

## Chapter 14 Transportation

Only sections or other elements of Chapter 14 revised for the Final EIS are included here. These changed sections combined with the unchanged sections of Chapter 14 in the Draft EIS constitute Chapter 14 of the Final EIS. Please see the introduction to the “Changes Made in the Draft EIS in Response to Comments” section for a full explanation.

The following changed elements of Chapter 14 are presented on the indicated pages. All other elements of Chapter 14 remain unchanged from the Draft EIS. Please consult the Draft EIS for those elements.

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## **14.1.2 Existing Conditions at Treatment Plant Sites**

### **14.1.2.1 City-owned Site: Existing Conditions**

The City-owned site has only one access, via Entwistle Street. Entwistle Street west of SR 203 is an unimproved street with narrow pavement that is less than 20 feet in width and has no sidewalk, curb, or gutter. The pavement condition is described as fair in the City's Comprehensive Plan.

Entwistle Street is designated as a commercial access street in the City of Carnation Transportation System Plan. Entwistle Street intersects the property at the northeast corner and extends east for approximately 800 feet to intersect with Tolt Avenue (SR 203). Approximately 500 feet to the south, and beyond adjacent properties, is NE 40th Street—also connected to Tolt Avenue on the east.

There are no north, south, or west access routes immediately adjacent to the site, although two neighborhood access streets (Stewart Avenue and Stephens Avenue) do extend north from Entwistle Street to the east of the site. NE 40th Street dead-ends at the King County Tolt MacDonald Park adjacent to the City-owned site on the west. The City has plans to extend 315th Avenue NE, which runs north-south, along the east side of the site. This road would be extended to the south and connect with NE 40th Street. This would provide a second access route to the City-owned site.

### **14.1.2.2 Weckwerth Site: Existing Conditions**

The Weckwerth site is connected directly to Tolt Avenue via a shared “flagpole” access driveway on the north side of the site. This is the only access route to the site. The access driveway extends approximately 300 feet in length from the property west to Tolt Avenue. There are no north, south, or east access routes immediately adjacent to the site. While Tolt Avenue is an improved street with sidewalks, curbs, and gutters along most of its length through Carnation, there are no street improvements in the stretch where the driveway intersects with Tolt Avenue. The pavement condition is described as fair to good in the City's Comprehensive Plan. Typically 1 to 6 trucks and about 20 to 30 worker vehicles use the driveway to access the site each working day.

The segment of Tolt Avenue that includes the intersection with the Weckwerth Site driveway is in a school zone associated with the Tolt Middle School. By law, school zones are established to restrict traffic speed within these zones. The speed limit in the school zone associated with Tolt Middle School is 20 miles per hour.

### 14.2.1.3 Mitigation Measures for Treatment Plant Alternatives

The following measures could be implemented to minimize traffic impacts of the project during construction:

- Develop a traffic control plan for construction to ensure continued vehicular, pedestrian, and bicycle access on streets in the project vicinity. Coordinate with local agencies for final plan approval, including any traffic detour plans, construction hours, and acquisition of necessary permits for construction.
- Provide multiple sources of construction activity updates such as informational signage, newspaper notices, and a project website.
- Notify the police, fire, ambulance, and local transit of any street blockages and provide flaggers or other traffic controls to maintain safe public access along adjacent streets.
- Provide parking for construction equipment, trucks, and other vehicles on site to avoid impacts to adjacent streets.
- Implement construction BMPs to control dust and reduce tracking of soil onto adjacent streets and roadways.
- For the City-owned site, improve Entwistle Street with, at a minimum, new paving to mitigate the impacts of the increased volume of car and truck traffic between the construction site and Tolt Avenue (SR 203), as well as for the impacts related to dust and erosion.
- For the City-owned site, developing an extension of 315th Avenue NE from Entwistle Street south to NE 40th would route construction and operation traffic away from the central business area.
- For the Weckwerth site, an improvement of the driveway from Tolt Avenue (SR 203) with new paving could mitigate the impacts of increased car and truck traffic volumes.
- For the Weckwerth site, minimize construction traffic during peak morning and afternoon student transportation periods associated with Tolt Middle School.