

SEPA¹ 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:

King County Code Updates to Align with 2025 Strategic Climate Action Plan (SCAP). This proposed regulation is referred to throughout this document as the “proposed ordinance.”

2. Name of applicant:

The proposal was initiated by King County.

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

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Seattle, WA 98104
(206)477-0513
carrie.lee@kingcounty.gov

4. Date checklist prepared:

August 8, 2025

5. Agency requesting checklist:

King County.

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

The King County Council anticipates possible action on the proposed ordinance in the third quarter of 2025.

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

There are no known plans to add to or expand the proposed ordinance. In 2026 a new ordinance may be proposed that will address updates to the revenue bus fleet goal or other updates that help to implement proposed 2025 SCAP actions and advance King County’s climate work. If adopted, King County anticipates permit applications for individual developments that will be subject to the proposed regulations.

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

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

- SEPA checklist for this proposal
- [2025 King County Strategic Climate Action Plan \(2025 SCAP\)](#)

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.

The proposed legislation, if approved, would update the King County Code (KCC) to align with the 2025 Strategic Climate Action Plan (SCAP). Updating the KCC to reflect the 2025 SCAP ensures that requirements adopted by the King County Council policy are consistent with King County Codes. The proposed changes aim to provide clarifications, technical adjustments, and updates to help the KCC better reflect contemporary best practices, new research and programs, and changes in terminology that collectively will lead to greater efficiency and alignment. This proposed legislation is transmitted simultaneously with the 2025 update to the SCAP.

There are no other applications for government approvals or permits pending directly related to the proposed ordinance. There may currently be other applications pending for government approvals of proposals for King County projects; however, those proposals would be subject to the existing King County green building regulations under King County Code (KCC) Chapter 18.17.

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

Approval by the King County Council is the only government approval required for adoption of the proposed ordinance. Individual development projects that would be subject to the proposed ordinance would also be subject to all applicable federal, state and local permitting and licensing requirements.

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 ordinance would update the King County Code to align with the 2025 Strategic Climate Action Plan (SCAP) goals, commitments and operational practices, including:

- **Electric vehicle recharging station fees (K.C.C. 4A.700.700)** – clarifies the range of venues where the County might install public EV chargers and clarifies the custodial agencies involved. Also adds greater flexibility to the process for setting and updating user fees to align with current regional standards.
- **Electric vehicles for County (K.C.C. 18.22.010)** – updates target dates and percentages for the transition of the County’s non-bus fleet based on market availability and consistency with 2025 SCAP targets. The current goals for EV adoption for County fleets are not attainable given current market conditions. The proposed changes push back the target years for EV adoption.
- **Green building program (K.C.C. 18.17.010)** – adds net zero certification requirements for LEED-eligible buildings and adds third-party certification requirements for certain King County capital improvement projects, and updates minimum diversion rates for the recycling of construction and demolition materials. The King County Council could modify the proposed ordinance to further amend Green Building program (K.C.C. 18.17.010) to require

transit-oriented development market-rate projects to achieve advanced green building certification

- **Carbon offsets and environmental attributes program (K.C.C. 18.25.010)** – removes code language requiring carbon neutral requirements for DNRP and transit carbon offset program for Metro. Adds language in alignment with the SCAP, with focus on operational and data management requirements, and adjusts language to reflect the maturation of the County’s climate work.

Electric vehicle recharging station fees: The goal of the proposed ordinance changes is to clarify and improve administration of public EV charging stations at King County owned locations, allowing King County to improve public EV charging access. Access to convenient and reliable public charging ranks as a top concern among prospective EV buyers, especially those without the option to install charging at home. EV infrastructure facilitates the adoption of vehicles that produce no tailpipe emissions thus reducing harmful air pollution from exhaust emissions, including GHG emissions.

Scope: While these proposed changes are administrative such as setting and updating fees, the indirect impact to the environment is discussed in sections below in terms of resulting infrastructure to facilitate the adoption of EVs.

Future Projects: Individual King County EV charging station projects proposed in the future will be predominantly in existing County and partner facility locations (i.e. existing parking lots with existing paved surfaces). Individual projects that are subject to the proposed ordinance would also be subject to all applicable federal, state, and local permitting requirements in the same manner as other uses.

Electric vehicles for County: The goals of the proposed ordinance changes are to:

- Amend the EV goals for King County fleets to reflect current EV market conditions and slower than expected availability of zero-emission vehicles.
- Amend the goal for public EV charger installation to increase flexibility and ensure installation of chargers in locations best utilized by EV drivers.

The intent of the update is for the program to be based on best-practices, technology feasibility to meet County operational and service needs, and appropriate use of public funds.

Scope: The current goals for EV adoption for County fleets are not attainable given current market conditions. The proposed changes extend the target years for EV adoption. While on paper this change could be interpreted as slowing the rate of EV adoption, in practice the intent of this change is to align the goals with best practice to ensure that the transition of County fleets to EVs continues, while also ensuring that County fleets meet the operational and service needs of the County. For the purposes of this SEPA checklist, this code change is interpreted as supporting the ongoing transition of County fleets to EVs.

Future Projects: Individual King County EV charging station projects that are subject to the proposed ordinance would also be subject to all applicable federal, state, and local permitting requirements in the same manner as other uses.

Green Building Program: The goals of the proposed ordinance changes are to:

- As with the existing code, the intent of the proposed ordinance is to ensure that the planning, design, construction, remodeling, renovation, historic preservation, maintenance and operation of any King County project is consistent with the latest green building and sustainable development practices to improve energy efficiency, reduce greenhouse gas emissions, improve equity and social justice, reduce waste,

reduce water use, increase sustainable materials use, and improve sites and improve stormwater management.

- Amend the third-party certification requirements for King County owned capital projects.
 - Third-party green building rating systems help demonstrate and quantify the benefits of stretching beyond jurisdictional codes and set up structures to reward and support those that commit to construction and building practices that exceed code expectations.³ The certifier will review King County project documentation to verify the intent and the requirements of the program have been met before awarding a certification. The very nature of a certification is an additional verification measure for the environmental performance of built environment project using transparent metrics.
- Increase the certification level new King County buildings will be required to achieve to net zero, in order to reduce fossil fuel emissions from the operation of buildings and the production of building materials.
 - The 2020 SCAP, adopted by King County Council, established that by 2030, all King County new construction and whole building renovation projects achieve certifications that demonstrate a net zero GHG emissions footprint. This Green Building Program proposed ordinance update clarifies and codifies that 2020 commitment with identified applicable Zero Energy or Zero Carbon certifications. The performance of the new construction and whole building renovations have not changed (net zero); the change proposed is in requiring achievement of third-party certification. The impact to the environment has not changed since the built environment performance, net zero, remains the same.
- Improve verification that King County infrastructure projects have achieved the highest green building standards by requiring third-party certification through Envision.
 - Envision third-party certification system focuses on increasing performance of the built environment, especially infrastructure projects, in the following categories: Quality of Life (wellbeing, mobility, community), Leadership, Resource Allocation (materials, energy, water); Natural World (siting, conservation, ecology), Climate and Resilience (emissions, resilience). Projects scoring well in these areas, will increase environmental performance. Envision certification is based on points awarded for satisfying higher levels of design and constructions performance; higher points scored result in higher levels of certification.
 - The proposed ordinance requires specific types of county capital projects achieve Envision certification, as follows:
 - WTD new conveyance, combined sewer overflow, and pump stations projects >\$20 million;
 - METRO New RapidRide and bus base electrification charging infrastructure projects;
 - SWD Heavy duty electric vehicle charging projects with 10 or more DC fast chargers.
 - Amend the requirement for King County Parks' capital projects that are not eligible for other certifications to achieve or maintain Salmon Safe certification.
 - Salmon Safe Certification: Salmon Safe is a voluntary peer-reviewed certification program, linking site development land management practices with the protection

³ King County Department of Local Services, Permitting Division, "King County Green Building Handbook," April 2024.

of agricultural and urban watersheds, founded by the Stewardship Partners. This third-party certification system focuses on increasing performance of the built environment in the following categories: Instream Habitat Protection/Restoration; Riparian & Wetland Protection/Restoration; Water Use & Irrigation Management; Surface Water Runoff Management; Erosion & Sediment Control; Pesticide Reduction & Water Quality Protection in Landscaping; Enhancement of Ecological Function.

- Increase the minimum construction & demolition (C&D) diversion from landfill rates for King County capital improvement projects from 80 percent to 85 percent.
 - The proposed ordinance aligns with 2020 SCAP performance targets adopted by the King County Council. The intent of increasing the minimum diversion rates is to decrease emissions associated with waste to landfills, in alignment with King County's overall GHG emissions reduction goals in the King Countywide Planning Policies, Comprehensive Plan, 2020/2025 SCAP, and RE+ Strategic Plan.

The King County Council could modify the proposed ordinance to further amend Green Building program (K.C.C. 18.17.010) to require transit-oriented development market-rate projects to achieve advanced green building certification. It is an existing practice for partner transit agencies in the region. These requirements are already included in Requests for Proposals for TOD on county land and is shared by partner agencies. It would be appropriate to formalize this existing practice in code, and be included in the proposed ordinance.

One possibility would be to add a sentence in King County Code 18.17.050 after "Affordable housing capital projects subject to RCW 39.35D.080 that receive moneys from the King County department of community and human services or that are part of transit-oriented development shall achieve either Evergreen Sustainable Development Standard requirements or the highest rating in an applicable alternative green building rating system certification, or both;" to say "Market-rate transit-oriented development on King County land shall achieve either LEED Platinum or ILFI's CORE certification."

As the contents and specific versions of the green building rating systems are not proposed to be codified, required, or optional provisions of green building rating systems could change over time. If changed, they are likely to include stronger environmental standards.

Scope: While these proposed changes include amendments such as net zero certifications aligned with previous goals, updates also increase project performance measured by third-party certifications and by increasing the landfill diversion rate for capital projects. The impact to the environment is discussed in sections below in terms of resulting future capital projects. As the contents and specific versions of the green building rating systems are not proposed to be codified, required, or optional provisions of green building rating systems could change over time. If changed, they are likely to include stronger environmental standards.

Future Projects: Individual King County projects that are subject to the proposed ordinance would also be subject to all applicable federal, state, and local permitting requirements in the same manner as other uses.

Carbon offsets and environmental attributes program: The goals of the proposed ordinance changes are:

- To remove carbon neutral requirements for DNRP and replace them with a requirement that King County Department of Natural Resources and Parks reduce operational GHG emissions

in alignment with direction in the 2020 and 2025 SCAP to focus on efforts to avoid, reduce, and replace emissions directly within King County over the purchase of external carbon offsets.

- To remove outdated provision to create a Metro Transit carbon offset program

These changes align with policy previously accepted and adopted by Council, including: [2020 SCAP](#), [Feasibility Evaluation of the Sale of Metro Transit Carbon Offsets](#); [2019 Implementation Plan for a Carbon Neutral King County Government](#); [2015 Feasibility Evaluation of the Sale of Metro Transit Carbon Offsets](#).

Scope: The direct impact of the changes to the goal for the Department of Natural Resources and Parks are to prioritize investments in efforts to reduce operational GHG emissions, such as solar installations, electric County fleet vehicles, fossil fuel reduction at facilities, reduce fugitive methane emissions, and increase biogas collection and usage, and no longer consider the purchase of external carbon offsets, which may or may not result in emission reductions in King County.

Future Projects: Individual King County projects that are subject to the proposed ordinance would also be subject to all applicable federal, state, and local permitting requirements in the same manner as other uses.

Compliance with existing federal, state, and local regulations is presumed for purposes of this SEPA checklist, including compliance with the regulations in the proposed ordinance itself, as well as others such as those related to drinking water, stormwater, wastewater treatment, septic systems, critical areas, and zoning requirements. Any noncompliant uses or structures would be subject to code enforcement and would not be considered an impact related to the proposed ordinance.

The King County Council could modify the proposed ordinance and still accomplish the proposal's objective. Depending on the modification, the likelihood, scale, or scope of potential impacts to various elements of the environment could be the same, greater, or less.

As would be the case for any nonproject or project action that undergoes changes after the publication of a SEPA threshold determination, the King County Executive branch, which pursuant to KCC 20.44.020 is the Lead Agency for SEPA for King County, would evaluate any modifications that are proposed to be made to the proposed ordinance and would update this environmental review in the case that changes would result in greater or different impacts than those identified in this checklist. The timing of additional environmental review process may vary depending on other variables, including future public processes.

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 ordinance is a nonproject action that would apply to all King County projects and, therefore, the properties and land associated with those projects. The proposed ordinance is a nonproject action that would apply to all of unincorporated King County, which totals 1,095,680 acres as well as incorporated King County.

In general, King County is located in western Washington and includes 39 incorporated cities, including Seattle, Federal Way, Kirkland, and Bellevue. Approximately three-quarters of the County is unincorporated and includes areas primarily to the east of the County urban growth area boundary and the urban Puget Sound region, with the exception of Vashon-Maury Island located to the west and some isolated blocks of unincorporated area within the urban growth area.

Nearly 75 percent of unincorporated King County is zoned as Forest (F), particularly the eastern portion of the County. To the west, near the more urban incorporated areas of the County, the predominant zoning category is RA, with some areas zoned A, particularly in the area northeast of Sammamish Valley and the area northwest of Enumclaw. Smaller areas of residential, business, office, and industrial zoning are also located throughout unincorporated King County.

B.Environmental Elements

1. Earth

[Find help answering earth questions](#)⁴

a. General description of the site:

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

Although the proposed ordinance is a nonproject action with no identifiable “site,” the ordinance applies to all of King County, which includes areas that are flat, rolling, hilly, and steep slope. King County landforms include saltwater coastline, river floodplains, plateaus, slopes, and mountains, punctuated with lakes and streams. The proposed ordinance would apply to King County projects on lands with these features.

King County owns and leases properties throughout King County and may pursue various projects on those properties related to the operations of County departments including future EV charging stations, and various new capital improvement projects subject to the proposed ordinance. These projects could include fill, excavation, or grading as well as green building practices encouraging the use of best management practices (BMPs) including erosion control, diversion of construction & demolition (C&D) from landfills, and reduction of impervious surfaces.

The proposed ordinance would apply to King County projects on lands with these features and would be subject to existing regulations and be addressed during project-level environmental and permit reviews.

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

Although the proposed ordinance is a nonproject action with no specific site or location, unincorporated King County includes 16,596 acres of steep slope critical areas; incorporated portions of King County contain additional steep slope acreages. It is possible there may be steep slopes on properties to which the proposed ordinance would apply, however any such new development projects would be subject to existing regulations, including critical areas regulations, that would be addressed during permit review.

⁴ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-earth>

- 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.**

Although the proposed ordinance is a nonproject action with no specific site or location, soil in unincorporated King County generally reflects geologically recent glacial and alluvial (river and stream) activity, as well as human activity. River valleys are generally occupied by poorly drained, silty loams that commonly have a substantial organic content. Soils on upland areas between valleys typically are coarser-grained sandy and gravelly sandy loams, but soils with high organic content do occur locally in these upland areas and along water bodies. Some areas of unincorporated King County are classified as farmland of statewide importance, prime farmland, and prime farmland with conditions (which means that it is prime farmland if drained, irrigated, protected from flooding, or not frequently flooded). King County's Farmland Preservation Program restricts use on participating properties to agriculture or open space use and restricts activities that would impair the agricultural capability of the property.

In accordance with the State Growth Management Act (RCW 36.70A.170 and 36.70A.050), King County designated "agricultural lands that are not already characterized by urban growth and that have long-term significance for the commercial production of food or other products." The lands that meet these criteria are designated as an Agricultural Production District, of which there are five in King County (Enumclaw, Snoqualmie, Upper Green River, Lower Green River, and Sammamish).

Development projects within an Agricultural Production District that are subject to the proposed ordinance may result in the removal of some of these soils. However, existing regulations regarding those soils, and limitations on square footage and impervious surfaces, would limit such removal.

King County owns and leases properties designated as farmland preservation properties and may pursue various projects on those properties related to the operations of County departments. King County projects on those properties would be subject to existing regulations regarding agricultural soils, and limitations on square footage and impervious surfaces would limit removal of those soils.

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

Although the proposed ordinance is a nonproject action with no specific site or location, geologically hazardous areas, including landslide and erosion-prone areas, some abandoned mining areas, and seismic risk areas, exist within unincorporated King County. Landslide and erosion-prone areas are associated primarily with steep slopes. Hazardous mining areas that may be subject to surface subsidence are associated primarily with past coal mining that occurred in the area from Newcastle through Renton south to Black Diamond. Any development subject to the proposed ordinance that is located on a parcel where landslide or erosion-prone areas exist would be subject to existing regulations and, for new uses, would be identified and addressed under existing regulations during permit review.

- 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.**

Although the proposed ordinance is a nonproject action that would not directly authorize any fill, excavation, or grading, individual projects subject to the proposed ordinance could include fill, excavation,

or grading. All such development projects would continue to be subject to existing development regulations related to stormwater management, impervious surfaces, critical areas, clearing and grading, and/or landscaping. Unless exempt under state and county requirements, filling, excavation and grading is also subject to SEPA review.

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

Although the proposed ordinance would not direct any development activities, potential erosion can result from clearing, construction or use of land for development that is subject to the proposed ordinance. The proposed ordinance does not amend existing regulations on clearing, grading, or construction that could cause erosion. For example, the King County Surface Water Design Manual and shorelines and critical areas regulations, would be unchanged by the proposed ordinance, and would continue to apply to development projects subject to the proposed ordinance. The proposed ordinance adds Envision or Salmon Safe third-party green building certification for specific King County capital projects, which may yield additional erosion and sediment control benefits beyond what might be achieved in code for some projects.

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

The proposed ordinance would not have any direct impacts to impervious surface percentages. King County projects subject to the ordinance could alter the percentage of impervious surfaces on their respective sites. All such development projects would continue to be subject to existing regulations concerning new and replaced impervious surfaces and evaluated during project-level environmental and permit reviews.

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

Because the proposed ordinance is a nonproject action that would not have any direct impacts, no measures to control erosion or other impacts to the earth are proposed. King County's existing regulations related to erosion and soils would apply to any development to which the proposed ordinance would apply.

2. Air

[Find help answering air questions](#)⁵

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.

The proposed ordinance is a nonproject action that would not result in any direct emissions to the air. Projects subject to the proposed ordinance may result in air emissions from construction and operation activities, but would be subject to existing federal, state, and local regulations for these types of emissions. The proposed ordinance would not modify any federal, state, or local codes that provide standards or controls for these types of emissions. Air emissions are discussed in more detail in Part D of this checklist.

As green building practices and EV adoption encourage the reduction of emissions, particularly greenhouse gases, and the use of renewable sources of energy, King County projects subject to the ordinance may result in less emissions than would otherwise be allowed under existing codes.

⁵ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-Air>

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

The proposed ordinance is a nonproject action that would not be affected by off-site sources of emissions or odor, and no known off-site sources of emissions or odor are likely to impact implementation of the proposed ordinance.

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

The proposed ordinance is a nonproject action and would not have any direct impacts to air emissions, and the development projects to which it would apply would be subject to existing regulations regarding emissions and reporting requirements. Additional federal, state, and local codes may provide standards and controls for these types of emissions and would not be modified by the proposed ordinance. As a result, no measures to reduce or control emissions or other potential impacts to air are proposed.

The current goals for EV adoption for County fleets are not attainable given current market conditions. The proposed changes extend the target years for EV adoption and therefore, extend the emission impacts of fossil fuel combustion engines that the County continues to operate.

As with the existing code, any such development would be encouraged to minimize emissions or other impacts to air, particularly related to the release of greenhouse gases. The existing code requires use of green building rating systems such as the Sustainable Infrastructure Scorecard, which currently includes optional green building strategies that would account for and mitigate greenhouse gas emissions.

The strategies include: plan and design for alternative transportation; plan for efficient construction delivery and staging; use on-site materials in construction; use alternative fuels in construction equipment; implement indoor air quality construction management plan; implement green operations and maintenance practices such as no idling; include means of renewable energy production; transition off of fossil fuel powered equipment; use of electrical vehicles and equipment; use of no- or low-VOC materials to prevent or reduce off-gassing; and use of lower embodied emission materials. As the contents and specific versions of the green building rating systems are not proposed to be codified, these requirements could change over time. If changed, they are likely to include stronger environmental standards.

3. Water

[Find help answering water questions](#)⁶

a. Surface:

[Find help answering surface water questions](#)⁷

- 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.**

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>

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-Surface-water>

Although the proposed ordinance is a nonproject action with no specific site or location, numerous streams, lakes, ponds, and wetlands and the Puget Sound are located within King County. King County maintains an inventory of water bodies within unincorporated King County, which would be considered during development review. King County owns and leases properties that include or are in the immediate vicinity of water bodies, including year-round and seasonal streams, saltwater, lakes, ponds, and wetlands. King County maintains an inventory of water bodies within unincorporated King County, which would be considered during development review for projects in the unincorporated area. Similarly, incorporated cities and towns maintain inventories of waterbodies within their jurisdictions, which would be considered during development review for projects in those communities.

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 proposed ordinance is a nonproject action that would not directly require any work over, in, or adjacent to the described waters. State and local shoreline regulations would apply to any development subject to the proposed ordinance that is within 200 feet of waters within unincorporated King County's shoreline jurisdiction (60,451 acres in total countywide). Other development regulations, including critical areas regulations, concerning the protection of waterbodies may also apply depending on the proximity of any development to these waters. The existing code for King County capital projects requires use of green building rating systems such as the Sustainable Infrastructure Scorecard, which currently includes optional green building strategies such as retaining or creating open space and corridors by maintaining a no-build buffer zone around all sensitive areas.

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.

The proposed ordinance is a nonproject action that would not authorize filling or dredging from surface water or wetlands. Individual development projects subject to the proposed ordinance would also be subject to all state, local, and federal regulations, including mitigation requirements, concerning fill or dredge material placed in or removed from surface water or wetlands. The proposed ordinance adds an additional Envision or Salmon Safe third-party green building certification for specific King County capital projects, which may yield additional surface water runoff management benefits, as well as wetland protection and restoration benefits, beyond what might be achieved in code for some projects.

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

The proposed ordinance is a nonproject action that would not require any surface water withdrawals or diversions. Individual development projects subject to the proposed ordinance would also be subject to existing regulations concerning surface water diversions and withdrawals, including those regarding in-stream flows, if applicable.

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

Although the proposed ordinance is a nonproject action with no specific site or location, several areas of unincorporated King County lie within a 100-year floodplain. Development projects subject to the proposed ordinance would also be subject to King County rules and limitations pertaining to floodplain development and fill. The existing code for King County capital projects requires use of green building rating systems

such as the Sustainable Infrastructure Scorecard, which currently discourages development within the 100-year floodplain when possible.

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.

The proposed ordinance is a nonproject action that would not directly involve any discharges of waste materials to surface waters. Development projects subject to the proposed ordinance would also be subject to existing state, local, and federal regulations concerning the protection of and discharge of waste materials to surface waters, including state regulations on water usage, wastewater disposal, and state antidegradation standards. Discharges to surface waters are discussed in more detail in Part D of this checklist.

b. Ground:

[Find help answering ground water questions](#)⁸

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.

The proposed ordinance is a nonproject action and would not directly involve any withdrawals of groundwater or discharge to groundwater. Development projects subject to the proposed ordinance that use groundwater or discharge to groundwater would be subject to all existing state, local, and federal regulations concerning groundwater removal and protection.

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.

The proposed ordinance is a nonproject action that would not result in any discharge of waste material into the ground. Development projects subject to the proposed ordinance may discharge waste material from septic tanks or other sources, and would be required to treat and dispose of any waste in a manner compatible with state and local regulations.

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.

The proposed ordinance is a nonproject action that would not directly generate or affect water runoff. Individual development projects subject to the proposed ordinance may generate some water runoff. As with any development in unincorporated King County, on-site stormwater management would need to comply with the King County Surface Water Design Manual, including applicable Best Management Practices

⁸ <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>

(BMPs) for treatment and flow prior to discharge, and existing maximum impervious surface regulations. The existing code for King County capital projects requires use of green building rating systems such as the Sustainable Infrastructure Scorecard, which currently includes optional green building strategies such as Low Impact Development and Green Stormwater Infrastructure techniques to manage stormwater on site as much as possible. The proposed ordinance adds an additional Envision or Salmon Safe third-party green building certification for specific King County capital projects, which may yield additional runoff benefits from pesticide reduction and water quality protection in landscaping beyond what might be achieved in code for some projects.

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

The proposed ordinance is a nonproject action that would not directly result in any waste material entering ground or surface waters. Development projects subject to the proposed ordinance may result in waste matter that could enter ground or surface waters, but such projects would be subject to existing state, local, and federal regulations concerning the protection of surface and ground water.

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

The proposed ordinance is a nonproject action with no specific site or location, and would not alter or otherwise affect drainage patterns. Development projects subject to the proposed ordinance would also be subject to existing drainage regulations, which are unchanged by the subject ordinance.

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

The proposed ordinance is a nonproject action that would not have any direct impacts to surface or ground water, runoff water, or drainage patterns. Existing federal, state and local regulations related to surface water discharge and withdrawal, groundwater discharge and withdrawal, runoff water (stormwater), and drainage would apply to any development project that would be subject to the proposed ordinance. No additional measures to reduce or control any potential surface, ground, and runoff water and drainage pattern impacts are proposed under this ordinance. Individual development proposals may be required to provide these measures.

As with the existing code for King County capital projects, the proposed ordinance requires implementation of King County Surface Water Design Manual requirements in all County capital projects, regardless of jurisdiction, unless the subject jurisdiction has more stringent requirements. The existing code requires use of green building rating systems such as the Sustainable Infrastructure Scorecard, which currently includes green building strategies such as implementing erosion and sedimentation control best management practices during construction.

The intent of these green building strategies is to protect and preserve wetlands, shorelines, buffers, and other critical areas by using erosion and sedimentation control to prevent stormwater runoff from disturbed areas during construction because of the ecosystem value these areas provide. The green building rating systems generally encourage projects to minimize their development footprint as an effective way to minimize habitat disturbance, preserve existing native vegetation to maintain pervious surfaces, and retain or create open space and corridors by maintaining a no-build buffer zone around all sensitive areas. Other green building strategies include Low Impact Development and Green Stormwater Infrastructure techniques to manage stormwater on site as much as possible and avoiding construction within the 100-year floodplain when possible.

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

Although the proposed ordinance is a nonproject action with no specific site or location, unincorporated King County includes a variety of vegetation types on the various lands that development projects subject to the proposed ordinance would apply to, including those listed above. Lands within King County include three ecoregions: the Puget Lowland Ecoregion in the western half of the County, which is now largely urbanized, but which contains forest plantations, farms, and cottonwood; and the North Cascades Ecoregion in the northeastern and east central area and the Cascades Ecoregion in the southeastern portion of the County, which both contain Pacific Silver Fir, Alaskan cedar, Mountain hemlock, Subalpine fir, black sedge, mountain heliotrope, and Alaskan spirea.

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

Although the proposed ordinance is a nonproject action that would not directly remove any vegetation, the development of individual development projects subject to the proposed ordinance could include the removal or alteration of vegetation (potentially of the types identified in question 4.a). Such development projects would be subject to existing state and local regulations that regulate vegetation removal or alteration, in the same manner as other uses.

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

The United States Fish and Wildlife Service lists the following endangered or threatened plant species in Washington state: Kincaid's Lupine, Marsh Sandwort, Nelson's checker-mallow, Showy stickseed, Spalding's Catchfly, Umtanum desert buckwheat, Ute ladies'-tresses, Wenatchee Mountains checkermallow, White Bluffs bladderpod, and Whitebark pine. The Wenatchee Mountains checkermallow is known to be in eastern King County; none of these other plant species are known to be located in King County.

The proposed ordinance is a nonproject action with no specific site or location. Development projects subject to the proposed ordinance will be required to meet all federal, state, and local laws regarding endangered or threatened plant species. For King County capital projects, King County owns and leases

properties where listed plant species may be present and may pursue various projects on those properties related to the operations of County departments. The presence of endangered or threatened plant species on King County properties would be evaluated during any project-level environmental and permit reviews.

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

Although, the proposed ordinance is a nonproject action with no specific site or location, landscaping, use of native plants, or other measures to preserve or enhance vegetation could be proposed for individual developments. As with any development in unincorporated King County, development projects subject to the proposed ordinance would be subject to existing regulations governing landscaping, use of native plants, and vegetation preservation on their respective sites. The proposed ordinance adds an additional Envision or Salmon Safe third-party green building certification for specific King County capital projects, which may yield additional runoff benefits from enhancement of ecological function beyond what might be achieved in code for some projects.

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

The King County Noxious Weed Program regulates invasive plant species, and requires eradication or control, or recommends control, for over 150 plant species. Class A noxious weeds, adopted in accordance with RCW 17.10 and WAC 16-750, that are known to or have been located in King County, and require eradication by property owners, include Common Crupina, Common Cordgrass, Eggleaf Spurge, False Brome, Floating Primrose-Willow, French Broom, Garlic Mustard, Giant Hogweed, Goastrue, Hydrilla, Bighead Knapweed, Meadow Clary, Reed Sweetgrass, Ricefield Bulrush, Roundleaf Bittersweet, Rush Broom, Clary Sage, Silverlead Nightshade, Small-Flowered Jewelweed, Smooth Frogbit, Soft Broom, and Milk Thistle. Class B noxious weeds, that are known to have been located in King County, and require control by property owners, include Viper's Bugloss Blueweed, Annual Bugloss, Common Bugloss, Camelthorn, Common Reed, Dalmation Toadflax, Egeria, Gorse, Hairy Willowherb, Meadow Hawkweeds (Non-native species and hybrids of meadow subgenus), Autumn Hawkweed, Orange Hawkweed, Hoary Alyssum, Houndstongue, Brown Knapweed, Diffuse Knapweed, Meadow Knapweed, Spotted Knapweed, Kochia, Garden Loosestrife, Purple Loosestrife, Parrotfeather, Perennial Pepperweed, Policeman's Helmet, Rush Skeltonweed, Saltcedar, Leafy Spurge, Yellow Starthistle, Sulfur Cinquefoil, Tansy Ragwort, Musk Thistle, Plumeless Thistle, Tussilago, Velvetleaf, Water Primrose, White Bryony, Wild Basil, Wild Chervil, Yellow Floating Heart, and Yellow Nutsedge.

Although the proposed ordinance is a nonproject action with no specific site or location, a variety of noxious weeds and invasive species exist in unincorporated King County. The proposed ordinance does not change any obligations to control noxious weeds identified by the King County Noxious Weed Control Board.

5. Animals

[Find help answering animal questions⁹](#)

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.

⁹ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-5-Animals>

Examples include:

- **Birds:** hawk, heron, eagle, songbirds, other:
- **Mammals:** deer, bear, elk, beaver, other:
- **Fish:** bass, salmon, trout, herring, shellfish, other:

Although the proposed ordinance is a nonproject action with no specific site or location, a variety of birds, mammals, and fish have been observed in unincorporated King County. There are 221 bird species that are common, uncommon or usually seen on an annual basis in King County. Bird species include hawks, herons, eagles, owls, woodpeckers, songbirds, waterfowl, and shorebirds. There are 70 mammal species that can be found in King County, including shrews, bats, beavers, elk, deer, bears, rabbits, wolves, seals, and whales. There are 50 species of freshwater fish in King County, including 20 introduced species. More information on birds and animals found in King County can be found at <https://kingcounty.gov/services/environment/animals-and-plants/biodiversity/defining-biodiversity/species-of-interest.aspx>.

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

Although the proposed ordinance is a nonproject action with no specific site or location, there are a number of federally threatened and endangered species in King County according to the U.S. Fish and Wildlife Service and National Oceanic and Atmospheric Administration. These species include the Hawaiian petrel, Marbled murrelet, Mt. Rainier white-tailed ptarmigan, Northern spotted owl, Short-tailed albatross, Streaked horned lark, Yellow-billed cuckoo, Western snowy plover, Bull Trout, Island marble butterfly, Taylor's Checkerspot, Columbian white-tailed deer, Olympia pocket gopher, Pygmy Rabbit, Roy Prairie pocket gopher, Southern Mountain Caribou DPS, Tenino pocket gopher, Yelm pocket gopher, Canada lynx, Gray wolf, Grizzly bear, North American wolverine, Black Abalone, Blue Whale, Bocaccio, Chum Salmon, Coho Salmon, Sockeye Salmon, Eulachon, Fin Whale, Gray Whale, Green Sturgeon, Guadalupe Fur Seal, Humpback whale, Leatherback Sea Turtle, Loggerhead Turtle, North Pacific Right Whale, Oceanic Whitetip Shark, Olive Ridley Turtle, Southern resident killer whale, Sei whale, Sperm Whale, Stellar Sea Lion, White Abalone, Yelloweye Rockfish, Oregon spotted frog.

The Washington State Department of Fish and Wildlife lists the following salmonid species as those federally threatened that are known to occur in King County. Skykomish Bull Trout, White River (Puyallup) Bull Trout, Cedar Chinook, Green River (Duwamish) Chinook, Sammamish Chinook, Snoqualmie Chinook, White River Chinook, Cedar River Winter Steelhead, Green River (Duwamish) Winter Steelhead, North Lake Washington and Lake Sammamish Winter Steelhead, Snoqualmie Winter Steelhead, Tolt Summer Steelhead, and White River (Puyallup) Winter Steelhead.

In addition to the federally listed species above, the Washington State Department of Fish and Wildlife lists additional threatened and endangered species not included with the federally listed species include the Cascade red fox, Columbian sharp-tailed grouse, Ferruginous hawk, Greater sage-grouse, Mardon skipper, Northern leopard frog, Pinto abalone, Sandhill crane, Sandhill crane (greater), Tufted puffin, Upland sandpiper, Western gray squirrel, Northwestern pond turtle, and Oregon vesper sparrow. One additional species, Fisher, was historically in King County but is thought to now be extinct in this area.

As with any development in unincorporated King County, development projects subject to the proposed ordinance would have to comply with existing state, local, and federal regulations that protect these species.

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

Although the proposed ordinance is a nonproject action with no identifiable “site,” King County is within the Pacific Flyway migratory pathway for birds, and migratory birds use water bodies, shorelines, mud flats, and grassy areas/meadows throughout King County. There are numerous streams and water bodies within the County that serve as migration routes for anadromous fish. These water bodies could potentially be near or cross through sites where development projects are proposed that could be subject to the proposed ordinance. Elk, other mammals, and bird species migrate seasonally. Daily movements include animal species moving around to get their daily needs met, and this movement can be impacted by fences, roads, culverts, and land use cover and change. Mammals, amphibians, and reptiles are most affected by barriers to movement. For King County capital projects, the presence of migratory species and habitat on King County properties would be evaluated during any project-level environmental and permit reviews. As with any development in King County, projects subject to the proposed ordinance would have to comply with existing state, local, and federal regulations that protect migrating species and habitat.

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

The proposed ordinance is a nonproject action and would not have any direct impacts to wildlife, so no measures to preserve or enhance wildlife are proposed. Any development projects that would be subject to proposed ordinance would also be subject to existing federal, state, and local wildlife regulations. The existing code for King County capital projects requires use of green building rating systems such as the Sustainable Infrastructure Scorecard, which currently includes optional green building strategies to minimize development footprints as an effective way to minimize habitat disturbance, preserve existing native vegetation, and retain or create open space and corridors to maintain or enhance wildlife and ecological sites. These efforts support trees and other dominant native plant species that are important to local ecology, providing food and shelter to numerous species, and can preserve connections between habitat zones, particularly river corridors and wetlands. Strategies also include designing opportunities for wildlife to cross major transportation corridors without interfering with traffic and coordinating crossings with natural corridors and hydrological flows to preserve existing migration paths.

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

The Washington Invasive Species Council, established by the Washington State Legislature, has identified 16 animal species and 13 insect species that are considered invasive in Washington State. King County is known or suspected to have the following invasive animal and insect species: African Clawed Frog, Bullfrog, Invasive Crayfish, Invasive Zooplankton, Golden Trout, Largemouth Bass, New Zealand Mud Snail, Northern Pike, Nutria, and Tunicate.

Although the proposed ordinance is a nonproject action with no specific site or location, numerous invasive animal species are known to exist in unincorporated King County. Invasive species may be located on a development project site that could be subject to the proposed ordinance.

6. Energy and natural resources

[Find help answering energy and natural resource questions](#)¹⁰

- 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.**

The proposed ordinance is a nonproject action that would not have any direct energy needs. King County capital projects subject to the proposed ordinance would require energy for activities such as lighting, heating/cooling, and operation of equipment, and would be subject to existing energy codes, regulations, and permitting processes.

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

The proposed ordinance is a nonproject action that would not have any direct impacts to the use of solar energy by adjacent properties. Adjacent properties' potential to harness solar energy would be most likely impacted by increased height allowances for buildings, or reduced setbacks, both of which may increase solar shading on adjacent properties. The proposed ordinance does not propose any changes to setbacks or increased heights for buildings.

- 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.**

The proposed ordinance is a nonproject action that would not have any direct impacts related to a particular development project. As under existing King County Code, King County capital projects subject to the proposed ordinance would be encouraged to use energy conservation features or other measures to reduce energy impacts. The existing ordinance requires use of green building rating systems such as the Sustainable Infrastructure Scorecard, through which projects must meet equivalent energy performance to the most progressive energy code in King County and account and mitigate for greenhouse gas emissions. The Sustainable Infrastructure Scorecard includes numerous green building strategies to reduce energy use, such as minimizing the development footprint, incorporating energy efficient features, installing on-site renewable energy, and restricting on-site fossil fuel combustion.

7. Environmental health

[Health Find help with answering environmental health questions](#)¹¹

- 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.**

Although the proposed ordinance is a nonproject action that would not directly cause any environmental

¹⁰ <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>

¹¹ <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>

health hazards, it is possible that development projects subject to the proposed ordinance could result in exposure to toxic chemicals, risk of fire and explosion, spills, or hazardous waste. To the extent any such development created such exposure or risk, those hazards would be regulated by existing state and local regulations. This topic is discussed in more detail in Part D of this checklist.

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

The proposed ordinance is a nonproject action with no specific site or location. Sites with contamination exist within King County where development projects could be proposed that are subject to the proposed ordinance. These sites would be required to meet any remediation requirements prior to grading.

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.

The proposed ordinance is a nonproject action with no specific site or location. Sites with hazardous chemicals/conditions exist within King County and development could be proposed on them that is subject to the proposed ordinance. Such development would be subject to existing federal, state, and local regulations regarding chemical hazards and liquid and gas transmission pipelines.

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.

Although the proposed ordinance is a nonproject action that would not include the storage, use, or production of any toxic or hazardous chemicals, development projects subject to the proposed ordinance could require the use of toxic or hazardous chemicals, such as gasoline or diesel fuel, to operate construction equipment. Individual development projects would be required to store, use, and produce any toxic or hazardous chemicals, such as cleaning supplies, in accordance with applicable laws and regulations. This topic is discussed in more detail in Part D of this checklist. The proposed ordinance proposes an additional Envision or Salmon Safe third-party green building certification for specific King County capital projects, which may yield additional pesticide reduction benefits beyond what might be achieved in code for some projects.

4. Describe special emergency services that might be required.

The proposed ordinance is a nonproject action that would not have any direct impacts, and implementation of the proposed ordinance is not anticipated to generate any additional special emergency services for the development projects to which it would apply.

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

The proposed ordinance is a nonproject action that would not have any direct impact on the environment nor create environmental health hazards. No measures to reduce or control environmental health hazards are proposed.

b. Noise

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

The proposed ordinance is a nonproject action with no specific site or location that can be evaluated for existing noise levels. Various types of noise exist in the areas where the proposed ordinance could apply, including noise from traffic, operation of equipment, and more. These noise sources are not anticipated to affect implementation of the proposed ordinance.

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)?

The proposed ordinance is a nonproject action that would not have any direct noise impacts. King County capital projects subject to the proposed ordinance could create noise through construction and operation, though the volume of noise is not expected to be greater as a result of implementing the proposed ordinance. As under current code, any such development would be subject to existing regulations governing noise sources and levels and would be evaluated during project-level environmental and permit reviews.

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

The proposed ordinance is a nonproject action that would not have any direct noise impacts. As such, no measures to reduce or control potential noise impacts are proposed.

8. Land and shoreline use

[Find help answering land and shoreline use questions](#)¹²

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 proposed ordinance is a nonproject action with no specific site or location and would not have any direct impacts on the current land uses on nearby or adjacent properties. For King County capital projects, King County owns and leases properties with a variety of land uses, including but not limited to natural and undeveloped areas; residential, commercial, and industrial properties; agricultural and forest lands; and public rights-of-way. The County may pursue various projects on those properties related to the operations of County departments.

King County projects would be subject to existing land use regulations and would be evaluated during project-level environmental and permit reviews. The proposed ordinance would not change or impact current land use designations, zoning classifications, or allowed uses on properties in King County.

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?

¹² <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>

The proposed ordinance is a nonproject action with no specific site or location and would not have any direct impacts to working farmlands or forestlands. Some sites where a development project is proposed that would be subject to the proposed ordinance could have been or may currently be used as working farmland or forestlands. However, existing regulatory limitations on properties enrolled in the Farmland Preservation Program, within the Agricultural Production District or Forest Production District, or in Agricultural (A) or Forestry (F) zones would continue apply to development projects that would be subject to the proposed ordinance.

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?

The proposed ordinance is a nonproject action that would not directly affect or be affected by the normal business operations of working farmland or forestland.

c. Describe any structures on the site.

Although the proposed ordinance is a nonproject action with no specific site or location, various structures are located on parcels within King County, where the proposed ordinance would apply. For King County capital projects, King County owned and leased properties have various structures on site, including but not limited to industrial facilities, office and administrative buildings, housing, park and recreational facilities, transit facilities, and operation and maintenance facilities.

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

Although the proposed ordinance is a nonproject action that would not directly result in any demolition, existing structures could be demolished as part of a development project that would be subject to the proposed ordinance. The nature of and extent to which those structures could be demolished is unknown at this time and would be subject to all existing applicable regulations.

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

The proposed ordinance is a nonproject action with no specific site or location; development projects subject to the proposed ordinance could occur in any zoning classification that allows the construction of buildings. King County capital projects subject to the proposed ordinance would occur across a variety of zoning classifications on King County owned and leased properties and along public rights-of-way within cities and unincorporated King County. Any such project would be subject to existing zoning regulations and would be evaluated during project-level environmental and permit reviews.

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

The proposed ordinance is a nonproject action with no specific site or location; development projects subject to the proposed ordinance would occur in any land use designation that allows the construction of buildings. King County capital projects subject to the proposed ordinance would occur across a variety of land use designations on King County owned and leased properties and along public rights-of-way within cities and unincorporated King County. King County projects would be subject to existing land use regulations and would be evaluated for consistency with local comprehensive plans during project-level environmental and permit reviews.

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

Although the proposed ordinance is a nonproject action with no specific site or location, King County includes a variety of shoreline master program designations. King County capital projects subject to the proposed ordinance would occur across a variety of shoreline master program designations on King County owned and leased properties and along public rights-of-way within cities and unincorporated King County. King County capital projects within or proximate to designated shoreline zones would be subject to all applicable local shoreline regulations and would be evaluated during project-level environmental and permit reviews.

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

Although the proposed ordinance is a nonproject action with no specific site or location, portions of King County are classified as critical areas where a development project could be proposed that would be subject to the proposed ordinance. Specifically, King County Code designates the following as critical areas: coal mine hazard areas, erosion hazard areas, flood hazard areas, coastal high hazard areas, channel migration zones, landslide hazard areas, seismic hazard areas, volcanic hazard areas, steep slope hazard areas, critical aquifer recharge areas, wetlands and wetland buffers, aquatic areas, and wildlife habitat networks and conservation areas.

King County owned and leased properties and capital projects subject to the proposed ordinance could occur on lands designated as one or more of these critical areas. Any such project would be subject to local development regulations governing development within critical areas and would be evaluated during project-level environmental and permit reviews.

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

The proposed ordinance is a nonproject action that would not directly result in a completed project where people would reside or work. Individual development projects that are subject to the proposed ordinance would have employees or residents, or both. The number of persons living or working in the subject buildings would depend on the individual land uses, square footages, and regulations affecting those individual development projects.

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

Although the proposed ordinance is a nonproject action and would not directly result in any displacement, it is possible that development projects subject to the proposed ordinance could result in displacement. However, implementation of the proposed ordinance is not anticipated to affect the likelihood of displacement under current King County Code.

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

Because the proposal is not anticipated to affect the likelihood of displacement under KCC, no measures to avoid or reduce displacement impacts are proposed. Existing code requires King County capital projects to achieve all applicable equity and social justice credits, which are earned by taking actions to identify and account for equity and social justice practices and outcomes throughout a project's development lifecycle. These credits are listed in the Sustainable Infrastructure Scorecard and are earned through such strategies as developing a project-specific Environmental and Social Justice plan, partnering and collaborating with stakeholder groups, developing projects to counter disparities, and advancing economic justice.

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

The proposed ordinance was drafted to be compatible with existing and projected land uses and plans, particularly the goals of the King County Comprehensive Plan, the King County Strategic Climate Action Plan, Clean Water Healthy Habitats Strategic Plan, the King County Solid Waste Management Plan, and the County's Sustainable Purchasing Policy. These plans all contain policies and goals to reduce greenhouse gas emissions, prevent unnecessary waste, and minimize the environmental footprint of County projects through green and sustainable building practices.

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

The proposed ordinance is a nonproject action and would not directly impact agricultural and forest lands of long-term commercial significance; as such, no measures to reduce or control impacts to such lands are proposed. King County projects subject to the proposed ordinance may occur on lands used as working farmland or forest lands. Existing development limits on properties enrolled in the Farmland Preservation Program, within the Agricultural Production District or Forest Production District, or in Agricultural (A) or Forestry (F) zones would continue apply to development projects under the proposed ordinance.

9. Housing

[Find help answering housing questions](#)¹³

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

Although the proposed ordinance is a nonproject action that will not have direct impacts to housing, the development of a project that would be subject to the proposed ordinance would not result in any additional units of housing above what might occur under existing code.

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

Neither the proposed ordinance itself nor the development allowed under the ordinance would result in any greater elimination of housing than what might occur if the ordinance were not adopted.

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

No measures to reduce or control housing impacts are proposed.

¹³ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-9-Housing>

10. Aesthetics

[Find help answering aesthetics questions](#)¹⁴

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

The proposed ordinance is a nonproject action that does not directly involve the construction of any structures, and does not regulate or change the height requirements of any structures or principal exterior building materials. The height and any exterior building material of any development project subject to the proposed ordinance will be subject to existing regulations.

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

The proposed ordinance is a nonproject action that would not have any direct impacts to views. Any development projects subject to the proposed ordinance would not result in the alteration or obstruction of any views to a greater degree than any other development allowed under existing regulations.

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

The proposed ordinance is a nonproject action that would not have any direct impacts to views or aesthetics, and as such, no measures are proposed to reduce or control aesthetic impacts.

11. Light and glare

[Find help answering light and glare questions](#)¹⁵

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

The proposed ordinance is a nonproject action that would not directly cause any light or glare and any development allowed under the ordinance would not produce any light or glare beyond other development allowed under existing regulations.

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

The proposed ordinance is a nonproject action that would not have any direct impacts. Development projects subject to the proposed ordinance would not result in a greater increase in light or glare than any other development allowed under existing regulations. Any development projects subject to the proposed ordinance would have to comply with existing development regulations, including any related to light and glare.

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

The proposed ordinance is a nonproject action with no specific site or location. Various off-site sources of light or glare exist throughout King County. It is unlikely that any development projects subject to the proposed ordinance would be impacted by any off-site sources.

¹⁴ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-10-Aesthetics>

¹⁵ <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>

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

The proposed ordinance is a nonproject action that would not have any direct light and glare impacts. No additional measures to reduce or control light and glare impacts are proposed beyond existing development regulations.

12. Recreation

[Find help answering recreation questions](#)

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

The proposed ordinance is a nonproject action with no specific site or location. A variety of designated and informal recreational opportunities exist throughout King County where King County capital projects subject to the proposed ordinance could occur, including on or within the immediate vicinity of King County owned or leased property or within King County public rights-of-way. The County may pursue various projects on those properties related to the operations of County departments.

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

The proposed ordinance is a nonproject action that would not directly displace any existing recreational uses. The ordinance would not result in a greater displacement of recreational uses than what may otherwise occur under current code. Existing code may increase recreational opportunities through its requirement that King County capital projects use green building rating systems such as the Sustainable Infrastructure Scorecard, which encourages planning and designing for alternative transportation use, creating public amenities, retaining or creating open space and corridors, preserving existing native vegetation, minimizing development footprint, integrating green areas, and including pro-equity design features that address known disparities.

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

The proposed ordinance is a nonproject action that would not have any direct impacts to recreation; no measures to reduce or control impacts on recreation are proposed.

13. Historic and cultural preservation

[Find help answering historic and cultural preservation questions](#)¹⁶

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.

The proposed ordinance is a nonproject action with no specific site or location. A variety of buildings, structures and sites within unincorporated King County are listed or eligible for listing in national, state, or local preservation registers, and are potentially on sites where development projects could be proposed that are subject to the proposed ordinance. Such developments would be required to comply with all federal, state, and local regulations related to historic and cultural resources.

¹⁶ <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>

- 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 proposed ordinance is a nonproject action with no specific site or location. However, landmarks, features, and other evidence of Indian or historic use or occupation exist throughout unincorporated King County, and potentially on sites where development projects could be proposed that are subject to the proposed ordinance. Such projects would continue to be required to comply with federal, state, and local rules related to historic and cultural resources.

- 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.**

The proposed ordinance is a nonproject action that will not have any direct impacts to historic and cultural resources. King County's existing regulations related to cultural and historic resources would apply to any proposed development projects subject to the proposed ordinance. Such requirements could include consultation with tribes and associated agencies as well as use of archaeological surveys, GIS data, and historic maps to assess potential impacts to cultural and historic resources if needed. The Muckleshoot, Puyallup, Samish, Snoqualmie, Squaxin, Stillaguamish, Suquamish, and Tulalip tribes are regularly notified during the County's SEPA process for proposed development projects, and affected tribes receive notice when the County receives an application for a Type 2, 3, or 4 project, or for a Type 1 project subject to SEPA.

- 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 ordinance is a nonproject action that will not have any direct impacts to cultural or historic resources. However, King County's existing regulations related to avoidance, minimization of, or compensation for loss, changes to, and disturbances to cultural and historic resources would apply to any individual development proposals subject to the proposed ordinance. Additionally existing code would encourage the preservation, restoration and adaptive reuse of existing buildings for King County capital projects as historic preservation is, in itself, sustainable development. The ordinance would require that the County, whenever possible, preserve and restore historic landmarks and properties eligible for landmark designation that are owned by the County during County capital projects, and seek to maximize green building strategies for projects involving designated landmarks or properties that are eligible for landmark designation.

14. Transportation

[Find help with answering transportation questions](#)¹⁷

- 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 proposed ordinance is a nonproject action with no specific site or location. The proposed ordinance would apply to development project sites that are served by a variety of public streets and highways.

- 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 proposed ordinance is a nonproject action with no specific site or location. However, King County is generally served by public transit. It is unknown how far the nearest transit stop would be for any future development proposals subject to the proposed ordinance.

- 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).**

The proposed ordinance is a nonproject action that would not directly involve any roadway, bicycle, or pedestrian improvements and, when applied to individual development projects, is not anticipated to affect any required or proposed improvements to existing roads, streets, or pedestrian or bicycle transportation facilities.

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

The proposed ordinance is a nonproject action that would not have any direct impacts to transportation facilities. However, individual development projects subject to the proposed ordinance may use or occur proximal to water, rail and air transportation.

- 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?**

The proposed ordinance is a nonproject action that would not directly generate any vehicular trips. Development projects subject to the proposed ordinance would likely generate vehicular trips, though the volume of those vehicle trips is unlikely to be greater as a result of implementing the proposed ordinance.

- 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.**

¹⁷ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation>

Although the proposed ordinance would not have any direct impact on the movement of agricultural and forest products on roads or streets on the area, individual development projects allowed under the ordinance could generate some additional traffic that could interfere with, affect, or be affected by the movement of agricultural and forest products.

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

The proposed ordinance is a nonproject action that would not have any direct impacts to transportation volumes. No additional measures to reduce or control transportation impacts are proposed. Development projects subject to the proposed ordinance will be subject to existing zoning and development regulations, including, to the extent required, transportation analysis and mitigation. Existing code requires King County capital projects to use green building rating systems such as the Sustainable Infrastructure Scorecard, which includes optional green building strategies such as planning and designing for alternative transportation.

15. Public services

[Find help answering public service questions¹⁸](#)

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.

The proposed ordinance is a nonproject action that would not directly result in an increased need for public services. Development projects subject to the proposed ordinance would need public services to be available at a similar level to what is currently required in the affected zones.

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

The proposed ordinance is a nonproject action that would not have any direct impacts to public services, so no additional measures to reduce or control impacts on public services are proposed.

16. Utilities [Find help answering utilities questions¹⁹](#)

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

The proposed ordinance is a nonproject action with no specific site or location. A variety of utilities are generally available in unincorporated King County depending on the service area of specific utility providers. Municipal sanitary sewer is not likely to be available in most rural and agricultural areas in unincorporated King County, with notable exceptions for the Vashon and Snoqualmie Pass Rural Towns, which do have sanitary sewer service.

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.

¹⁸ <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>

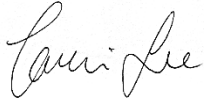
¹⁹ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-16-utilities>

The proposed ordinance is a nonproject action that would not have any direct connection to utilities, and is not directly connected to a development site on which general construction activities would occur. Generally, development projects subject to the proposed ordinance would require connection to the electrical grid, onsite power generation, or battery power. If such developments connected to the electrical grid, the probable utilities providing electrical service would be either Puget Sound Energy (PSE) or Seattle City Light. As with the existing code, the proposed ordinance would require higher diversion of construction and demolition materials and existing code encouraging waste reduction through its requirement to use of green building rating systems such as the Sustainable Infrastructure Scorecard, which currently includes optional green building strategies such as recycling construction and demolition debris, using on-site material, and reducing water and energy use.

C. Signature

[Find help about who should sign](#)²⁰

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.

X 

Type name of signee: Carrie Lee

Position and agency/organization: Greenhouse Gas Reduction Manager, Executive Climate Office

Date submitted: August 8, 2025

²⁰ <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-C-Signature>

D. Supplemental sheet for nonproject actions [\[HELP\]](#)

[Find help for the nonproject actions worksheet](#)²¹

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?

The proposed ordinance is unlikely to increase the production, storage, or release of toxic or hazardous substances, or to increase discharges to water. Potential impacts to air emissions and noise impacts are discussed below.

Water Resources & Water Pollution

The built environment can impact water resources in a variety of ways. The U.S. Environmental Protection Agency (EPA) notes that vehicles are associated with stormwater discharges that can contribute to water pollution:

*Streets, roads, and highways are the primary mode for moving goods, people, and services but also can carry stormwater runoff pollutants from the adjacent land and from cars, trucks, and buses, including heavy metals from tires, brakes, and engine wear, and hydrocarbons from lubricating fluids. If the pollutants are not properly controlled, they can impair waters causing them to no longer support the water's designated uses and biotic communities.*²²

Outreach efforts by Washington State University and University of Washington indicate vehicles drip approximately 7 million quarts of motor oil into the Puget Sound watershed. Oil and other petroleum products can harm wildlife and habitat.²³

Electric vehicles do not use motor oil, but other lubricants similar to conventional vehicles for transmission and brakes.

Like transportation infrastructure, buildings can contribute to water pollution from improper stormwater management, inappropriate site selections, as well as excessive and inefficient use of potable water.

The following ordinance proposals relate to water impacts in the following ways:

Electric vehicle recharging station fees: While requiring similar infrastructure (roads and parking lots), EVs have less negative impacts than conventional cars' pollution from heavy metals from engine wear and

²¹ <https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-d-non-project-actions>

²² U.S. EPA, "Stormwater Discharges from Transportation Sources," last updated January 10, 2025. [\[LINK\]](#). Accessed 6/27/2025.

²³ Washington Stormwater Center "FAQ2025. [\[LINK\]](#). Accessed 7/2/2025.

hydrocarbons from lubricating fluid and electric vehicles do not use motor oil.²⁴ The proposed EV charging station will be in predominantly existing locations (i.e. existing parking lots) such that there would be no additional stormwater impacts. Individual King County projects would be subject to all applicable federal, state, and local permitting requirements. These existing permitting requirements would address any potential new parking lot variations (if proposed) and review any new stormwater management designs.

Electric vehicles for County: The amended adoption rate to align with the current market availability and best practice supports the ongoing transition of County fleets to electric and zero-emission vehicles. EVs have less negative impacts than conventional cars' pollution from heavy metals from engine wear and hydrocarbons from lubricating fluid and electric vehicles do not use motor oil.²⁵

Green Building Program: The proposed increased use of Envision certification will increase the potential to reduce water pollution through design strategies to satisfy the following categories in the framework: Resource - water; Natural World - siting, Natural World - conservation, Natural World – ecology. Projects scoring well in these areas, will increase environmental performance.

The proposed increased use of Salmon Safe certification, which predominantly focuses on habitat and water quality protection²⁶, will increase the potential to reduce water pollution through design strategies to satisfy each of the program's categories: Instream Habitat Protection/Restoration; Riparian & Wetland Protection/Restoration; Water Use & Irrigation Management; Surface Water Runoff Management; Erosion & Sediment Control; Pesticide Reduction & Water Quality Protection in Landscaping; Enhancement of Ecological Function.

Carbon offsets and environmental attributes program: The proposed amendment directs King County to invest in improvements to the operations of Dept of Natural Resources and Parks facilities over external investments in carbon offsets. Investments to reduce fugitive methane gas and increase biogas capture and utilization may result in additional benefits to water quality and/or reduce water pollution resulting from the extraction and production of natural gas used by facilities.

Air Pollution

Air pollutants from the combustion of fossil fuels, including natural gas from buildings and gasoline/diesel from vehicles, contribute to climate change and climate impacts. Combustion and production of fossil fuels includes various environmental and human health impacts associated with nitrogen dioxide, particulate matter, and ozone, and impacts from potential fossil fuel leaks.

All of the proposed code amendments are intended to support the transition away from fossil fuels. The benefits of doing so are discussed below.

Electric Vehicles:

The U.S. Energy Information Administration (U.S. EIA) notes the following impacts of gasoline consumption to air pollution:

Gasoline is a toxic and highly flammable liquid. The vapors given off when gasoline evaporates and the substances produced when gasoline is burned (carbon monoxide, nitrogen oxides,

²⁴ Cars.com “Do Electric Vehicles Use Oil” *ibid*, [\[Link\]](#) Accessed 6/30/2025.

²⁵ Cars.com “Do Electric Vehicles Use Oil” *ibid*, [\[Link\]](#) Accessed 6/30/2025.

²⁶ Salmon-Safe Inc. “Salmon-Safe’s Park Standards,” copyright 2025. [\[Link\]](#) Accessed 6/27/2026.

*particulate matter, and unburned hydrocarbons) contribute to air pollution. Burning gasoline also produces carbon dioxide, a greenhouse gas.*²⁷

The U.S. EPA notes that pollution from diesel exhaust also include particulate matter, nitrogen oxides which contribute to the production of ground-level ozone (smog) and acid rain, hydrocarbons, and other air pollutants that can cause health impacts and damage plants, animals, crops and water resources.²⁸

The U.S. EPA notes the following impacts from nitrogen dioxide (NO₂) pollution:

Breathing air with a high concentration of NO₂ can irritate airways in the human respiratory system. Such exposures over short periods can aggravate respiratory diseases, particularly asthma, leading to respiratory symptoms (such as coughing, wheezing or difficulty breathing), hospital admissions and visits to emergency rooms. Longer exposures to elevated concentrations of NO₂ may contribute to the development of asthma and potentially increase susceptibility to respiratory infections. People with asthma, as well as children and the elderly are generally at greater risk for the health effects of NO₂.

*NO₂ along with other NO_x reacts with other chemicals in the air to form both particulate matter and ozone. Both of these are also harmful when inhaled due to effects on the respiratory system... NO₂ and other NO_x interact with water, oxygen and other chemicals in the atmosphere to form acid rain. Acid rain harms sensitive ecosystems such as lakes and forests... [Additionally,] NO_x in the atmosphere contributes to nutrient pollution in coastal waters...*²⁹

In Washington state, the Department of Ecology estimates that there are 77,400 metric tons of atmospheric nitrogen emitted annually across all counties within Puget Sound. The majority, 70%, of these nitrogen air emissions are from transportation. With gas and diesel vehicle exhaust being the top transportation emission source.”³⁰

The U.S. EPA notes the following impacts from particulate matter pollution:

The size of particles is directly linked to their potential for causing health problems. Small particles less than 10 micrometers in diameter pose the greatest problems, because they can get deep into your lungs, and some may even get into your bloodstream.

Exposure to such particles can affect both your lungs and your heart. Numerous scientific studies have linked particle pollution exposure to a variety of problems, including:

- *premature death in people with heart or lung disease*
- *nonfatal heart attacks*
- *irregular heartbeat*
- *aggravated asthma*
- *decreased lung function*
- *increased respiratory symptoms, such as irritation of the airways, coughing or difficulty breathing.*

²⁷ U.S. EIA, “Gasoline explained – Gasoline and the environment,” last update April 16, 2024. [[Link](#)]. Accessed 6/26/2025.

²⁸ U.S. EPA, “About Diesel Fuel,” last updated February 18, 2025 [[LINK](#)]. Accessed 6/27/2025.

²⁹ U.S. EPA, “Basic Information about NO₂,” last updated June 7, 2021. [[LINK](#)]. Accessed 6/26/2025.

³⁰ Washington State Department of Ecology (ECY), “story Map of Nitrogen in Puget Sound: Nitrogen Sources & Pathways, Atmosphere.” [[LINK](#)]. Accessed 6/27/2025.

People with heart or lung diseases, children, older adults, minority populations, and low socioeconomic status populations are the most likely to be affected by particle pollution exposure, either because they are more sensitive or may have higher exposures....

Particles can be carried over long distances by wind and then settle on ground or water. Depending on their chemical composition, the effects of this settling may include:

- *making lakes and streams acidic*
- *changing the nutrient balance in coastal waters and large river basins*
- *depleting the nutrients in soil*
- *damaging sensitive forests and farm crops*
- *affecting the diversity of ecosystems*
- *contributing to acid rain effects.*³¹

While conventional gas cars typically use disc brakes that emit particles, EVs use regenerative braking to derive additional power for the car battery, which reduces the need to apply the brakes, and in turn reduces their relative PM emissions.³² EVs are heavier than their gas-counterparts, which could theoretically increase vehicle wear, but EVs are typically equipped with tires to address the heavier EV weights, in turn reducing wear.³³ The origins of particulate matter are also not wholly dependent on tire wear and brake dust. While primary PMs stem from the physical outputs of brakes, tires and exhaust, there are also secondary emissions from the chemical combination of other emissions after they have been exhausted from the vehicle, including nitrogen oxides (NOx), hydrocarbons (HC) and ammonia (NH3).³⁴ These secondary emissions can compose up to 29 percent of a vehicle's total PM emissions.³⁵ Adoption of EVs can reduce the associated PM levels by between four and nineteen percent depending on particulate size and the weight of EVs being assessed.³⁶

Ozone is created by a reaction between NOx and volatile organic compounds (VOC). "This happens when pollutants emitted by cars, power plants, industrial boilers, refineries, chemical plants, and other sources chemically react in the presence of sunlight."³⁷ While high-altitude (stratospheric) ozone provides a protection from harmful ultraviolet rays, ground-level or tropospheric ozone negatively impacts human health and can negatively affect sensitive vegetation and ecosystems.³⁸

Breathing in ground level ozone can reduce lung function by 20 percent and can trigger health reactions by those most particularly sensitive to poor air quality – children, older adults, those with respiratory or pulmonary conditions, athletes, and those most often outdoors – in addition to our ecosystem. Reactions may look like shortness of breath, coughing, wheezing, fatigue,

³¹ U.S. EPA, "Health and Environmental Effects of Particulate Matter (PM)," last updated May 26, 2025. [\[LINK\]](#). Accessed 6/27/2025.

³² Barisone, Matteo. "Electric vehicles and air pollution: the claims and the facts," European Public Health Alliance (EPHA), March 5, 2021. [\[LINK\]](#). Accessed 7/3/2025

³³ Barisone, Matteo. Ibid. [\[LINK\]](#). Accessed 7/3/2025

³⁴ Krajinska, Anna. "Electric vehicles are far better than combustion engine cars when it comes to air pollution. Here's why," Transport & Environment, March 4, 2021. [\[Link\]](#). Accessed 7/3/2025.

³⁵ Krajinska, Anna. Ibid. [\[Link\]](#). Accessed 7/3/2025.

³⁶ Amato, Fulvio, Alexandros Dimitropoulos Katherine Farrow and Walid Oueslati, "Non-exhaust Particulate Emissions from Road Transport : An Ignored Environmental Policy Challenge," Organisation for Economic Co-operation and Development (OECD), December 2020. [\[LINK\]](#). Accessed 7/3/2025.

³⁷ U.S. EPA, "Ground-level Ozone Basics," last updated March 11, 2025. [\[LINK\]](#). Accessed 6/27/2025.

³⁸ U.S. EPA, "Ground-level Ozone Basics," ibid March 11, 2025. [\[LINK\]](#). Accessed 6/27/2025.

*headaches, nausea, chest pain, and eye and throat irritation. The EPA estimates that 5 to 20 percent of the total U.S. population is especially susceptible to the harmful effects of ozone.*³⁹

Ground-level ozone can also negatively affect vegetation, namely black cherry, quaking aspen, tulip poplar, white pine, ponderosa pine, and red alder.⁴⁰

Review of the above the literature indicates that the EVs do have reduced air emission impacts compared to gas vehicles as a whole, and especially with existing and future regulations for electricity supplies in Washington state, their increased adoption would result in positive outcomes regarding air emissions.

Washington state Vehicle Emissions Standards require vehicle manufacturers to reduce pollution from vehicles sold in Washington, accelerating the transition to electric vehicles. EV charging is expected to grow as more drivers need to replace combustion-powered vehicles with EVs. Currently, most EV drivers charge at home, for the sake of convenience and cost-savings. But many in the next tranche of EV adopters live in locations without driveways (e.g. apartments and townhomes) or live in multi-family housing developments where parking structures may not have charging or cannot be retrofitted to provide it. These drivers will rely much more heavily on a quick recharge while driving around their communities or commuting to/from work and appointments.

According to the State's Transportation Electrification Plan,⁴¹ King County currently has sufficient Level 2 (slower) public charging to meet this need, but only one quarter of the public DC Fast Charging (quicker) necessary to serve these users. To enable the successful transition to zero-emissions vehicles, more public charging will need to be installed.

Washington is among the top five states for EV adoption, and over 60 percent of the state's 177,000 registered EVs are located in King County⁴², where EVs comprise 6 percent of all registered vehicles.

Electric vehicle recharging station fees: By allowing EV charging fees for customers to be updated to market rates, the code amendments will result in the EV charging costs increasing for most current users of public EV chargers at King County facilities (except potentially those who have only been recharging for short periods of time). The primary impact would be to existing EV owners and users of King County facilities, and could result in these EV owners using their vehicles less if the costs increase. It is unlikely to impact EV adoption rates, since only existing owners would be aware of or benefit from the lower than market rate pricing at King County public EV chargers. The County's current \$2/session rates are uncommonly low and EV drivers are already well accustomed to paying prices closer to \$2 for each hour connected to a standard 7.2kw Level 2 station in other settings. Overall, the code amendments are expected to streamline the management of public EV charging at County facilities, thereby increasing their installation and supporting increased adoption of EVs and reduced air pollution emissions.

Electric vehicles for County: The proposed pushing back of the adoption rate of County fleets based on technology availability will increase air pollution relative to the current goals. However, overall adjusting

³⁹ Clean Air Partners (CAP), "Air Quality Resources - Ozone & Particle Pollution." [\[LINK\]](#). Accessed 6/27/2025.

⁴⁰ U.S. EPA, "Ecosystem Effects of Ozone Pollution," last updated October 21, 2024. [\[LINK\]](#). Accessed 6/27/2025.

⁴¹ Washington State Transportation Electrification Plan [\[Link\]](#) Accessed 6/30/2025.

⁴² Electric vehicles - Electric vehicle registrations [\[Link\]](#) Accessed 6/30/2025.

the goals to ensure that the pace of the transition supports the County's operation, maintenance, and financial needs increases the likelihood that the overall program will be successful. Proposed code amendments are expected to have the net positive benefit of reducing risks to the program and ensuring that cumulative reductions are achieved by transitioning County fleets.

Green Building Program: Third-party green building rating systems reward projects that implement design and construction practices that exceed code expectations. Zero Energy or Zero Carbon certifications are awarded based on performance of the implemented design and construction practices. The proposed increased use of Envision certification will increase the potential to reduce impacts on air pollution from a future proposed project. Increased environmental performance is indicated by projects scoring well attributed to design strategies satisfying following categories in the framework: Resource Allocation (Reduce Operational Energy Consumption, Reduce Construction Energy Consumption, Use Renewable Energy); Climate and Resilience (Reduce Net Embodied Carbon, Reduce Greenhouse Gas Emissions, Reduce Air Pollutant Emissions)

Carbon offsets and environmental attributes program: The proposed amendment directs King County to invest in improvements to the operations of Dept of Natural Resources and Parks facilities over external investments in carbon offsets. These direct investments include reductions in fossil fuel use at King County facilities. This change in the code, ensures that air pollution benefits are delivered in King County. Investments to reduce fugitive methane gas and increase biogas capture and utilization may result in additional benefits to water quality and/or reduce water pollution resulting from the extraction and production of natural gas used by facilities.

Individual Project: Individual King County projects that are subject to the proposed ordinance would also be subject to all applicable federal, state, and local permitting requirements. King County projects would be subject to existing regulations and be addressed during project-level environmental and permit reviews.

Toxic or Hazardous Substances

Electric vehicle recharging station fees and Electric vehicles for County:

Increased use of EVs has the potential to reduce spills of environmental contaminants such as petroleum, car oil, and transmission fluid, as EVs do not require these fluids to operate.⁴³ However, EVs do use rechargeable batteries with the potential to introduce different contaminants in cases of battery rupture. Also, while EV charging infrastructure currently is commonly connected to the electrical grid, there is the potential for EV charging infrastructure to also be connected to onsite battery storage in the future.

There are five common types of rechargeable batteries, with varying chemical components:
Lead acid Combines lead or lead sulfate and sulfuric acid.⁴⁴

⁴³ Turner, Brian. "Troubleshooter: Yes, Electric Vehicles Still Need Maintenance," Driving Postmedia Network, October 10, 2019. [\[LINK\]](#). Accessed 6/30/2025

⁴⁴ Common in gas-powered vehicles. Reference: Caceres, Al. "Risk Considerations for Battery Energy Storage Systems," Gallagher Energy Practice white paper, 2019. [\[LINK\]](#). Accessed 6/30/2025.

Nickel Cadmium (NiCd) Nickel oxide hydroxide and metallic cadmium.⁴⁵

Nickel Metal Hydride (NiMH) Nickel oxide hydroxide and potassium hydroxide.⁴⁶

Lithium-ion There are many lithium batteries; the most common uses cobalt oxide.⁴⁷

Lithium-ion polymer Similar to lithium batteries, save that these use a solid or gel electrolyte.⁴⁸

Regulatory frameworks such as Washington State Department of Ecology's Battery Stewardship program⁴⁹ and DOE's Dangerous Waste Regulations.

Green Building Program: The proposed ordinance would not directly cause any environmental health hazards. King County projects subject to the proposed ordinance could result in exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, though the exposure to environmental health hazards is not expected to be greater as a result of implementing the proposed ordinance. Increased use of on-site solar to meet net zero requirements could reduce hazards related to fossil fuel based generators. To the extent any such development created such exposure or risk, those hazards would be regulated by existing state and local regulations and permitting processes.

Carbon offsets and environmental attributes program: The proposed ordinance would not directly cause any environmental health hazards. The proposed ordinance would reduce environmental health hazards to the degree it results in transitioning away from fossil fuel using equipment.

Noise

The built environment can impact noise in a variety of ways. Overall, the proposed ordinance is not anticipated to result in any additional noise.

Electric vehicle recharging station fees and Electric vehicles for County: Electric vehicles produce lower noise than fossil fuel powered vehicles.

Green Building Program: The proposed ordinance would not directly cause any noise. King County projects subject to the proposed ordinance could result in noise is not expected to be greater as a result of implementing the proposed ordinance. To the extent any such development created such an impact would be regulated by existing state and local regulations and permitting processes.

The proposed ordinance does not change any substantive requirements related to discharges to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise. As with the existing code, the proposed ordinance encourages King County projects to seek the highest green building certification levels through green building strategies such as minimizing the project footprint,

⁴⁵ Note: Cadmium is a toxic element; this battery was mostly banned by the European Union in 2004. Nickel–cadmium batteries have been almost completely replaced by nickel–metal hydride (NiMH) batteries. Reference: Caceres, Al. Ibid.

⁴⁶ “NiMH Nickel metal Hydride Battery Technology,” Electronics Notes. [[LINK](#)]. Accessed 4/28/21.

⁴⁷ Clean Energy Institute, “Lithium-Ion Battery,” University of Washington, 2020. [[LINK](#)] Accessed 6/30/2025.

⁴⁸ Sabatini, Matthew. “Lithium-ion vs lithium-polymer: What’s the difference,” Android Authority. May 12, 2025 [[LINK](#)]. Accessed 7/2/2025.

⁴⁹ Washington State Department of Ecology “Battery stewardship program” [[Link](#)]. Accessed 7/11/2025.

designing natural acoustical buffers, treating stormwater runoff, and using sustainable and low-emitting materials.

The County Executive would have discretion to exempt projects from these requirements. Because these waivers are purely discretionary, the County Executive could theoretically exempt all projects or no projects in any given year. Therefore, the proposed ordinance may result in less or greater implementation of green building practices by King County and third-party developers on King County-owned property, thereby resulting in more or less impacts to and associated with water, air, toxic and hazardous substances, and noise compared to what might otherwise occur under existing code. However, it is considered unlikely that more projects would be granted exemptions under the proposed ordinance. The legislation is proposed to require and encourage more green building practices in King County, as the County prioritizes reducing its environmental footprint in its operations.

Carbon Offset Program: The proposed ordinance changes would not directly cause any noise pollution.

- **Proposed measures to avoid or reduce such increases are:**

Existing regulations that aim to avoid or reduce increased discharges to water, emissions to air and the production, storage, or release of toxic or hazardous substances, and to limit noise would also apply to development projects subject to the proposed ordinance and are not changed by the proposed ordinance. No additional measures to avoid or reduce such impacts are proposed.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

There are numerous plants, animals, fish, and marine life within unincorporated King County, but the proposed ordinance is unlikely to result in activities that would cause a greater impact to these resources than might otherwise occur under the current code because the regulations protecting those resources are not changed by the proposed ordinance. Water and Air emission impacts are detailed under Part D.1 of this checklist.

Green Building Program: While there are numerous plants, animals, fish, and marine life within King County, the proposed ordinance is unlikely to result in activities that would cause a greater negative impact to these resources than might otherwise occur under current code because the regulations protecting those resources are not changed by the proposed ordinance. As with the existing code, the proposed ordinance encourages King County projects to seek the highest green building certification levels, which are restorative and regenerative, by preserving and enhancing native soils, preserving and integrating native vegetation, and preserving and enhancing open space and habitat corridors.

The County Executive would have discretion to exempt projects from these requirements. Because these waivers are purely discretionary, the County Executive could theoretically exempt all projects or no projects in any given year. Therefore, the proposed ordinance could result in less or greater implementation of green building practices by King County and third-party developers on King County-owned property, thereby resulting in more or less adverse impacts to plants, animals, fish, and marine life from King County projects than what otherwise might occur under existing code. However, it is considered unlikely that more projects would be granted exemptions under the proposed ordinance. The legislation is proposed to require and encourage more green building practices in King County, as the County prioritizes reducing its environmental footprint in its operations.

Carbon offsets and environmental attributes program: Investments to reduce fugitive methane gas and increase biogas capture and utilization may result in additional benefits to water quality and/or reduce water pollution resulting from the extraction and production of natural gas used by facilities.

- **Proposed measures to protect or conserve plants, animals, fish, or marine life are:**

Existing regulations that protect and conserve plants, animals, fish, and marine life would apply to development projects subject to the proposed ordinance and are not changed by the proposed ordinance, including the County's Shoreline and Critical Areas Code. No additional measures to avoid or reduce such impacts are proposed.

Electric vehicle recharging station fees and Electric vehicles for County:

Scope: As the proposed ordinance changes intend to facilitate the transition from fossil fueled to EVs, the ordinance would also support reductions in air and water pollution that may have a positive impact on wildlife.

Green Building Program:

The proposed increased use of Envision certification will increase the potential to reduce impacts on the plants, animals, fish, and marine-life within the ecosystem of the selected "site" of a future proposed project. Increased environmental performance is indicated by projects scoring well attributed to design strategies satisfying following categories in the framework: Resource - water; Natural World - siting, Natural World - conservation, Natural World – ecology.

The proposed increased use of Salmon Safe certification, which predominantly focuses on habitat and water quality protection⁵⁰, will increase the potential to conserve plants, animals, fish, and marine-life within the ecosystem of the selected "site" of a future proposed project through design strategies to satisfy each of the program's categories: Instream Habitat Protection/Restoration; Riparian & Wetland Protection/Restoration; Water Use & Irrigation Management; Surface Water Runoff Management; Erosion & Sediment Control; Pesticide Reduction & Water Quality Protection in Landscaping; Enhancement of Ecological Function.

Carbon offsets and environmental attributes program: The proposed ordinance directs King County to prioritize investments in County operations to reduce greenhouse gas emissions at County facilities. This is not expected to have a direct impact or benefit to animal or fish species.

3. How would the proposal be likely to deplete energy or natural resources?

The proposed ordinance is unlikely to result in activities that would cause a significantly greater impact to these resources than might otherwise occur under the existing code. The proposed design standards do not expand the impact of potential development that exists with the current underlying zoning in terms of energy and natural resource depletion.

⁵⁰ Salmon-Safe Inc. "Salmon-Safe's Park Standards," copyright 2025. [\[Link\]](#) Accessed 6/27/2026.

The proposed ordinance related to the installation of EV charging stations, transition of County fleets to EVs and Dept of Natural Resources and Parks capital improvement projects to reduce fossil fuel use will require increased electrical power to operate. The proposed changes facilitate the transition away from fossil fuels and improvements in energy efficiency.

The move away from fossil fuels in County buildings and through a transition to EV usage may impact the electrical grid by increasing electricity demand. On-site solar for buildings could reduce or supplement grid usage.

Electric vehicle recharging station fees and Electric vehicles for County: Although the EV infrastructure could be powered by battery power or onsite power via renewable power generation or a generator, most developments will likely connect to the utility energy grid.

Green Building Program: Resulting capital improvement projects from the Green Building Program updates would be Net Zero or Zero Carbon certified to demonstrate their compliance with 2020 SCAP net zero GHG footprint. Projects are anticipated to connect to the utility electrical grid and after implementing energy efficiency measures to reduce the project's energy demand, utilize onsite renewable power generation (such as photovoltaics).

Carbon offsets and environmental attributes program: The proposed changes would result in capital improvement projects, some of which will reduce demand for natural gas and increase demand on the utility electrical grid.

- **Proposed measures to protect or conserve energy and natural resources are:**

Existing regulations that protect and conserve energy and natural resources would apply to development projects subject to the proposed ordinance. Beyond the details provided below, there are additional federal, state and local regulations that protect and conserve energy and natural resources that would also apply to development projects subject to the proposed ordinance.

Electric vehicle recharging station fees and Electric vehicles for County: Light-duty electric vehicles are more energy efficient than gasoline vehicles, as a result the demand for energy is lower for the same amount of vehicle miles traveled.

Green Building Program: With the proposed ordinance, these capital projects' certifications would verify an offset or generation of at least as much renewable energy as the project consumes over the course of a year. Net zero projects conserve energy as the principal design strategy before renewable generation or offsetting of the operational energy used.

Additionally increased third-party certified projects, resulting from the Green Building Program updates, require, and promote energy and natural resource conservation (such as water and materials). Proposed increased C&D diversion rates will result in conservation of materials and reduce the strain on municipal landfills.

Carbon offsets and environmental attributes program: The proposed changes would result in projects that increase production of renewable natural gas from biogas at landfills and wastewater treatment facilities, which can reduce the use of fossil fuel based natural gas. The proposed changes are also expected to result in projects that increase the production of solar power at King County facilities.

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?

The proposed ordinance is unlikely to result in activities that would cause a greater impact to environmentally sensitive areas or areas designated as eligible or under study for governmental protection than might otherwise occur under the existing code. Any development project that would be subject to the proposed ordinance would be subject to the same development restrictions concerning environmentally sensitive areas that are currently in place.

Additionally, limitations imposed on properties in the Farm Preservation Program or the Agricultural Production District would extend to any potential development proposed to locate on an applicable farmlands.

Green Building Program: The proposed ordinance does not change any substantive requirements related to environmentally sensitive areas or areas designated for governmental protection. As with the existing code, the proposed ordinance encourages King County projects to seek the highest green building certification levels, which are restorative and regenerative, by preserving and enhancing native soils, preserving and integrating native vegetation, and preserving and enhancing open space and habitat corridors.

The County Executive would have discretion to exempt projects from these requirements. Because these waivers are purely discretionary, the County Executive could theoretically exempt all projects or no projects in any given year. Therefore, the proposed ordinance could result in less or greater implementation of green building practices by King County and third-party developers on King County-owned property, thereby resulting in more or less adverse impacts to environmentally sensitive and protected areas from King County projects than what might otherwise occur under existing code. However, it is considered unlikely that more projects would be granted exemptions under the proposed ordinance. The legislation is proposed to require and encourage more green building practices in King County, as the County prioritizes reducing its environmental footprint in its operations.

- **Proposed measures to protect such resources or to avoid or reduce impacts are:**

Existing regulations that protect such resources would apply to development projects subject to the proposed ordinance and are not changed by the proposed ordinance. No additional measures to avoid or reduce such impacts are proposed.

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?

The proposed ordinance does not alter, and is not anticipated to affect, currently allowed land uses or shoreline uses in King County.

- **Proposed measures to avoid or reduce shoreline and land use impacts are:**

Existing regulations that protect shoreline use and regulate land use would apply to development projects subject to the proposed ordinance, and are not changed by the proposed ordinance. As

no additional impacts are anticipated to be created by the proposed ordinance, no measures to avoid or reduce impacts are proposed.

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The proposed ordinance is not anticipated to increase demand on public transportation or government-provided services in the unincorporated area. However, some of the EV charging infrastructure required to be installed by the proposed ordinance will require electrical power to operate. Although the EV infrastructure could be powered by battery power or onsite power via renewable power generation or a generator, most developments will likely connect to the utility energy grid and, hence, affect utility-provided electricity.

The proposed ordinance would not increase demands on transportation or public services. EV charging stations, individual King County capital improvement projects subject to the proposed ordinance updates to the Green Building Program and Dept. of Natural Resources and Parks would require ongoing utility, and individual connection to the electrical grid. In some cases, upgrades to the electrical utility transmission systems, such as sub-stations or simply new onsite transformers, are required to provide sufficient electrical supply. However, with its focus primarily on fee structure and EV charger management, the proposed ordinance would not directly increase demands on electrical utilities. The proposed ordinance is not anticipated to increase demand on public transportation or government-provided services in the unincorporated area. However, some demands related to utility-supplied electricity and natural gas may shift. These potential impacts are addressed in the energy and natural resources section under Checklist section D.3.

Green Building Program: The performance of the new construction and whole building renovations have not changed (net zero); the change proposed is in achievement of third-party certification. The impact to the environment has not changed since the built environment performance, net zero, remains the same. Performance scope is addressed in the background description section under Checklist section A.11.

The proposed ordinance is not anticipated to result in increased traffic volumes or demands on public services and utilities. As with the existing code, the proposed ordinance encourages green building strategies such as planning and designing for alternative transportation, and reductions on public service and utility demands by recycling construction and demolition debris, using on-site material, and reducing water and energy use.

The County Executive would have discretion to exempt projects from these requirements. Because these waivers are purely discretionary, the County Executive could theoretically exempt all projects or no projects in any given year. Therefore, the proposed ordinance could result in less or greater implementation of green building practices by King County and third-party developers on King County-owned property, thereby resulting in more or less demands on transportation and public services and utilities from King County projects than might otherwise occur under existing code. However, it is considered unlikely that more projects would be granted exemptions under the proposed ordinance. The legislation is proposed to require and encourage more green building practices in King County, as the County prioritizes reducing its environmental footprint in its operations.

- **Proposed measures to reduce or respond to such demand(s) are:**

Proposed measures to address demands on utilities related to electricity and natural gas supply are addressed in the energy and natural resources section under Checklist section D.3.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

Individual King County projects that are subject to the proposed ordinance would also be subject to all applicable federal, state, and local permitting requirements. King County projects would be subject to existing regulations and be addressed during project-level environmental and permit reviews.

The proposed ordinance is consistent with local, state, and federal law requirements for the protection of the environment. Existing regulations related to the protection of the environment, including the County's Critical Areas Code, Shoreline Master Program, King County Code (particularly development regulations such as Title 9 Surface Water Management, Title 10 Solid Waste, Title 13 Water and Sewer Systems, Title 21A Zoning, and Title 23 Code Compliance), the Clean Air Act, the Clean Water Act, and others, are not amended by the proposed ordinance. These regulations would still apply to development projects subject to the proposed ordinance in unincorporated King County.