

## MITIGATED DETERMINATION OF NONSIGNIFICANCE

**Issuance Date:** June 11, 2003

**Project Name:** Salish Expansion

**Proponent:** Gateway Cascades, LLC

**Location:** Directly northeast of SR 202 from the Salish Lodge in Section 30-24-08 and Section 19-24-08, approximately 1 mile north of downtown Snoqualmie (no street address assigned).

**Lead Agency:** City of Snoqualmie Planning Department  
8020 Railroad Avenue S.E. / P.O. Box 987  
Snoqualmie, WA 98065

**Responsible Official:** Nancy Tucker, Director of Planning

**Project Description:** The applicant proposes to construct a 250 room conference-oriented hotel, develop lots for 110 residential units, and construct a realignment of Tokul Road, including its intersection with SR 202. The proposal would involve development on a currently vacant 53 acre site comprised of two parcels, the 49.60-acre Morgan Parcel and the 3.70-acre Tokul Parcel. All of the development, except the Tokul Road realignment, would occur on the Morgan Parcel. The Tokul Parcel would be dedicated as open space, except for the portion containing the realigned Tokul Road.

The project actions include: adoption of an Annexation Implementation Plan for the Snoqualmie Falls Planning Area; amendments to Snoqualmie Municipal Code chapters 17.15, Planned Residential and 17.20, Planned Commercial/Industrial; approval of a Development Agreement under RCW 36.70B.170; Annexation approval [SEPA exempt under WAC 197.11.800(6)(d)]; approval of Planned Commercial/Industrial and Planned Residential Plans pursuant to Title 17 of the Snoqualmie Municipal Code; and issuance of development permits and approvals for construction of a hotel/conference center, residential dwelling units, minipark, and trails; and realignment of Tokul Road.

The hotel would be constructed on the Morgan Parcel. It would occupy approximately 19 acres, and could include a 200-seat restaurant, 40-seat lobby/lounge, 33,250 square feet of meeting space, 15,500 square foot fitness center/spa, limited retail space, and associated surface parking. The hotel building would occupy approximately 2.10 acres. Forested open space and trails would cover approximately 4.6 acres. Approximately 12.20 acres would consist of parking areas, roadways, stormwater ponds and landscape areas.

The residential portion of the development would also be constructed on the Morgan Parcel. It would occupy approximately 30.70 acres of the northern portion of the parcel,

including approximately 100 single family lots/units on 21.40 acres, 10 multi-family units on 2.0 acres, 2.90 acres of roads, 2.65 acres of open space, .60 acres of trails and 1.15 acres of stormwater treatment and detention ponds.

The Tokul Road realignment would be constructed on the Tokul Parcel and adjacent City-owned land. The southernmost portion of Tokul Road SE, near its intersection with SR 202, is proposed to be relocated and realigned to provide a 90-degree access onto SR 202, with re-vegetation of the abandoned portion of Tokul Road. The realignment would involve realigning and replacing approximately 1,480 lineal feet of the existing roadway with approximately 1,350 lineal feet of new roadway, with construction of a new intersection at SR 202 approximately 600 feet south of the existing intersection. A part of the realignment corridor and a 0.32 acre stormwater pond would be constructed on the Tokul Parcel. A narrow paved utility access road would be placed within the abandoned portion of Tokul Road to accommodate existing utility lines.

**Threshold Determination:** The lead agency for this proposal has determined pursuant to RCW 43.21C.240 that it does not have a probable significant adverse impact on the environment, provided the proposal complies with applicable City codes, including but not limited to SMC 15.20, Clearing and Grading Regulations, SMC 15.18, Surface Water and Storm Water Regulations, and SMC 19.12, Sensitive Areas Regulations, and the site-specific conditions of approval set forth in Attachment A to this MDNS. An environmental impact statement is not required under RCW 43.21C.030(2)(c). This decision was made after review of the Expanded Environmental Checklist, including appendices, and other information on file with the City, which documents are available to the public for inspection and copying upon request.

**Comments on the Threshold Determination:** This MDNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for 14 days after the date of publication, allowing time for public comment. If you would like to comment on this Threshold Determination, written comments should be submitted to the City of Snoqualmie, PO Box 987, Snoqualmie WA, 98065, Attn: Nancy Tucker, Planning Director, by 3:00 PM, June 24, 2003. Comments can be mailed, faxed to (425)-831-6041 or emailed to [ntucker@ci.snoqualmie.wa.us](mailto:ntucker@ci.snoqualmie.wa.us), provided, transmission of faxed comments must be completed by the end of the comment period and must also be mailed prior to the end of the comment period. The City will take no final action on this proposal until the end of the comment period.

**Agency Appeal:** There is no agency appeal.

The issuance of this Mitigated Determination of Nonsignificance should not be interpreted as acceptance or approval of this proposal as presented. The City of Snoqualmie reserves the right to deny or approve said proposal subject to conditions necessary for the project to meet all applicable regulations and/or to protect the general health, safety and welfare of the public.

  
Nancy Tucker, Director of Planning

6-10-03  
Date

## ATTACHMENT A

### SITE SPECIFIC FINDINGS AND CONDITIONS FOR SALISH EXPANSION PROJECT

The following findings and conditions address site specific potential impacts associated with the proposed Salish Expansion hotel/conference center, residential development, as described in the Expanded Environmental Checklist, associated technical reports and technical memoranda.

#### I FINDINGS

##### Sensitive Areas - Wetlands

1. There may be adverse impacts and loss of on-site wetlands as a result of the realignment of Tokul Road.
2. The site as a whole contains three wetlands, identified as wetlands A, B and 1, in addition to a previously unidentified wetland. Wetlands A and 1 are located on the adjacent city-owned property to be partially used for the realignment of Tokul Road and the other two wetlands are located on the Tokul Parcel.
  - a. Wetland A is a small depressional wetland, approximately 4,432 square feet in area. It is located in the southwestern portion of the City parcel, north of SE 66<sup>th</sup> Street and east of the intersection of SE 66<sup>th</sup> St. and Tokul Road SE. Pursuant to *SMC 19.12.020(AL) Definitions* Wetland A is a Class 2 wetland, therefore requiring a 50-foot buffer. The City's Sensitive Areas Consultant, Sheldon & Associates did not concur with the initial boundary delineation of the south terminus of Wetland A. The previous wetland delineation was conducted in the late 1990s and was not confirmed by the applicant in this area. This area was re-delineated, flagged and surveyed and should be re-confirmed by the City.
  - b. Wetland B is also a small depressional wetland, approximately 543 square feet in area. It is located in the northwestern portion of the Tokul parcel, adjacent to the south side of SE 66<sup>th</sup> St., just east of the intersection of SE 66<sup>th</sup> St. and Tokul Road. Pursuant to *SMC 19.12.020(AL) Definitions*, Wetland B is a Class 3 wetland, therefore requiring a 25-foot buffer.
  - c. Wetland 1 was delineated by Raedeke Associates, Inc. in 1995 as part of a wetland assessment of the western portion of the City parcel for expansion of the wastewater treatment facility. The western extent of Wetland 1 is approximately 150 feet downslope from the northeastern end of Wetland A. Wetland 1 is approximately 39,557 square feet in size. Pursuant to *SMC 19.12.020(AL) Definitions* Wetland 1 is a Class 2 wetland, therefore requiring a 50-foot buffer.
  - d. During a site visit the City's Sensitive Areas Consultant, Sheldon & Associates, Inc. located a previously unidentified wetland. The unidentified wetland is approximately 375 square feet in size (25'x15'), located off-site, approximately 35 feet west of Wetland B, within the utility line easement. Pursuant to *SMC 19.12.020(AL) Definitions* this wetland is a Class 3 wetland requiring a 25-foot buffer. Because the previously unidentified wetland is located within the Buffer of Wetland B, just west off-

site, the applicant will not be required to delineate and flag that wetland area. Instead the applicant should show the approximate location. If the realignment of Tokul Road shifts in any way that might affect this newly identified wetland, then the City will require delineation and surveying of the wetland.

3. The realignment of Tokul Road SE as proposed would encompass the western portions of the Tokul and City parcels. Assuming a 'worse-case-scenario' the realignment of Tokul Road SE would directly impact the majority of Wetland A and all of Wetland B. Based on a 3-to-1 slope for the associated cut and fill, construction of the road realignment would impact approximately 3,709 square feet (0.08) of wetland. *SMC 19.12.110(C)(7) Development – Wetlands and Streams* states; "*Roads and other rights-of-way, are permitted uses, provided no practical alternative exist and adequate provision is made to protect or enhance the wetland or stream through appropriate mitigation. Roads shall be designed and maintained to prevent erosion and restriction of natural movement of groundwater as it affects the sensitive area. Roads must be located to conform to the topography so that minimum alteration of natural conditions may be required. Where feasible, roads and utilities shall be similarly aligned to minimize the area of disturbance. Roads shall be constructed so as to minimize adverse impacts on the hydrologic quality of the wetland, stream or associated habitat to a degree acceptable to the City. Upon completion of construction, the area affected shall be restored to an appropriate grade, replanted or otherwise protected according to a plan approved by the planning official, and maintained until newly planted vegetation is established*". The realignment of Tokul Road should avoid disturbance of Wetlands A and B to the extent practicable. Prior to engineering plan approval the applicant should provide evidence per *SMC 19.12.110(C)(7)* to the City that no practical alternative exists and adequate provision is made to protect or enhance the wetlands through appropriate mitigation for the location of the Tokul Road realignment.

4. If the City determines that there is no practical alternative per *SMC 19.12.110(C)(7)* for the realignment of Tokul Road and as a result impacts to either Wetland A or B occur, appropriate mitigation will be required. The applicant's Sensitive Areas Consultant, Raedeke Associates, and the City's Sensitive Areas Consultant, Sheldon & Associates, have studied potential options for mitigation. The City's consultant, Dyanne Sheldon, has found after looking at the on-site options and then considering a site adjacent to the City's sewage treatment plant, the applicant should commit to providing off-site mitigation to compensate for any future impacts from the project. On site options were determined not to be viable. It was also determined that the sewage treatment plant options would pose some risk of failure. Ms. Sheldon requested that both replacement and/or enhancement of wetland area should be considered, in determining off-site mitigation.

5. Prior to engineering plan approval for Tokul Road the applicant should provide the following information to the City for review: 1) acreages of potential sensitive area impact; 2) rating and classification of wetland types to be potentially impacted; 3) City code requirements for replacement or enhancement ratios and acreages; 4) a commitment to provide required mitigation on an off-site City approved location that currently includes degraded existing wetlands. This may be within Kimball Creek

Village or Meadowbrook Farm or other areas deemed appropriate by the City; and 5) an assessment of the location as well as goals and objectives for the off-site compensation and mitigation.

6. Other potential impacts to wetlands, including changes in hydrology, water quality or wetland biology, will be adequately avoided or mitigated by application of the buffer requirements of SMC 19.12, Sensitive Areas Regulations, and SMC 15.18, the Surface Water and Storm Water Regulations, including Temporary Erosion and Sedimentation Control measures to avoid or mitigate construction impacts, and water quality treatment and storm water facility design as required by the King County Surface Water Design Manual (1998) to avoid or mitigate impacts from operation of the proposed project.

#### Surface Water, Storm Water and Erosion

7. The applicant proposes to handle storm water runoff through a system including water quality treatment and infiltration on-site. The technical reports support that soils are appropriate for infiltration, but there are several specific potential impacts identified by the City's storm water consultant, Tetrattech/KCM, Inc., for which conditions to avoidance or mitigation should be required, including:

- a. Increased off-site landslide hazards from infiltration of storm water run off.
- b. Uncontrolled overland and/or ground seepage from storm water could cause detrimental erosion hazards.
- c. Potential local flooding resulting from a lack of infiltration when the ground is frozen and there is snow runoff.
- d. Instability of the hillside downstream of the infiltration pond overflow.
- e. Erosion of the Snoqualmie River bank from the proposed use of the existing natural drainage outfall for stormwater runoff for the realigned Tokul Road.

8. The following additional conditions will be adequate to avoid or mitigate the potential impacts identified in Finding 7:

- a. Surface water should not be directed onto sloping areas or randomly daylight on the site during or after construction. All facilities used to collect permanent surface runoff should be directed into tightlined systems that would discharge into the stormwater control system.
- b. Prior to the onset of winter, any exposed subgrade should be hydroseeded, covered with plastic sheeting, or otherwise protected. Seeding should be planted in September in order to have the grass established in October. In addition, exposed construction slopes should be track walked (up and down) in order to roughen the ground surface and reduce potential runoff velocities. Check dams should be established along all roadways during construction. In addition, silt fences should also be used along the lower elevations of the roadway and future residential lots.
- c. Temporary sedimentation ponds should be established during construction to provide erosion and sediment transport control. Infiltration ponds are not

designed to function as sedimentation ponds and therefore, would not be utilized as part of the erosion control measures for the development.

d. All outlets from temporary and permanent settling/infiltration ponds would be designed to prevent direct flow over unprotected slopes. This should be accomplished by either tightlining the outlets or by armoring the outlets down to less steep areas. An erosion control inspector should periodically be on-site during construction to observe that the required mitigation function as intended.

e. Additional slope stability analysis should be performed if construction is proposed within 40 feet of a regulated steep slope (40 percent or greater slope) that is more than 20 feet in height or within 40 feet of an identified Landslide Hazard Area.

f. Any fill planned for slopes steeper than 5H:1V on the property should be benched into the slope and placed as structural fill. Compaction values and drainage recommendations for structural fill should be reviewed by the City's geotechnical engineer once specific grading plans have been determined.

g. A 200-foot setback distance should be maintained from the western-facing slope on the Morgan Parcel for proposed individual infiltration galleries and rain gardens. In addition, roof drains from the future residential lots adjacent to the off-site Landslide Hazard Zone 3 area, if proposed, should be tightlined to the community infiltration pond.

h. The overflow spillway from the proposed infiltration pond should be connected into the stormwater drainage system for Tokul Road rather than discharging near the crest of the slope south of the pond and Tokul Road, to preclude the potential for erosion.

i. The infiltration pond proposed for the Morgan Parcel should be setback from the top of all slopes exceeding 15 percent, a minimum distance of 200 feet, and should have a minimum setback of 300 feet from the top of the steep western slope. This 200 foot setback could be reduced if allowed by a site specific geotechnical study designed to evaluate impacts to slopes as part of the detailed design process.

j. If groundwater seepage is encountered during grading for the proposed roadway, temporary and/or permanent drainage control measures should be provided as necessary. These could include, but would not be limited to, interceptor drains, curtain drains, or rip-rap on slopes

k. Any ground water seepages encountered in roadside cuts above the wetland downslope of the proposed road (Wetland A) should be intercepted and directed to the wetland to maintain recharge. Energy dissipaters may be required at the outfall point to reduce the risk of erosion. Specific erosion control measures for these drainage features shall be assessed during the design phase.

8. The applicant proposes a permanent stormwater drainage control system for the Morgan Parcel which would incorporate "low impact drainage" facilities that are intended to mimic natural drainage conditions on site. Low impact features, such as rain gardens, open ditches and swales, would convey stormwater through the site to infiltration facilities, eliminating discharge off site. These low impact facilities should be built in accordance with the King County Surface Water Design Manual (1998) or otherwise approved by the City.

9. Conventional stormwater control facilities, such as the proposed wet pond, should be included in the stormwater management system for the Morgan Parcel. These facilities should be designed in accordance with the King County Surface Design Manual (1998).

10. The proposed infiltration pond on the Morgan Parcel has only been sized to handle runoff from the hotel and conference center. The pond should be expanded to handle the runoff from the future residential area.

11. All other potential surface water and storm water impacts will be adequately avoided or mitigated by compliance with SMC 15.18, Surface Water and Storm Water Management Regulations and the King County Storm Water Design Manual (1998).

### Clearing, Grading and Excavation

13. Slope instability could result on the Tokul Parcel from the excavating and grading that would occur in connection with the realignment of Tokul Road. The estimated grading quantity is approximately 28,000 cubic yards.

14. Development on the Morgan Parcel adjacent to the project site's western most slope (adjacent to the SR-202 right-of-way) could create adverse erosion impacts.

15. The following additional conditions will be adequate to avoid or mitigate the potential impacts identified in Findings 13 and 14:

a. Any fill planned for slopes steeper than 5H:1V on the site should be benched into the slope and placed as structural fill. Compaction values and drainage recommendations for structural fill should be reviewed by a geotechnical engineer once specific grading plans have been determined. All fills should be compacted to a minimum of 90 percent of maximum density as determined by UBC Standard No. 70-1. In place density should be determined in accordance with UBC Standard No. 70-2, 70-3, 70-4 and 70-5.

b. To mitigate for the potential risk of increasing slope stability hazards as a result of construction, all permanent cut slopes in the Vashon recessional delta deposits should be no steeper than 2.5H:1V. Permanent cut slopes in Vashon lodgement till, pre-Vashon deposits, or weathered bedrock should be graded to a maximum of 2H:1V. Cuts in the unweathered bedrock, if encountered, should be reviewed by a geotechnical engineer, to determine the maximum allowable angle. If steeper gradients are proposed, approval from a geotechnical engineer shall be obtained and approved erosion protection structure or retaining structure should be utilized.

c. Prior to engineering plan approval of the Tokul Road realignment, the permanent fill slopes proposed for 3H:1V along Tokul Road should be reviewed and approved by the City for compliance with SMC 15.20.060(A)(1).

d. Prior to Clearing and Grading Permit approval for the Tokul Road realignment, the applicant should provide temporary and or permanent erosion control measures as determined necessary by the City, including measures to control potential groundwater seepages during grading. All erosion control measures determined to be



necessary by the City should be implemented to provide site stabilization, slope protection, drainage way protection and sedimentation control.

16. All other clearing and grading impacts will be adequately avoided or mitigated by compliance with SMC 15.18, Clearing and Grading Regulations.

#### Traffic and Parking

17. Without appropriate mitigation, the proposal could result in adverse impacts to adjacent land uses, existing intersections and public infrastructure or hazardous traffic conditions as a result of increased traffic or from vehicular turning movements to and from SR 202 and Tokul Road.

18. There could be increased adverse impacts at the I-90/SR 18 interchange from additional traffic generated by the residential component of the proposal.

19. A hazardous traffic situation may be created during the construction and re-alignment of Tokul Road.

20. City staff and Mirai Associates, Inc., the City's traffic consultant, reviewed the Transportation Impact Study dated January 22, 2002 in the Expanded Environmental Checklist, and concluded as follows:

a. The hotel project would generate 250 P.M. peak hour trips and 1,700 daily trips when completed in the year 2004.

b. The 110 residential units planned to be built on the property would generate 110 P.M. peak hour trips and 1,100 daily trips. The total site trip generation when both the hotel and residential units are completed would be 360 P.M. peak hour trips and 2,800 daily trips.

c. With the full build-out of the property, the SR-202 and Tokul Road intersection's southbound left-turn movement would operate at LOS F without mitigation. With the full build-out of the property, the intersection would exceed thresholds for minimum traffic signal warrants under Warrant 3, peak hour warrant, per the Manual on Uniform Traffic Control Devices.

d. The four signalized intersections analyzed in the Transportation Impact Study would operate at LOS D or better in the P.M. peak hour with the completion of the project, assuming the installation of a traffic signal at the I-90/SR-18 eastbound ramps. The WSDOT had programmed a signal installation for the eastbound ramp at the time application was made for the Salish Expansion. Subsequently, a more comprehensive set of interchange improvements was identified in the Snoqualmie Ridge 2 DEIS, and approved in concept by WSDOT. The actual interchange improvements to be constructed will be determined by WSDOT.

e. It is anticipated that the Salish Expansion would increase delays at the I-90 westbound ramp by 14 seconds and by one second at the I-90 eastbound ramp.

f. The applicant should pay its pro-rata share of the cost of the future improvements at the I-90/SR 18 interchange, as further determined in a future Development Agreement.



21. Consistent with the Transportation Impact Study, the realignment of the SR-202 and Tokul Road intersection is a critical component of the project to improve access and safety. The realigned intersection with the addition of the Salish Expansion project will require a traffic signal.

22. The Salish Expansion project should construct a traffic control device at the realigned SR-202 and Tokul Road intersection, in the form of a traffic signal when warranted. The traffic control device should be reviewed and approved by the City prior to construction. Funds for a traffic signal may be used toward alternative traffic improvement projects at this intersection by the City.

23. Sterns Road, the connection between Mill Pond Road and Tokul Road should be maintained, if possible, for safety purposes. The connection is desirable to allow traffic from Mill Pond Road to use the future improved traffic control at Tokul Road to access SR-202.

24. The applicant has identified additional voluntary mitigation, including the following, which should be included in conditions of approval:

a. Implementation of traffic demand management (TDM) measures to promote trip reduction. Such measures could include: shuttle bus or van transportation between the hotel/conference facility and other local destinations for hotel guests; preferential carpool parking for employees and bicycle storage on site; scheduling of conference commencement and dismissal times outside of the peak periods of adjacent street traffic, as feasible; and, completion of a direct and separated trail system between the existing Salish Lodge and the new facility to reduce trips between the uses and provide for convenient access for shared employment.

b. Construction of an on-site non-motorized trail system that would provide public opportunities for pedestrian and bicycle travel. Connections to regional trail systems would also be afforded. Trail crossing treatments, i.e., curb cuts and signage at a minimum, would be provided to enhance safety.

c. Trip reduction measures would be implemented as part of the proposed development. These would include offering shuttle bus or van transportation for hotel guests from the Salish hotel and conference center to other local destinations, based on demand.

### Air Quality

25. Adverse impact to the local air quality could result due to construction activity and vehicular traffic. During construction, increased levels of dust from grading operations and construction equipment on the Morgan Parcel and within the Tokul Road realignment area could occur.

26. To mitigate the adverse impact to the localized air quality during construction, the applicant should apply water as deemed necessary by the City during construction to minimize dust.

27. Any exposed subgrade should be hydroseeded, covered with plastic sheeting or otherwise protected.

28. All other potential air quality impacts will be adequately avoided or mitigated by compliance with SMC 17.55.080(B), Performance Standards –Air Quality, which sets forth specific regulations to ensure air quality.

#### Plants and Animals

29. The property in its undeveloped condition provides habitat for a variety of animals. The habitat contained in the developed areas will be lost as an unavoidable consequence of development. The loss of habitat will be mitigated to a large extent by the requirements of SMC 17.20, Planned Commercial/Industrial District, and SMC 17.15, Planned Residential District, which require 35% open space, and the requirements of 19.12, Sensitive Areas, which prohibits the alteration of sensitive areas and their buffers, both of which will result in retention of a significant amount of existing habitat.

#### Light and Glare

30. There could be adverse impact to the night sky maintenance resulting from new light sources on the Morgan Parcel.

31. There could be adverse impacts from light and glare emanating from the project site.

32. In order to avoid or mitigate night sky impacts, prior to approval of any construction activities development standards establishing the size, height, number, wattage and shielding method of parking lot and street lighting should be reviewed and approved by the City. All exterior lighting fixtures should be full cut off.

33. External light and glare impacts will be adequately avoided or mitigated by compliance with SMC 17.55.080(E) – Performance Standards, Glare, which prohibits any use from producing direct light or glare beyond its property lines.

#### Public Services and Infrastructure

34. There could be adverse impacts due to increased demand on public services including police, fire and emergency medical, schools and parks and recreation facilities.

35. The applicant has entered into a voluntary agreement with the City to contribute \$350,000 to help offset the project's potential impacts on fire services.

36. The City and the applicant have agreed in a voluntary agreement that dedication of the Tokul Parcel as open space and provision of a mini-park in the residential development will meet the project's park acreage and facilities requirements.

## II CONDITIONS OF APPROVAL

In order to avoid or mitigate the potential impacts identified above, the following conditions shall be incorporated into any subsequent project approval:

1. The project shall comply with all applicable City codes, including but not limited to SMC 12.16, Street Design Standards, SMC 17.55, Performance Standards, SMC 19.12, Sensitive Areas Regulations, SMC 15.20, Clearing and Grading, and SMC 15.18, Surface Water and Storm Water Management Regulations, including the requirements of the King County Storm Water Design Manual (1998).

2. The re-delineation, flagging and surveying of the south terminus of Wetland A shall be re-confirmed by the City. Upon confirmation, the revised wetland boundary shall be depicted on the site plan. The boundary shall extend south approximately 25 feet.

3. The previously unidentified wetland located within the buffer of Wetland B, just west off-site, will not be required to delineated and flagged but the applicant shall show the approximate location on the site plan. If the realignment of Tokul Road shifts in any way that might affect this newly identified wetland, at that time the City will require this wetland be surveyed and delineated.

4. Prior to engineering plan approval, the applicant shall provide evidence to the City that no practical alternative exists and adequate provision is made to protect or enhance the wetlands through appropriate mitigation for the location of the Tokul Road realignment. To the extent practical the Tokul Road realignment shall avoid disturbance of Wetlands A and B.

5. Prior to engineering plan approval for Tokul Road, the applicant shall provide the following information to the City for review: 1) acreages of potential sensitive area impact; 2) rating and classification of wetland types to be potentially impacted; 3) City code requirements for replacement or enhancement ratios and acreages; 4) a commitment to provide required mitigation on an off-site City approved location that currently includes degraded existing wetlands. This may be within Kimball Creek Village or Meadowbrook Farm or other areas deemed appropriate by the City; 5) an assessment of the location as well as goals and objectives for the off-site compensation and mitigation.

6. The permanent stormwater drainage control system for the Morgan Parcel shall incorporate "low impact drainage" facilities as may be approved by the City. Low impact features may include rain gardens and open ditches and swales, which should convey stormwater through the site to infiltration facilities, eliminating discharge off site.

7. Surface water shall not be directed onto sloping areas or randomly daylight on the site during or after construction. All facilities used to collect permanent

surface runoff shall be directed into tightlined systems that would discharge into the stormwater control system.

8. Prior to the onset of winter, any exposed subgrade shall be hydroseeded, covered with plastic sheeting, or otherwise protected. Seeding shall be planted in September in order to have the grass established in October. In addition, exposed construction slopes shall be trackwalked (up and down) in order to roughen the ground surface and reduce potential runoff velocities.

9. Check dams shall be established along all roadways during construction. In addition, silt fences shall also be used along the lower elevations of the roadway and future residential lots.

10. Temporary sedimentation ponds shall be established during construction to provide erosion and sediment transport control. Infiltration ponds are not designed to function as sedimentation ponds and therefore, would not be utilized as part of the erosion control measures for the development.

11. All outlets from temporary and permanent settling/infiltration ponds would be designed to prevent direct flow over unprotected slopes. This shall be accomplished by either tightlining the outlets or by armoring the outlets down to less steep areas. An erosion control inspector shall periodically be on-site during construction to observe that the required mitigation functions as intended.

12. Additional slope stability analysis shall be performed if construction is proposed within 40 feet from the top any 40 percent or greater slope that is more than 20 feet in height or within 40 feet of a Landslide Hazard Area.

13. Any fill planned for slopes steeper than 5H:1V on the property shall be benched into the slope and placed as structural fill. Compaction values and drainage recommendations for structural fill shall be reviewed by the City's geotechnical engineer once specific grading plans have been determined.

14. A 200-foot setback distance shall be maintained from the western-facing slope on the Morgan Parcel for proposed individual infiltration galleries and rain gardens. In addition, roof drains from the future residential lots adjacent to the off-site Landslide Hazard Zone 3 area, if proposed, shall be tightlined to the community infiltration pond.

15. The overflow spillway from the proposed infiltration pond shall be connected into the stormwater drainage system for Tokul Road rather than discharging near the crest of the slope south of the pond and Tokul Road, to preclude the potential for erosion.

16. The infiltration pond proposed for the Morgan Parcel shall be set back from the top of all slopes exceeding 15 percent, a minimum distance of 200 feet, and shall have a minimum setback of 300 feet from the top of the steep western slope. This

200 foot setback could be reduced if allowed by a site specific geotechnical study designed to evaluate impacts to slopes as part of the detailed design process.

17. Groundwater seepage may be encountered during grading for the proposed roadway. Temporary and/or permanent drainage control measures shall be provided as necessary. These could include, but would not be limited to, interceptor drains, curtain drains, or rip-rap on slopes.

18. Any ground water seepages encountered in roadside cuts above the wetland downslope of the proposed road (Wetland A) shall be intercepted and directed to the wetland to maintain recharge. Energy dissipaters may be required at the outfall point to reduce the risk of erosion. Specific erosion control measures for these drainage features shall be assessed during the design phase.

19. Conventional stormwater control facilities, such as the proposed wet pond, shall be included in the stormwater management system for the Morgan Parcel. These facilities shall be designed in accordance with the King County Surface Design Manual (1998).

20. The infiltration pond on the Morgan Parcel shall be expanded to handle the runoff from the residential area. The expansion shall be reviewed and approved by the City prior to development within the residential area.

21. Prior to engineering plan approval, the City shall review and verify all cut slopes comply with SMC 15.20.060(A)(1).

22. Prior to any development including clearing, grading and excavating the applicant shall prepare a final TESC Plan to be approved by the City of Snoqualmie.

23. All permanent cut slopes in the Vashon recessional delta deposits shall be no steeper than 2.5H:1V. Permanent cut slopes in Vashon lodgement till, pre-Vashon deposits, or weathered bedrock would be graded to a maximum of 2H:1V. Cuts in the unweathered bedrock, if encountered, shall be reviewed by a geotechnical engineer, to determine the maximum allowable angle. If steeper gradients are proposed, approval from a geotechnical engineer shall be obtained and approved erosion protection structure or retaining structure shall be utilized.

24. Any fill planned for slopes steeper than 5H:1V on the site shall be benched into the slope and placed as structural fill. Compaction values and drainage recommendations for structural fill shall be reviewed by a geotechnical engineer once specific grading plans have been determined. All fills shall be compacted to a minimum of 90 percent of maximum density as determined by UBC Standard No. 70-1. In place density shall be determined in accordance with UBC Standard No. 70-2, 70-3, 70-4 and 70-5.

25. Prior to Clearing and Grading Permit approval for the construction of the proposed roadway (Tokul Road) the applicant shall provide temporary and or permanent

erosion control measures as determined necessary by the City. All drainage/erosion control measures determined to be necessary by the City shall be implemented to provide site stabilization, slope protection, drainage way protection and sedimentation control.

26. The Salish Expansion project shall construct an additional traffic control device at the SR-202 and Tokul Road intersection in the form of a traffic signal, when warranted. The traffic control device shall be reviewed and approved by the City prior to construction. Funds for a traffic signal may be used toward alternative traffic improvement projects at this intersection by the City.

27. The applicant shall pay its pro-rata share of the cost of future improvements at the SR 18/I-90 intersection, as further determined in a future Development Agreement.

28. Sterns Road, the connection between Mill Pond Road and Tokul Road shall be maintained, to the extent possible.

29. All pedestrian facilities described in the Transportation Impact Study shall be constructed. Prior to commencement of any construction related to the Salish Expansion project the applicant shall submit plans to the City for review and approval.

30. Implementation of traffic demand management (TDM) measures that promote trip reduction shall be reviewed and approved by the City. Such measures shall include: shuttle bus or van transportation between the hotel/conference and other local destinations for hotel guests; preferential carpool parking for employees and bicycle storage on site; scheduling of conference commencement and dismissal times outside of the peak periods of adjacent street traffic, as feasible; and completion of a direct and separated trail system between the existing Salish Lodge and the new facility to reduce trips between the uses and provide for convenient access for shared employment.

31. An on-site non-motorized trail system shall be constructed, providing public opportunities for pedestrian and bicycle travel. Connections to regional trail systems shall also be afforded. Trail crossing treatments, i.e., curb cuts and signage at a minimum, shall be provided to enhance safety. The applicant shall submit to the City for review and approval the on-site trail plan prior to construction.

32. Prior to approval of any construction activities development standards establishing the size, height, number, wattage and shielding method of parking lot lighting shall be reviewed and approved by the City. Full cut off fixtures shall be used.

33. The Development Agreement shall include provision for mitigation of fiscal impacts, if any, upon public services other than fire, which shall be governed by the Annexation Process Agreement.