SEPA[1] 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.

[1] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/Checklist-guidance

A.Background

Find help answering background questions[2]

1. **Name of proposed project, if applicable:**

   Bellevue Issaquah Pipeline (BIP) Relocation ("BIP Relocation")

2. **Name of applicant:**

   Cascade Water Alliance (Cascade)

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

   Will Smythe, P.E., PMP
   Cascade Water Alliance
   11400 SE 8th St., Suite 400, Bellevue, WA 98004
   (804)543-1907
   wsmythe@cascadewater.org

4. **Date checklist prepared:**

   June 2026

5. **Agency requesting checklist:**

   Cascade

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

   The BIP Relocation will commence upon completion of the south half of a bridge by Washington State Department of Transportation (WSDOT), anticipated to begin in December 2026, and work will be completed by Cascade in the third quarter of 2027.

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

   No additions or expansions are currently planned.

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

   - A draft *Bellevue Issaquah Pipeline Relocation Basis of Design Report* was prepared by Stantec Consulting Services Inc. (Stantec)[1] - See Appendix A.
   - A *Geotechnical Recommendations Report* is being prepared by Stantec
   - A *Geotechnical Report* from the design/builder of the WSDOT project would be produced
   - Stormwater Pollution Prevention Plan (SWPPP) would be prepared by the contractor prior to construction

[2] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-A-Background

[1] Stantec Consulting Services Inc. (Stantec). 2025. *Bellevue Issaquah Pipeline Relocation Basis of Design Report*. Draft. Basis of Design Report for the Relocation of the BIP for the WSDOT Lewis Creek Fish Passage Project, prepared for Cascade Water Alliance.

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 known pending applications for other proposals. WSDOT is completing a separate culvert removal/bridge replacement project on the property, known as the I-90 Lewis & West Village Park and Schneider Creeks WSDOT Fish Passage Project (WSDOT Fish Passage Project) to restore natural stream conditions in Lewis Creek. Cascade understands the WSDOT Fish Passage Project is permitted pursuant to RCW 77.55.181 and not subject to SEPA under RCW 43.21C.0382.

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

None. All work will occur within the City of Issaquah. The City has confirmed no permits or approvals are required due to the location and scope of the work.

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.)

Cascade is undertaking the BIP Relocation project within WSDOT right-of-way (ROW), as required by WSDOT under the terms of an existing franchise agreement. Cascade's 24-inch, 250 psi high-pressure transmission main, referred to as the BIP, occupies WSDOT ROW and conflicts with the Contractor's proposed design for the WSDOT Fish Passage Project, necessitating Cascade relocating the BIP.

Cascade will construct a 300-foot segment of new pipeline that will be attached to a new bridge being constructed by WSDOT and their DB contractor. WSDOT requires that the pipeline beneath the bridge be enclosed in a casing, and the design of the pipe supports must be coordinated with the new bridge's design team. The BIP Relocation must ensure that the pipeline remains in service during construction of the bridge and installation of the new segment, as it is the only water supply for Cascade member agencies, Issaquah and Sammamish Water. Accordingly, once this new segment has been connected to the BIP, Cascade will abandon the current 280-foot segment within the WSDOT ROW.

The BIP relocation would consist of the following elements:

1. Attachment of the pipeline to the bridge crossing utilizing:
    - 24-inch restrained joint ductile iron (DI) pipe;
    - 36-inch outside diameter (OD) 3/8-inch thick steel casing;
    - Casing spaces; and
    - Pipe hangars attached to bridge
2. Open-cut installation of 24-inch restrained joint DI pipe within existing paved ROW

3. Connection of the new pipeline segment to the existing pipeline with a 24-inch by 24-inch tapping sleeve and 24-inch gate valve. Thrust restraint features pending geotechnical analysis.
4. Abandonment of the existing pipeline with the use of insertion valves and 24-inch restrained end caps.

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 location of a new bridge being constructed by WSDOT above Lewis Creek and under SE Newport Way at 47.562588° N, -122.097865° W in the City of Issaquah, King County, Washington (see attached map – Figure 1). The project site is approximately 315 feet east of the intersection of Lakemont Boulevard SE and SE Newport Way and is within WSDOT ROW. The Public Land Survey System location for this project is Section 18, Township 24 North, Range 6 East, Willamette Meridian (W.M.).

B.Environmental Elements

1. Earth

Find help answering earth questions[3]

a. General description of the site:

The project site is on a gentle slope along the roadway of SE Newport Way.

Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other:

b. What is the steepest slope on the site (approximate percent slope)?

The project site is on a gentle slope along the roadway with slopes less than 5%.

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.

Based on Natural Resources Conservation Service (NRCS) web soil survey maps, the project site consists of one soil type: Alderwood gravelly sandy loam.[2]

[3] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-earth

[2] United States Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS). 2026. Web Soil Survey. Accessed January 2026 at: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

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

No surface indicators of soil instability have been visually identified, and to the best of our knowledge, no history of soil instability exists. According to the Washington Department of Natural Resources (DNR), the project site does not appear to be within any landslide hazard areas[3], however King County mapping associated with the 1990 Sensitive Areas Ordinance (SAO) shows the area to be within a potential landslide hazard area and an erosion hazard area.[4]

[3] Washington Department of Natural Resources (DNR). 2026. Washington Geologic Information Portal. Webmap, Landslides Layer. Accessed January 2026 at: https://geologyportal.dnr.wa.gov/2d-view#natural_hazards?-14054249,-12885068,5742172,6305972?Surface_Geology,500k_Surface_Geology,Map_Units

[4] King County. 2026. iMap. Landslide hazards, incorporated KC (1990) and Erosion hazard (1990 SAO) layers. Accessed February 2026 at: https://gismaps.kingcounty.gov/iMap/

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.

Approximately 280 feet of existing 24-inch pipe would be replaced with approximately 300 feet of new 24-inch DI pipe. Of the new portion of pipe, approximately 128 feet would be within the new bridge structure (abutment and on hangers between the bridge girders) of the WSDOT Fish Passage Project. The remaining 172 feet would be buried within the pre-existing paved roadway on either side of the bridge to connect to the existing BIP. Installation of pipe within the paved road would include open-cut trenching and would impact an area outside the bridge structure of 775 square feet (86 square yards). Existing material would be removed and replaced with approximately 4,400 cubic feet (163 cubic yards) of imported gravel backfill. See attached design drawings in Appendix B. All ground disturbing work would occur within existing pre-developed pavement of the WSDOT ROW.

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

Erosion is a possibility during construction activity, but under this proposal, erosion is primarily limited to excavation, and fill activities such as during the open-cut trenching. Significant erosion is unlikely as the proposed location is generally flat. When rainy weather occurs while excavation is ongoing, acceptable Best Management Practices (BMPs) for erosion control, such as filter fence or fiber logs, would be installed to contain the minor erosion and sedimentation that may occur. A Stormwater Pollution Prevention Plan (SWPPP) would be prepared by the construction contractor as part of the project and would describe methods to manage any potential erosion during construction.

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

There would be no increase or decrease in the areal extent of impervious surface along the project alignment when the project is complete. The relocated pipeline would be placed under WSDOT's new bridge being installed as part of the WSDOT Fish Passage Project, and within the pre-existing pavement of the SE Newport Way roadway. Post installation of the pipeline, the areas open-cut trenched would be paved to match existing conditions contributing to 100% impervious surface.

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

Specific measures would be fully detailed in the SWPPP created for the project and would incorporate a series of BMPs designed to reduce the probability of erosion and control the dissemination of airborne particulates and prevent sedimentation from being conveyed to both on-site and downstream drainage systems, and onto adjacent properties and rights-of-way. Temporary erosion control measures would be used such as filter fabric fencing, fabric logs or straw mulch. Catch basin protection would be installed in all catch basins located on the site and stockpiled soil would be placed on and covered with visqueen.

2. Air

Find help answering air questions[4]

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.

Air emissions could include temporary increased exhaust and dust particle emissions while construction occurs from equipment engines, generators and compressors and fugitive dust. Dust control would be monitored and comply with State and County regulations.

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

No.

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

During construction, fugitive dust control would comply with state and county air quality regulations and comply with all Best Management Practices (BMP)s identified in the SWPPP prepared for the proposal. Truck and heavy equipment would be turned off when not in use and idling would be minimized.

[4] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-Air

3. Water

Find help answering water questions[5]

a. Surface:

Find help answering surface water questions[6]

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.

The relocated pipeline would cross over Lewis Creek. Lewis Creek is a tributary that flows into Lake Sammamish but is currently flowing through a culvert under SE Newport Way, as well as three additional culverts downstream under highway I-90 and W Lake Sammamish Parkway SE (see Appendix C).

The proposed project would be contained within Multiple mapped National Wetlands Inventory (NWI) wetlands are located within the vicinity of the project site (see Appendix D). Two man-made freshwater ponds, and freshwater emergent wetlands are located approximately 150-275 feet north of the project, and a freshwater forested/shrub wetland is located approximately 70 feet south of the project area.[5] These wetlands are listed on the Washington Department of Fish and Wildlife (WDFW) Priority Habitat and Species (PHS) list (see Appendix E).[6]

Because all activities would take place within existing WSDOT paved roadway,[5] no wetland delineation surveys were conducted and no impacts to nearby wetlands are anticipated as a result of the BIP Relocation.

[5] U.S. Fish and Wildlife Service. 2026. National Wetlands Inventory. Wetlands Mapper. Accessed February 2026 at: https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/

[6] Washington Department of Fish and Wildlife. 2026. PHS on the Web. Accessed April 2026 at: https://geodataservices.wdfw.wa.gov/hp/phs/

2. Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

The relocated pipeline would be mounted to the underside of the new WSDOT bridge above Lewis Creek. Therefore, work would occur over the presently culverted stream, and there would be no work below the Ordinary High Water Mark (OHWM; see attached design drawings in Appendix B). The portion of pipeline between the connection points to the existing BIP and the bridge crossing would be installed by open-cut trenching and would occur on either side of the bridge within the pre-existing paved road ROW.

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[5] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water

[6] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Surface-water

The relocation of the pipeline is not expected to impact Lewis Creek or the adjacent wetlands with all work occurring within the pre-existing paved road ROW (see attached design drawings in Appendix B) and the new pipeline attached to the bridge that is being placed as part of the WSDOT Fish Passage Project intended to daylight Lewis Creek.

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. There would be no fill or dredge material placed in or removed from surface waters or wetlands. Work would occur above the streams as the pipe would be mounted to the underside of the new WSDOT bridge and buried on either side of the bridge within the pre-existing paved road ROW.

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

   No, the proposed project would not require surface water withdrawals or diversions.

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

   No, according to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel 53033C0680G the project site does not lie within a 100-year floodplain (see Appendix F).[7]

   [7] Federal Emergency Management Agency (FEMA). 2026. FEMA's National Flood Hazard Layer (NFHL) Viewer. Accessed online January 2026 at: https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd

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, the project would not involve any discharges of waste materials to surface waters.

b. Ground:

Find help answering ground water questions[7]

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 a general description, purpose, and approximate quantities if known.**

   No groundwater would be withdrawn from a well for drinking water or other purposes.

[7] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Groundwater

2. **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (domestic sewage; industrial, containing the following chemicals…; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

   No waste material would be discharged into the ground from any sources.

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 could occur and include increased levels of sediment derived from storm water intercepting active or completed but un-paved excavation areas. Sediment would be controlled using BMPs outlined in the SWPPP. If a discharge occurs, water would infiltrate or sediments would settle out prior to the release. Discharge flow could reach nearby drainages. To ensure this water has met discharge standards, a turbidity sample would be collected at least weekly from a designated, recorded discharge location (if no discharge occurs, no sample would be collected). No other types of runoff would be expected to occur.

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

   No, waste materials would not enter ground or surface waters. All construction and support equipment would be maintained regularly to prevent fuel or lubricant leaks.

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

   No, drainage patterns would not be affected.

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

BMPs would be implemented as detailed in the SWPPP to be developed for the project once the contractor is selected. These BMPs include but are not limited to:

- Catch basins would be fitted with sediment inserts, prior to beginning clearing or excavation activities.
- Straw wattles would be used to trap debris and sediment.
- Plastic sheeting would be used to cover stockpiled material.
- Sandbags would hold down the straw wattles and plastic sheeting.

4. Plants

Find help answering plants questions

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?

No vegetation would be removed or altered as construction activities would occur within the pre-existing roadway pavement.

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

According to the Washington Natural Heritage Program (WNHP), there are no known threatened or endangered species to be on the project site as the area is currently paved, and there are no known species nearby the project area.[8]

[8] Washington State Department of Natural Resources (DNR). 2026. Washington Natural Heritage Program Element Occurrences – Current. GIS Open Portal. Accessed February 2026 at: https://data-wadnr.opendata.arcgis.com/maps/wadnr::wnhp-public-element-occurrences/explore?location=47.244416%2C-121.299293%2C9

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

After relocation of the pipeline, the area of ground disturbance for the project site would be paved over to match pre-project conditions. No planting is proposed as construction activities would occur within the pre-existing pavement of the roadway.

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

No noxious weeds or invasive species are known within the project area as it is currently entirely paved. Within the vicinity of the project site there is likely Himalayan blackberry (*Rubus armeniacus*).

5. Animals

Find help answering animal questions[8]

a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site.

[8] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-5-Animals

Birds including hawks, eagles, and songbirds are likely near the project 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.

According to the United States Fish and Wildlife Service (USFWS) Information for Planning and Consultation (IPaC) tool, there are six federally threatened, endangered, or candidate species that may occur within or near the proposed project area (Appendix G):[9]

- Marbled Murrelet (*Brachyramphus marmoratus*), Threatened;
- Yellow-billed cuckoo (*Coccyzus americanus*), Threatened;
- Northwestern pond turtle (*Actinemys marmorata*), Proposed Threatened;
- Bull trout (*Salvelinus confluentus*), Threatened;
- Monarch butterfly (*Danaus Plexippus*), Proposed Threatened; and
- Suckley's Cuckoo Bumble Bee (*Bombus suckleyi*), Proposed Endangered.

The IPaC tool also shows that bald eagles (*Haliaeetus leucocephalus*) and/or golden eagles (*Aquila chrysaetos*) would be in the project area and are protected under the Bald and Golden Eagle Protection Act (BGEPA) and the Migratory Bird Treaty Act (MBTA).[9] According to the IPaC tool, migratory bird species would also be in the project area and are protected under the MBTA.[9]

There are no identified critical habitats for any of the above species located within the proposed project area,[9] and they are not expected to be impacted by the proposed project as all work is to be contained within the existing pre-disturbed paved road.

Lewis Creek is home to multiple fish species, some of which are listed federally and by the state including (Appendix C):[10]

- Fall Chinook salmon (*Oncorhynchus tshawytscha*), Puget Sound Chinook Salmon Evolutionary Significant Unit (ESU), federally Threatened;
- Coho salmon (*O. kisutch*), Puget Sound\Strait of Georgia Coho Salmon ESU, federally Species of Concern;
- Winter steelhead trout (*O. mykiss*), Puget Sound Steelhead Distinct Population Segment (DPS), federally Threatened, state Candidate[11]; and
- Coastal cutthroat trout (*O. clarkii clarkii*), state Priority Species

Lewis Creek is listed as Essential Fish Habitat (EFH) for both Chinook and coho salmon.[12]

Sockeye/kokanee salmon (*O. nerka*), as well as resident trout have also been observed within Lewis Creek. However, the creek currently runs under I-90 and local roads through culverts that present barriers to fish passage up from Lake Sammamish to the project site. The WSDOT Fish Passage Project would replace the culverts with bridges in four locations, including the one at the project site. Once the WSDOT Fish Passage Project is completed, those portions of the project site beneath the new bridge would become accessible habitat to these fish species. Lewis Creek is not expected to be impacted by the proposed project as the pipeline would be attached to the WSDOT bridge, and all work would occur within the pre-existing pavement of the WSDOT ROW.

The WDFW PHS online map lists occurrences for multiple bat species within the area including big brown bat (*Eptesicus fuscus*), little brown bat (*Myotis lucifugus*), Townsend's big-eared bat (C*orynorhinus townsendii*), and Yuma myotis (*Myotis yumanensis*; see Appendix E).[13] These bat species are all Species of Greatest Conservation Need (SGCN) with Townsend's big-eared bat also being listed as a state candidate. The PHS also lists a terrestrial habitat priority area that is a biodiversity area and corridor located to the south of the project area. This area includes "steep and forested areas in the Bear, Evans Creek area; east Lake Sammamish and west of Snoqualmie River. South to I-9".[13] These habitats and species are not expected to be impacted by the proposed project as all ground disturbing work is to be contained within the existing pre-disturbed paved road ROW.

[9] US Fish and Wildlife Service (USFWS). 2026. IPaC – Information for Planning and Consultation online tool. Accessed February 2026 at: https://ipac.ecosphere.fws.gov/

[10] Washington Department of Fish and Wildlife. 2026. SalmonScape. Accessed February 2026 at: https://apps.wdfw.wa.gov/salmonscape/map.html

[11] Washington Department of Fish and Wildlife. Threatened and Endangered Species. Accessed February 2026 at: https://wdfw.wa.gov/species-habitats/at-risk/listed

[12] NOAA Fisheries. 2026. Essential Fish Habitat Mapper. Accessed February 2026 at: https://www.habitat.noaa.gov/apps/efhmapper/?data_id=dataSource_13-17aa6b26e62-layer-55-westcoast_salmon_efh_1%3A118&page=page_4

[13] Washington Department of Fish and Wildlife. 2026. PHS on the Web. Accessed April 2026 at: https://geodataservices.wdfw.wa.gov/hp/phs/

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

The project area is within the North American Flyway for migratory bird species. Lewis Creek is historically a migratory route for anadromous fish species; however, through past culvert installation the route is impassible to anadromous fish species. Once the WSDOT Fish Passage Project is completed, the quality of the migratory route would be improved for anadromous fish species.

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

The relocated pipe would be mounted to the WSDOT bridge (part of the WSDOT Fish Passage Project) and all works would occur within the pre-existing pavement of the road ROW preventing any impact to Lewis Creek and fish habitat.

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

None known.

6. Energy and natural resources

Find help answering energy and natural resource questions[9]

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.

Gasoline and/or diesel would be required for the excavation and trucking equipment used during the relocation process. Post construction, the area would be entirely paved and not require any additional energy needs.

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

No, the project would not affect the potential use of solar energy by adjacent properties.

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

Construction vehicle idling would be minimized to reduce gasoline and diesel consumption.

7. Environmental health

Health Find help with answering environmental health questions[10]

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

Exposure to toxic chemicals, risk of fire, explosion, petroleum hydrocarbon spill, hazardous waste spill, would be minimal with this project. Equipment would be maintained regularly to minimize the chance of a spill.

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

There are no prior contaminations within the project area according to the Department of Ecology contaminated sites list.[14]

[14] Washington Department of Ecology. 2026. What's in My Neighborhood: Toxics Cleanup Webmap. Accessed February 2026. Available at: https://apps.ecology.wa.gov/neighborhood/?tableId=3&lat=46.984076&lon=-123.627089&zoom=13&radius=false

[9] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-6-Energy-natural-resou
[10] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-7-Environmental-health

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

   There are no known existing hazardous chemicals or conditions within the project alignments which would affect the project design or construction.

3. **Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

   Exposure to toxic chemicals, risk of fire, explosion, petroleum hydrocarbon spill, hazardous waste spill, would be minimal with this project. Equipment would be maintained regularly to minimize the chance of a spill. No chemicals are expected to be stored within the project area.

4. **Describe special emergency services that might be required.**

   Typical fire, medical, and emergency service might be required during construction. The biggest hazards for this project is personnel injuries at the construction site and construction traffic collisions. During installation, a traffic control system (flagger, traffic cones etc.) would be used to maintain safety of vehicles and construction workers.

   First aid equipment would be kept at the work site, and several employees would be trained in first aid. Heavy equipment and support vehicles, and flaggers would have two way radios to foster communication between equipment operators, traffic crew, and other personnel.

5. **Proposed measures to reduce or control environmental health hazards, if any.**

   No significant environmental health hazards are known to exist for this project.

b. Noise

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

   The project area consists of the I-90 highway to the north, local roads and some residential areas with the closest neighborhood approximately 300 feet south of the project site. Existing background noise is minimal other than the traffic from the highway.

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, noise would be produced from the use of construction equipment (e.g., backhoes, dump trucks, etc.) and associated assistance vehicles. Construction activities would occur in compliance with Issaquah municipal code requirements for construction hours, pursuant to 16.35.010, unless a special exception from this requirement is acquired.

3. **Proposed measures to reduce or control noise impacts, if any:**

   Standard equipment mufflers would be used on all equipment and vehicles. Construction activities would occur in compliance with Issaquah municipal code requirements for construction hours, pursuant to 16.35.010, unless a special exception from this requirement is acquired.

8. Land and shoreline use

Find help answering land and shoreline use questions[11]

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 project site is within pre-existing paved WSDOT ROW. Adjacent land consists mainly of forested areas. A residential neighborhood is located approximately 300 feet south, and a wetland complex is located northwest of the site before the I-90 highway. The project would not 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 because 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?**

   Unknown, but very unlikely as the project is within the road ROW. No conversion of any land would occur.

   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, construction activities would occur within the existing pavement of the roadway.

c. **Describe any structures on the site.**

   Existing structures on the site include the current culvert and BIP. There are no buildings within the project area.

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

   No demolition will occur by Cascade as part of this project. The culvert and abandoned BIP segment would be removed as part of the WSDOT Fish Passage Project.

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

   Not applicable as the project site is within the WSDOT ROW. The current zoning of the properties to the north and south of the project, in the City of Issaquah, includes multifamily medium lots, single family small lots and community facilities – recreation

[11] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-8-Land-shoreline-use

and open space.[15] To the west of the project site in the City of Bellevue, the current zoning includes middle housing.[16]

[15] City of Issaquah. 2026. GIS Data Viewer. Accessed February 2026 at: https://products.issaquahwa.gov/html5viewerpublic/index.html?viewer=issypublic

[16] City of Bellevue. 2026. Bellevue Map Viewer. Accessed February 2026 at: https://cobgis.maps.arcgis.com/apps/webappviewer/index.html?id=e1748172d4f34f1eb3710032a351cd57

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

Not applicable as the project site is currently within the WSDOT ROW. The current comprehensive plan land-use designation of the properties along the project alignment matches the current zoning classifications.[17, 18]

[17] City of Issaquah. 2024. Issaquah 2044 Comprehensive Plan. Accessed February 2026 at: https://issaquah.municipal.codes/CompPlan

[18] City of Bellevue. n.d. City of Bellevue Comprehensive Plan. Accessed February 2026 at: https://bellevuewa.gov/city-government/departments/community-development/planning-initiatives/comprehensive-plan

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

Not applicable, there is no shoreline master program designation at or near the project site.[19]

[19] King County. 2025. Shoreline Management Master Program. Online Map. Accessed February 2026 at: https://gis-kingcounty.opendata.arcgis.com/datasets/kingcounty::shoreline-management-master-program/explore?location=47.559368%2C-122.073268%2C14

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

King County and the City of Issaquah both define critical areas based on the Washinton State Growth Management Act (GMA), and are areas such as aquifer recharge areas, geologic hazard areas (e.g., landslide areas, seismic hazards areas, etc.), flood hazard areas, wetlands, and aquatic or wildlife conservation areas.[20, 21]

The project site is within a class 4 critical aquifer recharge area which has low pollution potential.[22] According to King County's online iMap, the project site is within a potential landslide hazard area and an erosion hazard area (1990 SAO)[23], but the project area is not located within any flood hazard areas (Appendix F).

The project is within the vicinity of multiple wetlands (see Question 3.a(1) of this checklist and Appendix D), although the freshwater ponds located to the northwest are man-made and are likely isolated from the project site. The project may be within the buffer of the freshwater forested/shrub wetland located to the south of SE Newport Way, however, would be contained within the existing pre-disturbed pavement of

WSDOT ROW, and therefore, impacts on critical areas are not expected by the proposed project.

The IPaC tool identified six federally threatened, endangered, or candidate species that may occur within or near the proposed project area, and the WDFW PHS online map identifies a terrestrial habitat priority area located to the south of the project area, as well as lists occurrences for multiple bat species within the area (see Question 5.b of this checklist, and Appendix E and G). Impacts on these species and habitats are not expected by the proposed project as all work is to be contained within the existing pre-disturbed paved road ROW.

The project pipe would be mounted above Lewis Creek which is classified as a type F stream home to multiple fish species (some of which are listed species) including Fall Chinook salmon, coho salmon, sockeye salmon/kokanee, winter steelhead trout, and coastal cutthroat trout. Lewis Creek is also listed as EFH for both Chinook and coho salmon (see Question 5.b. and Appendix C for more detail). While the project site is over Lewis Creek, a fish bearing habitat, the pipeline would be mounted to the underside of the new WSDOT bridge, and fish/aquatic habitat would not be impacted. Any excavation activities or disturbances would occur within the existing road ROW on either side of the bridge, with no additional disturbances to occur outside the pre-existing disturbed roadway.

No critical areas surveys were completed as part of the BIP Relocation project because City Staff indicated in correspondence with Cascade that no permits are necessary as the work will relocate and replace existing utility facilities occurring fully within existing improved rights-of-way or utility corridors.

[20] King County. 2025. Title 21A.24 – Critical Areas (Formerly Environmentally Sensitive Aeras). Accessed February 2026 at: https://kingcounty.gov/en/dept/council/governance-leadership/county-legislation-codes/king-county-code

[21] City of Issaquah. 2026. Chapter 18.802 – Critical Areas Regulations. Accessed February 2026 at: https://issaquah.municipal.codes/LUC/18.802

[22] City of Issaquah. 2023. Critical Aquifer Recharge Area Classification. Map. Accessed February 2026 at: https://www.issaquahwa.gov/DocumentCenter/View/39/Critical-Aquifer-Recharge-Area-CARA-Map?bidId=

[23] King County. 2026. iMap. Landslide hazards, incorporated KC (1990) and Erosion hazard (1990 SAO) layers. Accessed February 2026 at: https://gismaps.kingcounty.gov/iMap/

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

No people would reside or work in the completed project.

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.**

The project would remain in the existing paved road ROW. Work within the stream would be avoided as the pipe would be mounted to the new WSDOT bridge.

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

Not applicable. The project would be within the existing paved road ROW.

9. Housing

Find help answering housing questions[12]

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:**

Not applicable.

10. Aesthetics

Find help answering aesthetics questions[13]

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, there would be no proposed structures.

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

None.

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

None.

[12] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-9-Housing
[13] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-10-Aesthetics

11. Light and glare

Find help answering light and glare questions[14]

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

Lighting from construction equipment could be produced if construction occurs outside of daylight hours, however it would be short term and temporary during construction. There would be no additional light and glare after the project is completed.

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

None.

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:

Construction lighting BMPs would be used to reduce the impact of light and glare from construction equipment.

12. Recreation

Find help answering recreation questions

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

Bicycling opportunities exist within the vicinity of the project as SE Newport Way has bicycle lanes present. Multiple trails also exist in the vicinity of the project including the Newport Way Trail located along the SE Newport Way, as well as the Lewis Creek trailhead located west of the project on the south side of the road.[24] Two parks also exist nearby, Timberlake Park across the I-5 to the north, and Lewis Creek Natural Area to the southeast of the project.[24]

[24] City of Issaquah. 2026. GIS Data Viewer. Accessed February 2026 at: https://products.issaquahwa.gov/html5viewerpublic/index.html?viewer=issypublic

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

No, the proposed project would not displace any existing recreational uses as the water main installation would be within the existing paved road ROW, and under the new WSDOT bridge.

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

None.

[14] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-11-Light-glare

13. Historic and cultural preservation

Find help answering historic and cultural preservation questions[15]

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, there are no known listed resources on the site.[25] The Washington State Department of Archaeology and Historic Preservation (DAHP) predictive model has the area listed as "High Risk", and “Moderate Risk” for potential resources.[25] However, the project would not extend beyond the existing developed paved road ROW.

[25] Washington State Department of Archaeology (DAHP). 2026. Washington Information System for Architectural and Archeological Records Data (WISAARD). Online map. Accessed February 2026 at: https://wisaard.dahp.wa.gov/Map

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, there are no known listed resources on the site. While the DAHP predictive model has the area listed as “High Risk” and “Moderate Risk” for potential resources[26], the project would not extend beyond the existing developed pavement of the road ROW.

[26] Washington State Department of Archaeology (DAHP). 2026. Washington Information System for Architectural and Archeological Records Data (WISAARD). Online map. Accessed February 2026 at: https://wisaard.dahp.wa.gov/Map

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.

A Stantec qualified archaeologist reviewed the available Washington Information System for Architectural and Archeological Records Data (WISAARD) data on February 3, 2026 and did not identify any recorded cultural resources. The DAHP predictive model was also assessed and showed the area listed as "High Risk", and “Moderate Risk” for potential resources.[27] However, the project would not extend beyond the existing developed paved road ROW.

[27] Washington State Department of Archaeology (DAHP). 2026. Washington Information System for Architectural and Archeological Records Data (WISAARD). Online map. Accessed February 2026 at: https://wisaard.dahp.wa.gov/Map

[15] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-13-Historic-cultural-p

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.

The proposed project would be constructed in the previously disturbed existing paved roadway, avoiding any structures located on properties adjacent to the alignment. No impacts are expected. An Inadvertent Discovery Plan (IDP) would be developed and implemented during construction to mitigate potential impacts to cultural resources.

14. Transportation

Find help with answering transportation questions[16]

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

The project would be within the existing paved roadway of SE Newport Way and can be accessed by turning east from Lakemont Boulevard SE. Refer to the attached figure for location of project in reference to highway I-90.

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

The project site is accessible by public transit. There are two King County transit bus stops located approximately 400 and 700 feet west of the site at the intersection of SE Newport Way and Lakemont Boulevard SE. These stops serve buses 203 and 271.

c. 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. The pipeline would be attached beneath the new WSDOT bridge.

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

No.

e. 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?

There would be no change to vehicular traffic as a result of the completed project.

f. 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.

During installation, a traffic control system (flagger, traffic cones, etc.) would be used to maintain safety of vehicles and construction workers. Likely one lane would be open at

[16] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation

all times during construction, with flaggers directing traffic. The traffic control plan would be prepared by the construction contractor.

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

None.

15. Public services

Find help answering public service questions[17]

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.

Not applicable.

16. Utilities

Find help answering utilities questions[18]

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

The proposed construction would not utilize existing utilities during construction. During construction, the pipeline would remain in service as it is the only water supply for certain member agencies.

Porta-potties would be provided, trash would be removed from the construction site by project personnel, and mobile power/communication equipment would be brought on site.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

The project is a water utility project undertaken by Cascade Water Alliance in response to the proposed design of WSDOT's Fish Passage Project.

The BIP conveys water from Seattle Public Utilities' Tolt Eastside Supply Line and Eastside Reservoir to the City of Issaquah and the Sammamish Plateau Water and Sewer District. The pipeline would remain in service during construction as it is the only water supply for certain member agencies.

[17] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-15-public-services
[18] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-16-utilities

C.Signature

Find help about who should sign[19]

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.



Type name of signee:

Position and agency/organization:

Date submitted:

D.Supplemental sheet for nonproject actions

Find help for the nonproject actions worksheet[20]

Do not use this section 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:**

[19] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-C-Signature
[20] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-d-non-project-actions

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.**