



**Summit Deli & Chevron Remedial
Excavation – SEPA Checklist**

Summit Deli & Chevron
521 WA 906
Snoqualmie Pass, WA 98068

March 2, 2023

Prepared for:

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SUMMIT DELI & CHEVRON REMEDIAL EXCAVATION – SEPA CHECKLIST

Aerotech Environmental Consulting, Inc.

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Abbreviations

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Abbreviations

Aerotech	Aerotech Environmental Consulting
BLM	Bureau of Land Management
BMP	Best Management Practices
BTEX	Benzene, Toluene, Ethylbenzene and Xylenes
CFR	Code of Federal Regulations
COCs	Contaminants of Concern
CUL	Clean-up Levels
GLO	General Land Office
IPaC	Information for Planning and Consulting
MTCA	Model Toxics Control Act
NRHP	National Register of Historic Places
PCS	Petroleum Contaminated Soil
RCW	Revised Code of Washington
SEPA	State Environmental Policy Act
The Site	Summit Deli and Chevron Property
TPHg	Total Petroleum as Gasoline
USFWS	U.S. Fish and Wildlife Service
UST	Underground Storage Tank
WAC	Washington Administrative Code

SUMMIT DELI & CHEVRON REMEDIAL EXCAVATION – SEPA CHECKLIST

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A. Background

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A. BACKGROUND

1. Name of proposed project, if applicable:

Summit Deli & Chevron Remedial Excavation

2. Name of applicant:

Bob Shin, Summit Deli & Chevron

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

Applicant: Bob Shin
PO Box 169
Snoqualmie Pass, WA 98068

Contact: Justin Foslien
Senior Licensed Geologist
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4. Date checklist prepared:

March 2, 2023

5. Agency requesting checklist:

Kittitas County

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

The Project area is accessible from approximately mid-May to late-September depending on snowfall amounts and weather. The remedial excavation and installation of an oil-water separator is currently planned for June, July and August 2023.

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

No further activity is connected with this proposal.

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

Aerotech Environmental Consulting (Aerotech), the environmental consultant, has conducted environmental investigations to characterize the nature and extent of contaminants of concerns (COCs) in soil and groundwater at the Summit Deli & Chevron Property (the Site, Figure 1). In June 2017, Aerotech

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completed a Phase I Environmental Site Assessment which identified COCs as compounds related to gasoline fueling operations and auto repair activities. Aerotech then conducted a Limited & Targeted Phase II Subsurface Investigation to determine if petroleum hydrocarbons had been released into the surrounding soil and groundwater. Total Petroleum as Gasoline (TPHg) and Xylenes (BTEX) were detected in concentrations above the Model Toxics Control Act (MTCA) Method A Clean-up Levels (CULs) at the Site in soil in the vicinity of the Underground Storage Tank (UST) Basin, Pump Islands, and the northwest Catch/Drainage Basin and in water from inside the UST Basin. Based on these results, Aerotech proposed additional assessment activities in a November 6, 2017 Proposed Work Plan - *Colony Claim No. 258603* with the objective to provide additional lateral and vertical delineation of TPHg and benzene in soil and to install groundwater monitoring wells in order to initiate monitoring of TPHg and benzene in groundwater. Laboratory analysis confirmed the presence of TPHg and Benzene at concentrations above MTCA Method A Cleanup Levels (CULs) in shallow soil to the south and west of the Pump Island, to the east of the UST Basin and in the vicinity of the western catch basin/dry well, and groundwater samples from September 2018 indicated the presence of dissolved-phase petroleum hydrocarbons in groundwater (Aerotech 2020).

In June 2019, Aerotech installed 6 additional groundwater monitoring wells. Three (MW7-MW9) groundwater monitoring wells were installed under a permit with the Washington State Department of Transportation within the shoulder of State Route 906. Additional wells (MW10-MW12) were installed on the Summit Deli & Chevron Property to laterally delineate the presence of petroleum hydrocarbons in groundwater. All soil samples were reported below laboratory reporting limits. In September and October 2020, Aerotech installed eleven (11) soil borings, three (3) temporary soil vapor points, three (3) sub slab vapor points and four (4) additional wells along the western portion of the Site to further delineate in areas not previously accessible. Groundwater monitoring indicates samples from MW2, MW4, MW6, MW13, MW14 and MW15 contain (TPHg and/or BTEX) at concentrations above the MTCA Method A screening levels (Aerotech 2020).

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 other applications are pending for governmental approvals of other proposals directly affecting the property.

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

The remedial excavation and associated clean-up activities actions will require the following permits, and/or compliance with the following state laws:

- State Environmental Policy Act (SEPA; Washington Administrative Code [WAC] 197-11)
- Model Toxics Control Act (WAC 173-340)
- Sediment Management Standards (WAC 173-204)
- Water Pollution Control (90.48 Revised Code of Washington [RCW])

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- Water Resources Act (90.54 RCW)
- Clean Air Act (70.94 RCW)
- Solid Water Waste Management Act (70.95 RCW)
- Hazardous Waste Management Act (70.105 RCW)
- Kittitas County Grading Permit (KCC 14.05)

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

The proposed remedial excavation includes three actions:

- The installation of nine soil borings on the north and east of the proposed excavation area to further delineate the impacted area and more accurately estimate the size of the excavation;
- To remove as much Petroleum Contaminated Soil (PCS) as practicable via excavation in two areas along the west portion of the property, with backfill with clean imported fill (Figure 2); and
- Installation of a subsurface vault consisting of either a combination of oil-water separator and catch basin with an activated carbon filter, or successive oil-water separator vault followed by a catch basin vault with filter. These corrective options are proposed to prevent future releases to the dry well from surface water runoff at the service station.

The operation of the station will continue as the excavation will be limited to the west portion of the Site which allows the dispensers under the canopy and near the convenience store to remain operational.

Nine soil borings are planned to be advanced in the area of excavation to further delineate the extent of the excavation activity. The borings will be completed via direct push drilling techniques to approximately 15 feet below ground surface. Once the excavation extents have been defined, soil above MTCA Method A CULs will be removed. Impacted soil removed will be sent for disposal at an approved facility. Clean imported fill will be used to regrade and restore the Site to its previously existing contours, including the ditch along the western portion of the Site. The areas not returned to pavement will be planted with appropriate native vegetation to prevent erosion.

To reduce the risk of future hydrocarbon releases from spills and drips associated with the operation of the station, an oil-water separator and/or catch basin with a carbon filter(s) in combination or in succession will be installed. These subsurface vaults would be located upgradient of the dry well in line with the current subsurface storm line illustrated on Figure 8 in the Interim Remedial Action Plan (Aerotech 2022). An example of a potential catch basin vault and carbon filter is included in Appendix B of the Interim Remedial Action Plan (Aerotech 2022).

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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 Site is located at 521 WA 906, Snoqualmie Pass, Washington, 98068 approximately 3,019 feet above mean sea level within the Cascade Mountains. The Site location and excavation boundaries are shown in Figure 1 and Figure 2. According to the Remedial Investigation Report completed by Aerotech in 2020, the Property is utilized as a Chevron-branded gas station and two-story convenience store. A masonry and wood framed canopy covering four pump islands, with a total of eight fuel pumps is located west of the convenience store building. Directly north of the canopy is the UST Basin, which contains three 10,000-gallon USTs. The two western tanks hold regular unleaded gasoline, while the eastern tank holds super unleaded gasoline. Four observation wells are located at each corner of the UST Basin. A 6,000-gallon capacity diesel UST was installed southwest of the gasoline UST Basin in 2017 (Aerotech 2020).

Currently the Site is defined to remain on the source property and the Interim Remedial Actions will address petroleum impacted soil limited to the property should observations during the remedial activities indicate the PCS extends into the Washington Department of Transportation Right of Way along State Route 906.

B. ENVIRONMENTAL ELEMENTS

1. EARTH

a. General description of the Site:

The Site has been developed with a retail petroleum station since 1989 and is generally flat and paved. There is some shrubbery and grasses along the perimeter of the Site associated with a drainage ditch.

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

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

The Site is fully developed and generally flat. There is a small grade at the far western perimeter of the Site associated with the drainage ditch and vehicular entrance.

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

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agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

The Site is dominantly underlain by coarse-grained sediments consisting of silty gravel and sand and poorly graded gravel and sand, fine-grained sediments consisting of silty sand and gravelly silt are present. (Aerotech 2020).

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

There are no surface indications of unstable soils at the Site or in the immediate vicinity of the work area.

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.

Soil remediation will require excavation at the Site, it is expected that the process will require removal of approximately 2,000 cubic yards of soil from two areas adjacent to the pump stations. The removed soil will be replaced with clean imported fill, and the Site will be restored to pre-existing contours.

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

Erosion may occur within the footprint of the excavation and soil stockpiles could erode.

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

The purpose of the project is for soil remediation and will not result in the addition or removal of impervious surfaces on the Site.

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

Best Management Practices (BMPs) will be implemented to reduce erosion associated with the remediation activities. BMPs that will be implemented include silt fencing, erosion control straw wattles, sediment traps, sloping, shoring, covering stockpiles, maintaining construction entrances with coarse gravel, and preventing vehicles from driving across non-maintained surfaces. These BMPs will be implemented throughout the duration of the remedial activities, and work will be conducted in compliance with Kittitas County erosion control requirements.

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2. AIR

- a. **What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.**

Initial results indicate concentrations of petroleum hydrocarbons are present in vapor below the MTCA Method B screening levels in samples from beneath the slab (Aerotech 2020). The remedial investigation report lists other potential exposures such as inhalation of indoor/outdoor air from volatilization of soil and or volatilization of groundwater. Additionally, vehicular equipment used at the Site during construction will contribute to emissions throughout the process.

- 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:**

Truck engines will be turned off when not in use/idling.

3. WATER

a. Surface Water

- 1) ***Is there any surface water body on or in the immediate vicinity of the Site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.***

A large, vegetated stormwater ditch is located along the western portion of the excavation extents. The feature is unnamed and is not mapped in the National Wetlands Inventory (NWI) or National Hydrography Dataset ([NHD] USFWS 2023a, USGS 2023). Review of historical aerial imagery suggest the ditch is intermittently flooded. There are no culverts connecting it to other ditches along State Route 906 (Aerotech 2020). From the desktop review, there is no apparent connectivity to the nearest jurisdictional feature, which is Coal Creek 0.25 miles to the east (and across I-5). Coal Creek drains into Lake Keechelus approximately 3 miles downstream (USFWS 2023a).

- 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.***

Yes, a portion of the ditch falls within the excavation extents, as shown in Figure 2. The remedial actions are described above in Section A.12.

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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.

4) It is estimated that 960 square feet of the ditch is within the excavation extent and approximately 500 cubic yards of soil will be removed from the ditch. However, the actual amount of excavation within the ditch will be refined using the confirmation borings. The impacted material removed from the ditch will be replaced with clean imported fill, the pre-existing contours will be restored, and the ditch will be revegetated.

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

No

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

No

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

No

b. Ground Water

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

Currently, there are four groundwater monitoring wells at the Site for sampling and analysis purposes. Potable water sources are available 0.5 mile north-northwest of the Site. Well #3 of the Snoqualmie Pass Utility District is utilized for emergency use. The Site is not located within any groundwater well protection areas (Aerotech 2020). There is no proposed quantity of water that will be withdrawn for drinking or other purposes.

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

None

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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.***

According to the Remedial Investigation Report (2020), the ditch along State Route 906 collects overland flow of surface runoff. There are no culverts connecting it to other ditches along State Route 906. Surface runoff at the station ultimately terminates in one of two locations: 1) catch basins on the Site) which is located in the vicinity of Soil Boring B10 and Groundwater Monitoring Well MW2. The dry well is approximately 6.5 feet deep, which is within one foot of the water level in MW2, creating a situation where surface runoff could potentially be in direct contact with groundwater, which flows to the southeast. 2) Due to the generally flat ground surface, some water runs west of the parking lot into the gravel surface in the vicinity of the previously located Aardvark Restaurant (Aerotech 2020).

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

Impacted soils will be placed directly into dump trucks and hauled offsite. Temporary stockpiling of soil may be necessary prior to removal offsite. Stockpiles would be placed on plastic sheeting, stabilized, and covered to avoid any potential impacts to groundwater or surface water.

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

No. The Site will be regraded and repaved or revegetated to pre-existing conditions.

- 4) ***Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:***

Erosion and sediment control BMPs consistent with Washington State Department of Ecology's current Stormwater Management Manual for Eastern Washington will be used during the excavation to prevent impacts to stormwater. A temporary erosion and sediment control plan will be prepared to prevent sediment, debris and sediment-laden water from leaving the work area, entering adjacent surface streets, storm drains, and the Puget Sound. Proposed temporary erosion and sediment control elements will include the following:

- Use of silt/filter fabric fences, straw bales, straw wattles, storm drain inlet protection, catch basin silt barriers and/or similar BMPs
- Diversion BMPs to prevent offsite stormwater from entering the excavation area
- Implementation of BMPs at the construction entrance/exit and internal haul routes to minimize the tracking of soil onto the adjacent surface streets

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- Street sweeping and/or street cleaning, as necessary, to remove soil tracked onto the adjacent surface streets
- Implementation of stockpile BMPs

4. PLANTS

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

___deciduous tree: alder, maple, aspen, other

_X__evergreen tree: fir, cedar, pine, other

_X__shrubs

_X__grass

___pasture

___crop or grain

___Orchards, vineyards or other permanent crops.

___ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

_X__water plants: water lily, eelgrass, milfoil, other

___other types of vegetation

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

The Site is mostly developed and paved, however the western portion includes a vegetated ditch. Based on a desktop assessment, the vegetation in this area include grasses, fireweed (*Chamaenerion angustifolium*), tansy (*Tanacetum vulgare*), willow (*Salix* sp.), scotch broom (*Cytisus scoparius*), and yarrow (*Achillea millefolium*)

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

No threatened and endangered species are known to be on the Site. According to the data in the USFWS IPaC, there is one threatened species (Whitebark Pine [*Pine albicaulis*]) within a 1 square mile radius of the Site (USFWS 2023a).

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

The unpaved areas and ditch will be replanted with appropriate native vegetation.

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

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Based on a desktop assessment, two noxious weed species (scotch broom and common tansy) occur onsite.

5. ANIMALS

- a. **List any birds and other animals which have been observed on or near the Site or are known to be on or near the Site.**

Common wildlife such as deer, racoons, hawks and crows are known to occur in the area. In addition, pine grosbeak (*Pinicola enucleator*), Trumpeter/Tundra Swan (*Cygnus buccinator/columbianus*) and flycatcher (*Empidonax* sp). were reported near the Site at Snoqualmie pass in winter and summer 2022 (eBird 2022).

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

According to the USFWS IPaC data there is one endangered species, four threatened species, one candidate, and one proposed threatened species that may occur within a 1 square mile radius of the Site. The critical habitat identified for the Northern Spotted Owl (*Strix occidentalis caurina*) is the only species that overlaps the Site boundary.

Endangered:

- Gray Wolf (*Canis Lupus*)

Threatened:

- Marbled Murrelet (*Brachyramphus marmoratus*)
- Northern Spotted Owl (*Strix occidentalis caurina*)
- Yellow-billed Cuckoo (*Coccyzus americanus*)
- Bull Trout (*Salvelinus confluentus*)

Candidate:

- Monarch Butterfly (*Danaus plexippus*)

Proposed Threatened:

- North American Wolverine (*Gulo gulo luscus*)

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

No

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

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N/A

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

None

6. ENERGY AND NATURAL RESOURCES

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

N/A

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

No

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

N/A

7. ENVIRONMENTAL HEALTH

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

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

Previous environmental investigation by Aerotech confirms soil and groundwater contain petroleum impacts associated with the UST basin, dispenser islands and fuel conveyance system. The sources of hydrocarbons on the Site are the releases to soil of COCs stored and distributed by the gasoline station at the Site. These COCs occurred via releases from USTs, pipes, and dispensers. These releases were focused within the vicinity of the pump islands and fuel conveyance piping. The COCs were released to soil; the hydrocarbons then spread by vapor transport into the vadose zone, by partitioning from soil vapor into groundwater, and by direct leaching to groundwater from saturated soils (Aerotech 2022).

The COCs known to occur at the Site include:

- TPHg
- TPHd

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- TPHo
- BTEX
- HVOCs
- Total Lead

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.

No underground hazardous liquid and gas transmission pipelines are located on or below the Site.

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.

Vehicles and equipment used and stored onsite could have minor leaks (e.g., fuel, oil, hydraulic fluids, etc.).

4) Describe special emergency services that might be required.

None

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

The purpose of the proposed Project is to clean-up and monitor environmental health hazards. Spill kits/absorbent clean-up materials will be available on-site and if used, disposed of properly.

b. Noise

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

Traffic on State Route 906 and Interstate-5 through Snoqualmie Pass.

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.

Short-term noise will be generated by vehicles and equipment during remedial excavation. Larger equipment and vehicles will only operate in daylight hours, generally between 7 AM and 5 PM.

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

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None.

8. LAND AND SHORELINE USE

- a. What is the current use of the Site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.**

The subject Property was originally vacant, wooded land that was developed into a retail petroleum service station in 1989. The Site is currently utilized as a Chevron-branded fueling station with a convenience store and a residence on the second floor. The surface cover consists of the building footprint, canopy and pump islands, UST basin, the asphalt and concrete associated with the parking area and the vegetative cover associated with the drainage ditch and the slope above it toward the east. Currently, the surface cover at the Site consists of the building footprint, canopy and pump islands, UST basin, the asphalt and concrete associated with the parking area and the vegetative cover associated with the drainage ditch.

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

No

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

No

- c. Describe any structures on the Site.**

Structures on the Property consist of a convenience store with a residence above and an auto repair garage adjacent to the east, as well as a canopy and pump islands and UST basin.

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

No

- e. What is the current zoning classification of the Site?**

The parcel is zoned as planned unit development/commercial mixed use (Aerotech 2020).

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

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Kittitas County’s comprehensive plans shows the Site designated as a Local Area of More Intense Rural Development (Kittitas County, 2021).

If applicable, what is the current shoreline master program designation of the Site?

N/A

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

No.

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

A four-bedroom, two-bathroom residential unit is on the second floor of the two-story convenience store. As of 2020, this unit was occupied.

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

None

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

N/A

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

The Site is compatible with existing and future land uses and plans. The Site will likely continue to be utilized as a gas station for the foreseeable future.

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

N/A

9. HOUSING

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

None

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

None

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

None

10. AESTHETICS

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

No structures are proposed as part of the Project.

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

None

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

N/A

11. LIGHT AND GLARE

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

The remedial activities will occur during daylight hours and no additional lighting sources are required. Light and glare from vehicles and equipment during the excavation and groundwater monitoring activities are consistent with existing sources of light and glare in the area.

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

No

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

None

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

N/A

12. RECREATION

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

The Summit at Snoqualmie ski area is in the immediate vicinity of the Site.

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

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No

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

N/A

13. HISTORIC AND CULTURAL PRESERVATION

- a. **Are there any buildings, structures, or sites, located on or near the Site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.**

No previously recorded cultural resources or historic structures were identified within the project boundary.

A total of 24 previously recorded cultural resources were identified within one mile of the project boundary. Of the 24, six resources are historic archaeological sites and two are precontact isolated finds (Table 13-1). Sixteen of the resources are historic properties (Table 13-1). Three of the six historic archaeological sites have been previously determined not eligible for inclusion in the National Register of Historic Places (NRHP). None of the identified isolates are eligible for listing in the NRHP. Three of the historic archaeological sites are potentially eligible for the NRHP, one of which (KI00205) has been determined eligible for the Washington Heritage Register.

Table 13-1 Previously Recorded Cultural Resources within 1-Mile of the Project

Smithsonian Number	Name	Description	NRHP Eligibility	WA Heritage Register Eligibility
FS02028	Sunset Highway/ Snoqualmie Pass Highway #10	Historical road (19th century)	Determined not Eligible	Unevaluated
KI00838	Prehistoric Isolate	Lithic artifact	N/A	N/A
KI00205	Snoqualmie Pass Wagon Road at Denny Creek (Old Snoqualmie Pass Wagon Road	Historical (19th century) road (1.0 miles west of project boundary)	Potentially Eligible	Determined Eligible
KT02949	Prehistoric Isolate	Lithic artifact (biface tip)	N/A	N/A
KT02948	Cascade Crest Trail	Cascade Crest Trail segment	Potentially Eligible	Unevaluated

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Smithsonian Number	Name	Description	NRHP Eligibility	WA Heritage Register Eligibility
MB00351	Sunset Highway, Northbound #81	Historical road (19th century)	Determined Not Eligible	Unevaluated
MB00365	Hutt Cabin	Early 20th century cabin	Potentially Eligible	Unevaluated
MB00019	Snoqualmie Pass Water System	Historical domestic water system	Determined Not Eligible	Unevaluated

A total of 16 historic structures are located within one mile of the project boundary (Table 13-2). One historic rest stop building (Travelers' Rest) has been determined eligible for listing in the NRHP (Lentz 1994). Twelve of the identified structures are recreational lodge buildings with no eligibility determinations. Similarly, no eligibility determination has been made for The Snoqualmie Pass Fire Department, located approximately 200 feet south of the project boundary. The Mountaineers Snoqualmie Lodge, located 0.5 miles from the project, has been determined eligible for the Washington Heritage Register as district (DT00198) but has not been formally evaluated for listing in the NRHP.

Table 13-2 Previously Recorded Historic Properties within 1-Mile of the Project Boundary

DAHP Property Number	Name	Description	NRHP Eligibility	WA Heritage Register Eligibility
4203	Travelers' Rest (Snoqualmie Pass Rest Stop on I-90)	Rest stop building (1930s)	Determined Eligible	Unevaluated
4204	Snoqualmie Pass Fire Department	Fire department building (1930s), located 208 feet northwest of project boundary	Unevaluated	Unevaluated
666646 (Washington Heritage Register DT00198)	The Mountaineers Snoqualmie Lodge (Historic District)	Post-WWII ski lodge, located 0.5 miles south of project boundary	Unevaluated	Determined Eligible
669025	Department of Highways Snoqualmie Pass Maintenance Building	Highway maintenance building (1930s)	Unevaluated	Unevaluated
727944	Snoqualmie Pass Recreation Residence Lot 100	Recreational lodge building (20 th century)	Unevaluated	Unevaluated

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DAHP Property Number	Name	Description	NRHP Eligibility	WA Heritage Register Eligibility
727945	Snoqualmie Pass Recreation Residence Lot 101	Recreational lodge building (20 th century)	Unevaluated	Unevaluated
727951	Snoqualmie Pass Recreation Residence Lot 102	Recreational lodge building (20 th century)	Unevaluated	Unevaluated
727952	Snoqualmie Pass Recreation Residence Lot 103	Recreational lodge building (20 th century)	Unevaluated	Unevaluated
727953	Snoqualmie Pass Recreation Residence Lot 105	Recreational lodge building (20 th century)	Unevaluated	Unevaluated
727954	Snoqualmie Pass Recreation Residence Lot 106	Recreational lodge building (20 th century)	Unevaluated	Unevaluated
727955	Snoqualmie Pass Recreation Residence Lot 108	Recreational lodge building (20 th century)	Unevaluated	Unevaluated
727956	Snoqualmie Pass Recreation Residence Lot 109	Recreational lodge building (20 th century)	Unevaluated	Unevaluated
727958	Snoqualmie Pass Recreation Residence Lot 110	Recreational lodge building (20 th century)	Unevaluated	Unevaluated
727959	Snoqualmie Pass Recreation Residence Lot 111	Recreational lodge building (20 th century)	Unevaluated	Unevaluated
727960	Snoqualmie Pass Recreation Residence Lot 112	Recreational lodge building (20 th century)	Unevaluated	Unevaluated
727961	Snoqualmie Pass Recreation Residence Lot 113	Recreational lodge building (20 th century)	Unevaluated	Unevaluated

- 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.**

The Washington Department of Archeology and Historic Preservation’s (DAHP) archaeological predictive model was created to accurately predict areas with a potential to contain

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archaeological sites. The proposed project is located within an area with a “Very High” potential for archaeological resources. The Snoqualmie Pass was used, as it is today, as a route of transportation in an area of great topographic relief. One previous cultural resource survey was performed in 1995 within the current project boundary (Table 13-3). No previously recorded cultural resources were identified within the proposed project boundary. No subsurface testing was performed prior to the previous site assessment and remedial investigation (Aerotech 2022).

Table 13-3 Previous Survey within the Project Boundary for Bob’s Summit Chevron Remediation

National Archaeological Database (NADB) Number	Year and Author	Title
1696682	Margaret A. Nelson, Northwest Archaeological Associates, Inc.	<i>Cultural Resources Investigations at Snoqualmie Pass, Mt. Baker-Snoqualmie and Wenatchee National Forests, King and Kittitas Counties, Washington</i>

- 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.**

Stantec Archaeologist Jacob Kovalchik, M.A. RPA conducted a review of DAHP’s Washington Information System for Architectural and Archeological Records Data (WISAARD) resource inventory February 1, 2023. A review of Bureau of Land Management (BLM) General Land Office (GLO) documents included the original survey plat map from 1911 and a dependent resurvey and subdivision map from 1964 (BLM 2023). A review of historic topographic maps dating to 1901, 1903, 1901, 1957, and 1961 generated with the United States Geological Survey Historical Topographic Map Explorer identified a historic road near the project area as early as 1901 (USGS 2023). A railway first appears adjacent to the project area on the 1911 GLO survey map. A review of historical aerial imagery shows the structures within the project area were constructed between 1984 and 1994 and are not historic (NETR 2023).

An archaeological survey is required by the DAHP prior to permitting or moving forward with a proposed action in a location identified as “Very High” archaeological potential. Due to the nature of the project location, a paved gas station lot, pedestrian survey would not be an effective strategy in identifying cultural resources prior to project activity. Therefore, it is recommended that no ground disturbance occur without an archaeological monitor present.

- 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.**

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A Monitoring and Inadvertent Discovery Plan will be utilized to minimize potential impacts to any currently unknown intact archaeological resources and that all project-related ground-disturbing activities in native sediment be monitored. Monitoring will be conducted by a professional archaeologist who meets the Secretary of the Interior's professional qualifications standards (36 Code of Federal Regulations [CFR] Part 61) for archaeology or by a qualified archaeologist supervised by a professional archaeologist who meets the Secretary of the Interior's standards. If a resource is identified during monitoring, all work will be stopped in the vicinity of the discovery. Ground disturbing work would not resume until DAHP makes a determination of how to treat the identified resource.

14. TRANSPORTATION

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

The Site is accessible from State Route 906.

- 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?**

No. There is no public transit to Snoqualmie Pass. The nearest transit stop appears to be in North Bend.

- 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

- 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 non-passenger vehicles). What data or transportation models were used to make these estimates?**

An average of 10 vehicular trips per day will be generated during the Project, with three truck (non-passenger) trips to and from the Site anticipated during the peak stages of soil removal and backfill.

- 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.**

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No

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

Measures to reduce the amount of soil that must be removed and hauled offsite (and therefore reduce truck trips) will include field screening with photoionization detector and use of an onsite mobile laboratory to screen for clean versus impacted soil.

15. PUBLIC SERVICES

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

No

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

N/A

16. UTILITIES

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

According to the Remedial Investigation Report completed by Aerotech (2020), utility corridors including sanitary sewer, storm sewer and water are located beneath State Route 906. Private connections extend from the south and east side of the building to the south connecting to mains along State Route 906 (Aerotech 2020). Snoqualmie Pass Utility District supplies water to the Site which is sourced primarily from two wells in the Alpentel area advanced approximately 500 feet into an unnamed aquifer. Approximately 300 feet of solid bedrock confines the aquifer above the unnamed aquifer (SPUD 2020).

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.

N/A

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C. Signature

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C. SIGNATURE

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

Signature: 

Name of signee: Adele Pozzuto

Position and Agency/Organization: Senior Environmental Scientist, Stantec

Date Submitted: March 2, 2023

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D. References

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D. REFERENCES

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Deluce Solar Project

Figures

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FIGURES

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Figure 1 Regional Map

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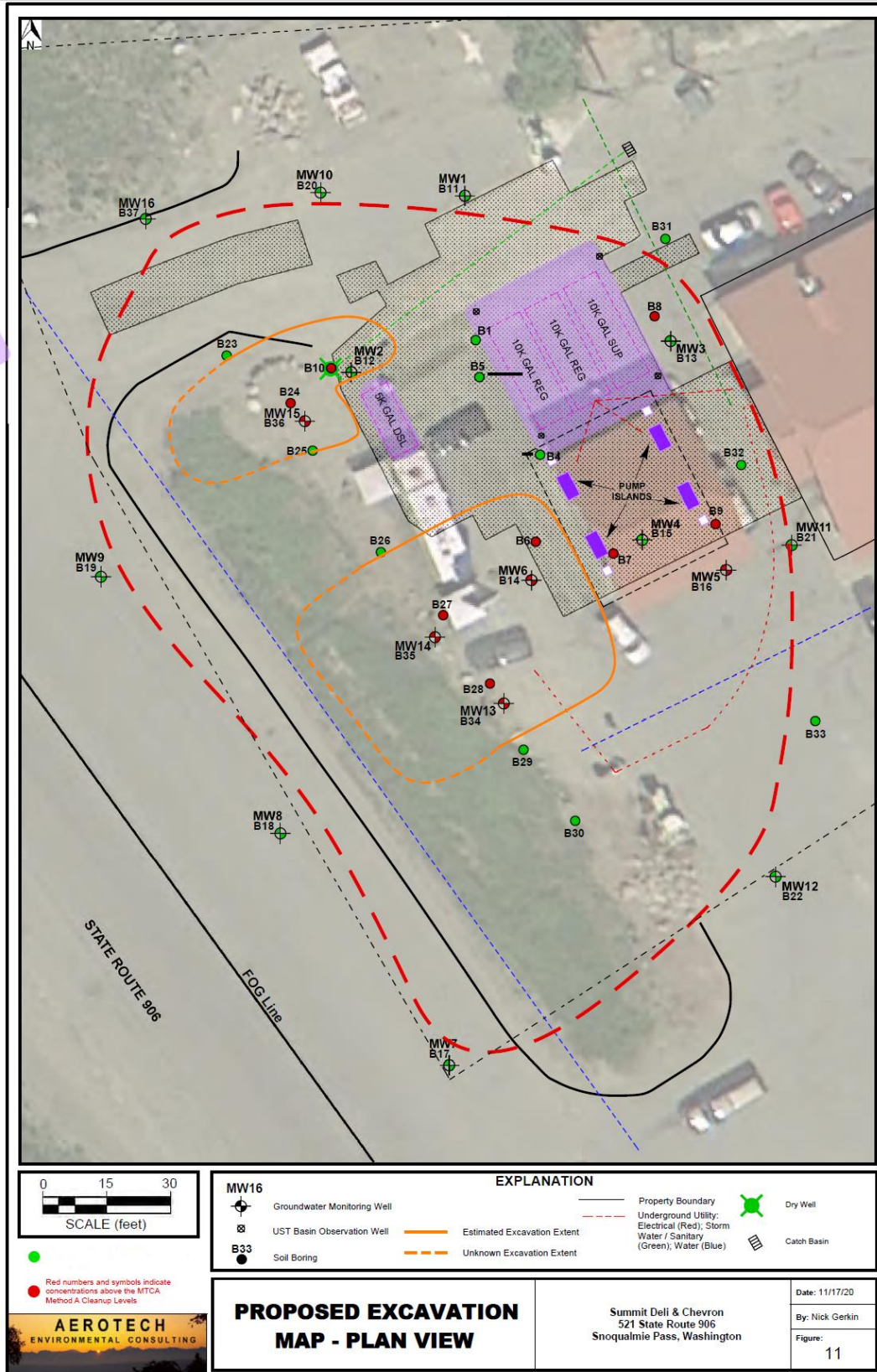


Figure 2 Proposed Excavation Extents