



King County
Department of Permitting
and Environmental Review
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SEPA CHECKLIST

LUT417-0003

For alternate formats, call 206-296-6600

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 **MAIN FILE COPY**

1. Name of proposed project, if applicable: **Pacific Innovation Center/Pacific Motorsports Park**
2. Name of applicant: **Racetrack LLC**

3. Address and phone number of applicant and contact person: **31001 144th Ave SE, Kent, WA 98042, 206-730-9041, Jason Fiorito, jasonf@pacificraceways.com**

4. Date checklist prepared: **12/7/2017**

5. Agency requesting checklist: **King County DPER**

6. Proposed timing or schedule (including phasing, if applicable): **Anticipated permit issuance in 2018 when site preparation will begin. Excavation and removal to offsite locations of 1,000,000 yards of excavated material and construction of 200,000 square feet of buildings continuing through 2022. Project completion is slated for 2022.**

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. **Yes, although implementation and timing is uncertain. Legislation approved by King County provides for the potential improvement and expansion of racing facilities at Pacific Raceways as well as the potential excavation and removal of additional earth and the construction of additional light industrial buildings. However, the timing of such additional activities is uncertain and may not happen if there is no market for such activities. The current proposal was approved by King County as an interim use, and applicant would proceed with constructing the current proposal even if the remainder of the development contemplated by King County legislation were never constructed.**

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. **Geotechnical Engineering Report, including Ground Water Analysis, Traffic Impact Analysis, Environmental, Noise, Air Quality, and Light & Glare Study, Septic Impact Analysis, Preliminary Assessment of Potential Water Quality Impacts to Soosette Creek and Big Soos Creek, Stormwater Technical Information Report, Critical Area Determination, Biological Opinion: Salmonid Impacts. All of these reports / studies are incorporated herein by this reference.**

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. **No.**

10. List government approvals or permits that will be needed for your proposal, if known. **Interim Use Permit, King County Grading and Building Permits, DOE NPDES Construction Permit, Septic System Approval.**

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 Pacific Innovation Center and Pacific Motorsports Park will be constructed on approximately 40 acres of the 320 acres that comprises Pacific Raceways. The 40 acres is located north of the road course between 144th Ave SE and 148th Ave SE (the "Site").

The project includes excavating and trucking offsite approximately 1,000,000 cubic yards of earthen material to create a building site for 200,000 square feet of buildings for uses allowed by King County Ordinance 17287 including garage facilities for individuals to store and maintain race cars. Storm water system and septic system to serve the buildings will also be constructed on the Site. A 4,000 square foot retail building that will utilize existing storm water and septic systems is proposed in the existing pit area.

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. **Address is 31001 144th Ave SE, Kent, WA 98042. A vicinity map, legal description, and site vicinity map are attached and incorporated herein by this reference.**

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site:

(pick one): **Flat**, rolling, hilly, steep slopes, mountainous, other **sloping**

b. What is the steepest slope on the site (approximate percent slope)? **There are no steep slopes (over 40%) on the Site, although there are steep slopes (over 40%) on the Pacific Raceways property, more than a quarter of a mile from the Site.**

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. **Clean sand and gravel, there will be approximately 1,000,000 cubic yards of it trucked to offsite locations. There is no agricultural land of long term commercial significance.**

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. **None in the immediate vicinity although there have been some unstable portions of the Pacific Raceways property, but they are well over a quarter of a mile from the Site, and any planned development.**

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. **The grading will occur on 40 acres comprising the Site. Approximately 1,000,000 cubic yards of earth will be excavated and trucked offsite as part of the grading. The purpose of the grading is to place the buildings at their permanent elevation, create an area for storm water recharge and an onsite septic system, and to create an earthen noise and light attenuating wall to mitigate any potential noise or visual impacts on the surrounding area.**

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. **No**

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? **31% of the Site will have new impervious surfaces as a result of the proposed development, although less than 5% of the Pacific Raceways property will have new impervious surface.**
- h. Proposed measures to reduce or control erosion, or other impacts to the earth, : **Standard construction erosion control measures including silt fencing and hydro-seeding. All during and post construction surface water will be infiltrated. There will be no surface water discharge from the project.**

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. **Dust will be generated from soil disturbing activities, including the excavation and grading phases of construction. During excavation the project is expected to reduce current regional diesel truck emissions by replacing trips to and from more distant gravel sources with a source closer to the end market. There will also be emissions associated with engines in mobile equipment, generators, and compressors. Off-site impacts are expected to be insignificant. During operation and maintenance of the proposed facility the project will generate a relatively low level of increased local automobile and truck air emissions compared with existing Pacific Raceways operations. The proposed repair and maintenance shops may also generate low levels of dust and other air emissions when sanding or using equipment such as compressors. Emissions associated with increased traffic and vehicle maintenance are not expected to result in significant air emissions. Note that although the project area is designated as a CO maintenance area, Department of Ecology (Joanna Ektrem) has indicated that King County is now considered to be in attainment with CO.**
- 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: **During excavation, as well as construction of the facility, watering will be used as needed, to eliminate the potential for fugitive dust.**

3. Water

a. Surface Water:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. **Soosette Creek runs along the Western border of the Pacific Raceways property and Big Soos Creek runs along the southern border of the Pacific Raceways property. There is no proposed construction within approximately 2000 feet of the ordinary high water mark of either creek and no surface water discharge from the construction area will occur to either creek. All discharges of storm water and septic system effluent from the project will be infiltrated on the Site.**

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. **No**

- 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**

- 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:

- 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 ground water will be withdrawn from a well. Storm water will be infiltrated back into the ground and may mix with ground water. The amount of storm water to be infiltrated is estimated to be 35.6 acre-feet per year or 1,551,000 cubic feet.**

- 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.

The sewage going to the on-site sewage disposal system will be domestic residential strength effluent. The sewage will come from three sources.

The first source is the warehouse/shop space. The waste will be generated from restrooms within the buildings (either individual at the spaces or group with tenant shared restrooms). It is anticipated that there will be 320 people populating this area during a peak day. Most days will have a significantly smaller population. There is no general population access to the restrooms. On a peak day preliminary flow estimates are 8,000 gallons per day. There will be no commercial or industrial waste permitted from this source. Any sinks or floor drains that may have the potential for waste from commercial or industrial sources will be separately plumbed and disposed of in a different manner (such as holding tanks that are regularly pumped and disposed of off-site).

The second source is the retail area. There will be no commercial or industrial waste permitted from this source. The sewage from this source will be restroom and breakroom use by the employees. It is anticipated that there will

be 25 employees populating this area during a peak day. There is no general population access to the restrooms. On a peak day preliminary flow estimates are 500 gallons per day.

The third source is a restaurant (clubhouse style). The waste from this source will be from the food preparation (high strength) and restroom use (residential strength). The two flow paths will be separated and the high strength waste will be treated with a Washington State Department of Health (WSDOH) approved system to reduce the waste strength to residential levels before it is joined with the residential strength waste for final treatment and disposal. WSDOH does not consider food preparation waste as commercial or industrial waste and it can be included in an on-site sewage disposal system if treated to lower the waste strength. It is anticipated that up to 100 meals would be served during a peak day which would result in a preliminary flow estimate of 1,500 gallons per day.

The total anticipated waste flow for the on-site sewage disposal system that would be discharged into the ground is 10,000 gallons per day of residential waste. At this time it is anticipated that there will be one or two on-site sewage disposal systems.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. **Storm water runoff will result from the new building, road and parking lot construction. Storm water runoff will be collected and treated for water quality prior to being infiltrated on the Site.**
- 2) Could waste materials enter ground or surface waters? If so, generally describe. **Storm water runoff will be infiltrated on-site after water quality treatment so there could be some mixing with ground water There will be no discharge to 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: **Collected storm water will be treated prior to being infiltrated on-site.**

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 grass will be removed to accommodate development, and some fir trees removed.**
- c. List threatened and endangered species known to be on or near the site. **None**
- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: **There will be enhanced landscaping added to the existing buffer along 148th Avenue SE including fir trees, shrubs and bushes to visually screen the development from neighboring areas.**
- e. List all noxious weeds and invasive species known to be on or near the site. **None**

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. **Songbirds and fish, including salmonids, in Soos Creek on the southern border of the Site, approximately 1/2 mile from any planned development.**

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. **None**
- c. Is the site part of a migration route? If so, explain. **This Site is within the Pacific Flyway.**
- d. Proposed measures to preserve or enhance wildlife, if any: **None, there is no wildlife on the Site.**
- e. List any invasive animal species known to be on or near the site. **None**

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. **Electric and solar energy used for heating, lighting and manufacturing.**
- 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: **We will encourage the use of solar panels to augment electric service and waste oil heating units in shops to recycle and utilize the energy benefits of a waste product on site.**

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. **There will be automotive shop type substances and potential related exposure to those substances which include oil, other lubricants, gas, and cleaning chemicals.**
- 1) Describe any known or possible contamination at the site from present or past uses. **None**
 - 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**
 - 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. **There will be automotive shop type substances and fuels stored and used during maintenance of race cars.**
 - 4) Describe special emergency services that might be required. **None**
 - 5) Proposed measures to reduce or control environmental health hazards, if any: **There will be tenant rules enforced as to the storage and handling of any chemicals and toxic materials. These rules will be developed during the application, scoping and review of the proposal to maximize safety and environmental protection.**
- b. Noise
- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? **The existing noise environment is typical of a suburban area adjacent to an active raceway, with daily daytime and nighttime levels averaging 51 dBa and 48 dBa, respectively. The noise environment is dominated by traffic noise from SR-18. Other sources include birds, residential activities, and noise from Pacific Raceways during operation. The Pacific Raceways racetrack is located immediately to the south of the proposed development. Noise from the existing racetrack will be consistent with the intended purpose of the proposed project, which would be providing services and support facilities for Pacific Raceways vehicles and their operators. Other surrounding uses include an inactive gravel extraction area to the north, a kart track to the west, and residential properties to the east.**

Noise from these neighboring uses are not expected to have an impact on 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. It is anticipated that there will be short-term construction-related noise emissions during several multi-month periods, intermittently over a four to five year period. The following timing constraints, as summarized in KCC 12.86.520 will be adhered to by the project proponent:

- During use of heavy equipment, construction will be limited to daytime hours, between 7 am and 7 pm during weekdays, and between 9 am and 7 pm during weekends.
- For impact type of equipment, construction will be limited to daytime hours, between 8 am and 5 pm during weekdays, and between 9 am and 5 pm during weekends.
- For all other construction activities, construction will be limited to daytime hours, between 7 am and 10 pm during weekdays, and between 9 am and 8 pm during weekends.

Excavation of the Site, including removal of the excavated materials, is expected to last for four to five years, depending on market conditions, with approximately 200,000 yards of earth removed per year. Excavation equipment (i.e. loaders, screens and haul truck traffic) will operate during daytime hours only, and notwithstanding the construction activity noise exemption, is anticipated to adhere to otherwise applicable sound level limits at the residential properties to the east. When excavated material is being removed from the Site, approximately 40 truckloads will be removed each day.

Long-term operational noise emissions would include repair and maintenance shops for race vehicles, supporting commercial facilities (e.g. sales of repair equipment), and dining facilities for users of the facilities. Noise generating equipment could include HVAC units, and other air handling equipment, emergency generators, pneumatic tools, hammering, engine noises, and other noises generated by vehicle repair and maintenance. Most operation noise is not expected to generate measurable emissions at off-site noise-receiving locations. Uses related to vehicle repair and maintenance may generate sounds that are audible over existing ambient levels, but recognizing racetrack noise exemptions during hours of operation are not expected to exceed the applicable sound level limits during daytime or nighttime hours.

Delivery truck traffic is expected to be minimal, and will be coordinated during daytime hours only. Truck deliveries would occur within the center of the proposed development, shielded from neighboring residential uses by the project buildings.

Facility-related traffic is expected to include up to approximately 140 vehicles during each of the AM and PM peak hours. Traffic would travel along private roadways at low speeds. Given the relatively low hourly volumes, and the low travel speeds, traffic noise levels are expected to be within applicable limits at nearby residential uses. Further, and similar to delivery truck traffic, it is expected that the proposed buildings themselves would act to shield traffic

noise emissions from the nearest noise-sensitive properties along the east property boundary.

- 3) Proposed measures to reduce or control noise impacts, if any: During excavation activities, processing equipment (e.g. screens) would be located as far from residential properties as possible. Material processing contractors will limit the use of loaders and other mobile equipment at the east side of the property, will use properly maintained equipment and mufflers, and will shut off idle equipment whenever feasible. When using portable equipment such as pumps or compressors, this equipment will also be located as far from nearby residential homes as possible, and if necessary will be shielded by portable noise barriers or other intervening structures.

Noise mitigation will result from lowering the Site as a result of the grading operation and from constructing the noise wall on the east side of the Site.

During operation of the facility, bay access doors that may be open towards the east of the facility will be closed at 5:30 PM or at the end of Pacific Raceways operating hours, whichever is later, reducing the potential for off-site noise emissions from vehicle repair and maintenance activities.

Noise-generating equipment such as HVAC units and emergency generators, will be located as far from nearby noise-sensitive properties as possible to minimize the potential for noise impacts related to the use of this equipment.

Truck deliveries will be scheduled for daytime hours only to minimize the potential for noise impacts related to truck traffic.

It is not expected that any other noise related mitigation measures will be required, however, where necessary, additional steps will be taken to ensure that outside hours of operation the facility complies with the applicable King County sound level limits identified in KCC 12.86.110, and that the potential for increases in sound levels over ambient conditions is minimized to a level of non-significance.

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 and the rest of the property at Pacific Raceways is used for motorsports and ancillary uses. A portion of the Site is also used for a parking lot for people attending Green River Community College. That parking lot may be relocated on the Pacific Raceways property. Any such relocation is not part of this proposal, and if it occurs, Green Valley Community College will be the applicant for any required approvals. The proposal will not affect 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? No

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how: **No**
- c. Describe any structures on the site. **There are no structures on the Site.**
- d. Will any structures be demolished? If so, what? **No**
- e. What is the current zoning classification of the site? **Industrial with a property specific development condition (I-PO2).**
- f. What is the current comprehensive plan designation of the site? **Rural**
- g. If applicable, what is the current shoreline master program designation of the site? **N/A**
- h. Has any part of the site been classified as a critical area by the city or county? If so, specify. **No part of the Site is a critical area, but there are some critical areas on the Pacific Raceways property more than a quarter of a mile from the Site.**
- i. Approximately how many people would reside or work in the completed project? **100**
- j. Approximately how many people would the completed project displace? **None**
- k. Proposed measures to avoid or reduce displacement impacts, if any: **N/A**
- L. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: **See mitigation measures described in 2(c) Air and 7(b.3) noise.**
- m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any: **N/A**

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. **None**
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. **None**
- c. Proposed measures to reduce or control housing impacts, if any: **N/A**

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? **The tallest height is 35 feet from concrete slab finished floor to ridge peak of roof. The exterior roof and siding is corrugated metal panels. The walls will have a concrete or concrete block base up to three or four feet above grade or finished floor.**

- b. What views in the immediate vicinity would be altered or obstructed? **The views will not be altered or obstructed from surrounding property. There are presently no views to speak of except for trees that will be preserved or replanted at buffer areas next to adjacent single family homes.**
- c. Proposed measures to reduce or control aesthetic impacts, if any:
The aesthetic impacts will be mitigated by the grading and lowering of the Site five to thirty feet reducing the relative height of the buildings, and by constructing a noise wall along 148th Avenue SE. Additionally, the proposed structures are consistent with the height limits of adjacent residential properties of 35 feet. The buffer areas will preserve evergreen trees and will be replanted to screen views if necessary.

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? **There may be some directional safety lighting in the finished development.**
- 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 lighting would be directional and designed to stay on Site. The site will be lowered and screened from view with a vegetated buffer and noise wall so no light glare will leave the project.**

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?
Club racing, drag racing, karting, motocross racing and high performance driving is available on the Site.
- b. Would the proposed project displace any existing recreational uses? 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: **The project would enhance recreational opportunities at the site as cars, motorcycles and karts can be stored at the track reducing the time, energy and emissions of transporting vehicles to and from the facility.**

13. Historic and cultural preservation

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. **No**
- 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. **We have consulted with and received input from the Muckleshoot Tribe. Their main focus is on the preservation of the integrity of bordering Soosette and Soos Creek. We will be keeping the Tribe informed as to progress and mitigation measures to ensure their concerns are addressed.**
- 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. **We are augmenting regional resources by providing a closer source of gravel. The region will experience less emissions during the construction phase of projects requiring sand, gravel, and concrete as a result of the project's excavation.**

14. Transportation

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. **The major route to the Site is SR-18, a limited access highway. Ramps to SE 304th Street provide access to and from SR-18. SE 304th Street is a King County collector arterial to 148th Ave SE. 148th Ave SE is privately owned by the racetrack and provides primary access to the South and into the Site.**
- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop? **Metro Transit does not provide direct access to the Site. The nearest routes are Route 164 utilizing 124th Ave SE located westerly of the Site and Route 168 utilizing SE 256th Street located northerly of the Site. No transit use is anticipated given the distances to the nearest routes.**
- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? **Parking at the Site will meet King County Code and will be determined at the time building plans are presented identifying tenants. In addition the Site will continue to be used as parking for large events.**
- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). **The additional traffic is not anticipated to necessitate any road improvements.**
- 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 is not in the immediate vicinity of water, rail, or air transportation and will not require the use these modes of 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? **No Specific**

users are identified at this time. The assumed use for analysis purposes is ITE Land Use Code 130 Industrial Park and Land Use Code 151 Mini-Warehouse. The proposed allocation is forecasted to be 150,000 square feet allocated to LUC 130 and 50,000 square feet of LUC 151. The LUC 130 portion will be oriented to a mixture of business activity that will include manufacturing, service and warehousing activities. The LUC 151 portion is based on the demand for storage facilities for local car collector, racer and automotive hobbyists to store their vehicles.

Based on the two uses as allocated, the average daily trips is estimated to be 1150 daily trips. The AM peak hour for the site is estimated at 130 trips and the PM peak hour is estimated at 141 trips. The truck percentage for this use is estimated at approximately 13 percent of the industrial park traffic. Using 13 percent as an average the daily truck traffic is estimated at approximately 135 truck trips per day with 14 truck trips during the PM peak hour.

It should be noted that these estimates are based on straight Industrial Park and Mini-Warehouse models and are VERY conservative. The actual development will likely generate less than half of these estimates as it will serve existing customers who would be on site regardless or frequenting their space much more infrequently than these models assume.

The excavation portion of the project entails an estimated one million cubic yards of removal over a 5 year timeframe. Based on 200,000 cubic yards per year and 250 workdays the average number of yards per day is 800 or 40 truckloads. The daily trips associated with excavation is therefore 80 truck trips and an estimated 10 employee trips. The PM peak hour would consist of employees leaving the site and therefore is estimated at 5 trips.

- 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. **It is not anticipated that the proposal will affect the movement of agricultural and forest products on area roads.**
- h. Proposed measures to reduce or control transportation impacts, if any: **Based on the number of additional trips associated with the project, no measures to control impacts are required.**

15. Public Services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. **No**
- b. Proposed measures to reduce or control direct impacts on public services, if any. **N/A**

16. Utilities

- a. Check utilities currently available at the site

electricity

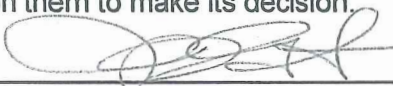
natural gas,

- water
- refuse service
- telephone
- sanitary sewer,
- septic system
- other

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. **3 Phase electric service provided by Puget Sound Energy, currently at the site, Water provided by Covington Water, some upgrades to the main lines feeding the property may be required, and on site septic systems and tanks for industrial water will be required to be installed.**

C. Signature

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

Signature: 

Name of signee Jason D. Fiorito

Position and Agency/Organization President Pacific Raceways

Date Submitted: 12/11/17

Section I: Buildings

Type (Residential) or Principal Activity (Commercial)	# Units	Square Feet (in thousands of square feet)	Emissions Per Unit or Per Thousand Square Feet (MTCO ₂ e)			Lifespan Emissions (MTCO ₂ e)
			Embodied	Energy	Transportation	
Single-Family Home.....	0		98	672	792	0
Multi-Family Unit in Large Building	0		33	357	766	0
Multi-Family Unit in Small Building	0		54	681	766	0
Mobile Home.....	0		41	475	709	0
Education		0.0	39	646	361	0
Food Sales		0.0	39	1,541	282	0
Food Service		0.0	39	1,994	561	0
Health Care Inpatient		0.0	39	1,938	582	0
Health Care Outpatient		0.0	39	737	571	0
Lodging		0.0	39	777	117	0
Retail (Other Than Mall).....		0.0	39	577	247	0
Office		0.0	39	723	588	0
Public Assembly		0.0	39	733	150	0
Public Order and Safety		0.0	39	899	374	0
Religious Worship		0.0	39	339	129	0
Service		0.0	39	599	266	0
Warehouse and Storage		0.0	39	352	181	0
Other		200.0	39	1,278	257	314835
Vacant		0.0	39	162	47	0

Section II: Pavement.....

Pavement.....		0.00				0
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Total Project Emissions:

314835