx site. Skagit Transit also purchased a portion of abutting property to the north to be used for additional parking, maneuvering, and fueling. Skagit County Code 14.16.180(5)(a) lists Major public uses as a uses allowed with an approved Hearing Examiner Special Use Permit. The project is located within the Bayview Ridge Light Industrial (BR-LI) zoning/comprehensive plan designated area as indicated in the Skagit County Comprehensive Plan and associated maps adopted September 20, 2011, and as thereafter amended. A letter of completeness was not issued and the application was determined to be complete for review purposes on June 25, 2019.

The project is located at 11784 Bay Ridge Drive, Burlington, within a portion of Section 34, Township 35N, Range 3 E W.M., situated within Skagit County, Washington. (P121434, P121435 and P134381). Skagit Transit also hopes to purchase a portion of the undeveloped abutting property to the north (P127387).

A Special Use permit application, Environmental Checklist, site plan, and other application materials are on file with Skagit County Planning and Development Services. This information is available to the public on request. Other governmental approvals or permits that will be required for this proposal from Skagit County Planning and Development Services include: Approved Building permits.

A decision on the application will be made within 120 days of the date the application was determined complete, which was 6-25-19. A public hearing before the Skagit County Hearing Examiner will be scheduled in the future in the Board of County Commissioners Hearing Room, 1800 Continental Place, Mount Vernon, Washington for the purpose of determining whether the Hearing Examiner should approve, modify and approve or deny the application as soon as all reviews are completed. Public notification of the hearing will be made consistent with Skagit County Code 14.06.150(3). Any person desiring to express his or her views or to be notified of the action taken on this application should notify Brandon Black in writing of his or her interest within Fifteen (15) days of the date of publication of this notice which is 6-27-19.

Written comments must be received no later than 4:30 pm on: **July 12, 2019**

Email correspondence will not be accepted, however comments may be submitted via the PDS website under the "current legal notices" tab. (www.skagitcounty.net/pdscomments)

Brandon Black, Senior Planner – Team Supervisor
Skagit County Planning and Development Services
1800 Continental Place
Mount Vernon, WA. 98273
(360) 416-1326

Transmitted to the Skagit Valley Herald: 6-25-19
Mailed to the applicant: 6-25-19

Please Publish: 6-27-19

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 [\[HELP\]](#)

1. Name of proposed project, if applicable:

*Skagit Transit Maintenance, Operations, and Administrative(MOA) Base
Relocation Project*

2. Name of applicant:

Skagit Transit

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

Skagit Transit (C/O Brad Windler, Planning and Outreach Supervisor)

600 County Shop Lane Burlington, WA 98233

360-757-5179

bwindler@skagittransit.org

4. Date checklist prepared:

May 17, 2019

5. Agency requesting checklist:

Skagit County

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

Phase I. Permitting and Property Acquisition (occurred Summer and Fall 2015)

Phase II. Engineering and Design of Renovations and Fueling Station (beginning in 2017 and ending 2019)

Phase III. Construction of Renovations, Fueling Station, and Additional Parking/Maneuvering Area (2020-2022) or as permitted by the County and as procurement of construction funding allows.

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

No. The acquisition of adjacent Parcel P134381 to the north was concluded for this proposal. This parcel was previously referred to as Lot 5C in the prior issued SEPA for this project in 2015 under PL15-0310. No future expansions of this proposal are planned.

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

Previously completed critical areas reviews have resulted in 50-foot protected wetland buffers along the west property lines of both 11784 Bay Ridge Drive and Parcel P134381 of the Bay Ridge Business Park BSP, AF#s: 200702080071 and 200607280040. SEPA was processed for the FedEx Site in conjunction with the 2004 construction and 2008 expansion. SEPA was also previously issued for this MOA project associated with previously issued Special Use Permit PL15-0310. NEPA was approved for this project by the Federal Transit Administration (FTA) in 2019. A full building permit package has also been submitted with this SEPA checklist, including a completed Drainage Report and other information.

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.

Yes, a Special Use Permit (SUP) modification from Skagit County is needed for Skagit Transit to extend the effective date of the previously issued SUP (PL15-0310) to cover the schedule of the planned construction and renovations.

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

Skagit County Special Use Permit Modification

Skagit County site development and building permits

NPDES Construction Stormwater General Permit

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

The approximately 10.37-acre project area is in the Bayview Ridge Business Park. Skagit Transit proposes to relocate its Maintenance, Operations, and Administration Base (MOA) to 11784 Bay Ridge Drive, hereafter referred to as the FedEx Site and north parcel. The FedEx site is developed and was recently used as a ground distribution center by FedEx. Skagit Transit also purchased a portion of an abutting property to the north through a boundary line adjustment, Parcel P134381. This additional area will be used for additional transit equipment parking, maneuvering, and fueling.

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 proposed project is located at the northeast terminus of Bay Ridge Drive at 11784 Bay Ridge Drive, Burlington, WA 98233. The Skagit County Assessor identifies the properties with Parcel ID Numbers P121434, P121435, and P134381. The project area is located in Section 34, Township 35, and Range 03.

B. Environmental Elements [\[HELP\]](#)

1. Earth [\[help\]](#)

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 steepest slope on the project site is approximately two percent (2%).

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

The Soil Conservation Service's Soil Survey of Skagit County Area, Washington identifies the on-site soils as being #16, Bow Gravelly Loam, 0-3 percent slopes.

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

There are no known surface indications or history of unstable soils in the immediate vicinity.

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.

Upon design refinement, it was determined the project will have less import and export of earthen material than the prior approved SEPA. The approximate amount of imported material is now under 3, 500 cubic yards, and no more than 1,200 cubic yards will be exported. This is less than indicated in the prior approved SEPA under PL15-0310.

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

Erosion could occur during Phase III construction. However, to preclude erosion an erosion control plan has been developed and will be implemented as part of the construction of this project.

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

Upon design refinement, it was determined the project will have more impervious area than the prior approved SEPA. The calculated amount of net new impervious surfaces will be approximately 4,500 sf for the FedEx site, and 100,500 sf for Parcel P134381. This is more than indicated in the prior approved SEPA under PL15-0310.

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

During construction, an erosion and sedimentation control plan will be in place. A National Pollution Discharge Elimination System Construction Stormwater General Permit will be obtained from Ecology prior to construction.

2. Air [\[help\]](#)

- 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.

Emissions from vehicles entering and leaving the site and emissions from heating and ventilation equipment will occur once Skagit Transit begins operating from the site. During Phase III construction, there is also the possibility of dust and exhaust from construction equipment that will be minimized through best management practices (BMPs).

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

There are no off-site sources of emissions or odor that would affect the project proposal.

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

During construction, the contractor will be responsible for controlling dust impacts. Ongoing emissions will be well within state and local standards.

3. **Water** [\[help\]](#)

a. Surface Water: [\[help\]](#)

- 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.

Previously completed critical area reviews identified an off site wetland on Port-owned property to the west of the project site. A 50-foot critical areas buffer exists along the project site's west property boundary.

- 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.

No development will occur within established critical areas buffers. A buried pipe conveyance is needed along the south buffer in an area of existing grass that will be restored to pre-construction conditions, retaining all existing critical areas functions.

- 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.

None.

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

No.

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

No, the site is located in a Flood Insurance Rate Map (FIRM) Zone C, according to Community Panel Number: 530151 0250 C.

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

No.

b. Ground Water: [\[help\]](#)

- 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.

- 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.

c. Water runoff (including stormwater):

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

The source of runoff would be stormwater due to precipitation events. No changes are being proposed to approved stormwater management for 11784 Bay Ridge Drive. Currently stormwater is collected and conveyed into the existing piped system located in Bay Ridge Drive on the east side of the site. Collected stormwater will travel south in the piped system across Peterson Road, will continue south through a water-quality device, and then into an existing detention pond where the water will be attenuated. The detention pond outlets to existing ditches. Stormwater from the north parcel (P134381) of the Bay Ridge Drive Binding Site Plan is also conveyed to the existing storm pipe system within Bay Ridge Drive.

The north parcel purchased by Skagit Transit for bus storage is not covered by the Bay Ridge Drive Binding Site Plan. This site is also expected to produce runoff exclusively from precipitation events. The proposed collection system consists of underground detention pipes that release stormwater into an existing ditch and culvert system along the west edge of the property. This system conveys runoff to Peterson Road, and then to the southwest where it enters the regional airport's stormwater management facilities. Both oil control and enhanced treatment are performed on-site before releasing stormwater to the regional system.

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

It is very unlikely that waste materials would enter ground or surface waters.

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

No.

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

As part of construction permitting, Erosion and Sediment Control plans have been prepared and submitted along with this SEPA. A Stormwater Pollution

Prevention Plan (SWPPP) meeting State standards for water quality protection, monitoring, and reporting to Ecology will also be prepared as a requirement of an NDPES Construction Stormwater General Permit from Ecology.

4. **Plants** [\[help\]](#)

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 prior FedEx Site (P121434, P121435) is 80-90% covered with impervious surfaces. Grasses and landscaping also exist on the existing site. The north parcel (P134381) is undeveloped and ground cover is primarily grasses. When developed, most vegetation outside of the 50-foot critical area easement will be removed and perimeter landscaping provided at the north parcel.

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

There are no known threatened and endangered plant species on or near the site.

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

The prior FedEx site (P121434, P121435) is landscaped and Skagit Transit must alter some of the parking area landscaping. A landscape plan has been prepared for this proposal. The perimeters of the north parcel (P134381) will be landscaped with the MOA facility and will include exclusive use of native plant species along the west critical areas buffer. Native plantings are also proposed to occur in the prior FedEx site where some of the site landscaping must be modified to accommodate the new site use. Exclusive use of native groundcovers and predominantly native shrubs will be provided for site landscape areas where modified. All trees outside of the critical area buffer will be cultivated varieties best suited and selected for site conditions and facility functions at proposed tree locations.

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

The applicant is unaware of any noxious weeds and invasive species on or near the site.

5. Animals [\[help\]](#)

- 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 _____

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

No threatened and endangered animal species are known to be on or near the site. Endangered Species Act (ESA) consultation was also conducted as part of NEPA review.

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

Yes, the site is part of the Pacific Flyway, a major north-south flyway for migratory birds in America, extending from Alaska to Patagonia, and includes the entire coastal region of Western Washington.

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

None.

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

The applicant is unaware of any invasive animal species known to be on or near the site.

6. Energy and Natural Resources [\[help\]](#)

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

The existing building uses electricity and natural gas. Future modifications may include the installation of solar panels on the building's roof.

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

No.

- c. What kinds of energy conservation features are included in the plans of this proposal?

List other proposed measures to reduce or control energy impacts, if any:

The building was constructed in 2004 and 2008 and was built to meet state and local energy codes.

7. Environmental Health [\[help\]](#)

- 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.

A fueling station is planned as part of this construction phase. The tank(s) will be above ground and built to modern standards compliant with the International Fire Code.

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

There are no known or suspected contamination issues at the project site.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None identified or suspected.

- 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.

Diesel, biodiesel, anti-freeze, oils and lubricants, and chemical cleaners will be stored and used on site.

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

No special emergency services are anticipated.

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

Chemicals and fuels will be stored and contained according to local, state and federal standards. A waste contractor will remove waste chemicals and oils every three to four weeks as part of facility operations. The proposed fueling station will be above ground and will be designed and built to meet code requirements.

b. Noise

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

Ambient noises associated with surrounding industrial businesses and traffic will not impact the proposed project.

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

During construction, there will be construction noise during daytime working hours approved by the County. During operations after construction, the site will generate noise associated with the running of diesel transit and support vehicles. Vehicle maintenance will occur indoors.

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

None.

8. Land and Shoreline Use [\[help\]](#)

- 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.

Surrounding properties are zoned light industrial. Some are occupied by industrial businesses while other properties are undeveloped. The proposal is not anticipated to affect current land uses on nearby or adjacent properties.

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

how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

The proposal will have no impacts on working farmlands or working forest lands.

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

No, surrounding land uses and zoning are light industrial.

c. Describe any structures on the site.

Skagit Transit will occupy the site's 67,805 sf distribution building. The building was constructed in 2004 for FedEx and expanded in 2008. The building is pre-engineered steel frame with metal siding and a concrete floor.

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

No structures will be demolished. Internal modifications to the prior FedEx building will occur.

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

Bay Ridge Light Industrial (BR-LI)

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

Bay Ridge Industrial

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.

Yes, a 50-foot protected critical area buffer associated with an off-site wetland exists at the west property boundary.

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

Skagit Transit anticipates approximately 130 full-time and part-time employees.

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

No people would be displaced by the project.

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

Not applicable.

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

None. Proposed use is compatible with light industry.

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

Not applicable.

9. Housing [\[help\]](#)

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

None.

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

None.

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

None.

10. Aesthetics [\[help\]](#)

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

The existing building will be occupied and no new buildings are proposed.

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

The implementation of this project will rehabilitate the existing FedEx facility, replace and add landscaping, and should generally improve the visual character of the existing site. The development of the north parcel will add landscaping along the site perimeters to screen views into the facility.

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

None.

11. Light and Glare [\[help\]](#)

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

Outdoor lighting currently exists at the site and will continue to be used. To repurpose the site as a public transit facility, additional outdoor and security lighting will be added. New lighting would be cast downward and shielded on sides.

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

No.

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

None.

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

Any new outdoor lighting would be cast downward and shielded on sides.

12. Recreation [\[help\]](#)

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

A trail system exists through Port of Skagit property to the north of the project area.

- 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.

13. Historic and cultural preservation [\[help\]](#)

- 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.

No. Section 106 cultural resources review was conducted under NEPA review. There are no resources listed on, or eligible for, the National Register of Historic Places(NRHP) within the project Area of Potential Effect (APE). There will be no historic properties affected as a result of the Project.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

No.

- 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.

Section 106 cultural resources review was conducted and concluded under NEPA. To address the unlikely event of encountering archaeological materials during Project construction, an Inadvertent Discovery Plan (IDP) has been prepared as part of NEPA approval.

- 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.

None.

14. Transportation [\[help\]](#)

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

The site is accessed from Bay Ridge Drive, off of Peterson Road. Both roads are County owned and maintained.

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?

Yes, the area is served by two public transportation bus routes operated by Skagit Transit (Route 185 and Route 513). Currently, the nearest fixed route bus stop is on Peterson Road near its intersection with Bay Ridge Drive.

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

The existing parking count for the FedEx site is 212 spaces. Some of the existing parking will be reconfigured to optimize the site for use as a public transit facility MOA base. No spaces will be eliminated. Up to 20 spaces may be added with this proposal.

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

No.

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

The project will not use and does not occur in the immediate vicinity of water or rail transportation. The project will not use but does occur in the immediate vicinity of the Skagit Regional Airport.

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?

Upon design refinement since the prior SEPA determination, it was determined at opening traffic projections for the Skagit Transit MOA will generate an average of 345 vehicle trips per day - 82 of these being buses and heavy trucks. It is anticipated that the existing external road system can readily accommodate the impact of this traffic. Existing parking is considered more than adequate to cover staff, fleet and visitor parking. No operational traffic impacts requiring mitigation related to the MOA project are anticipated. This public transit project (by its nature) will reduce regional traffic impacts. Most of the traffic to and from the site will be employees, vendors, fleet vehicles, and delivery vehicles. Most customer/public interactions occur at Skagit Station in downtown Mount Vernon or by phone and email. A small number of customer/public interactions, typically between five and seven per day, will occur at the MOA.

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.

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

None.

15. Public Services [\[help\]](#)

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

No. The proposed relocation of Skagit Transit's M.O.A. Base to a pre-existing development is not anticipated to have impacts on public services.

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

None.

16. Utilities [\[help\]](#)

- a. Circle utilities currently available at the site:

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

other Storm Sewer

- 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.

Utilities are currently in place. Utilities are provided by Public Utility District #1 (water), Puget Sound Energy (electricity), City of Burlington Sanitary Sewer (public sewer), Cascade Natural Gas (natural gas), and a storm conveyance system in Bay Ridge Drive.

C. Signature [\[HELP\]](#)

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



Signature:

Name of signee: *Jason Walker*

Position and Agency/Organization: *Planning Manager (SEPA Checklist Preparer),*

Perteet, Inc.

Date Submitted: *May 20, 2019*

D. Supplemental sheet for nonproject actions [\[HELP\]](#)

(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?

Proposed measures to avoid or reduce such increases are:

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

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

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

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

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?

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

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?

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

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

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

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