NOTICE OF RECEIPT OF CONDITIONAL USE APPLICATION

Ron's Food Mart Automated Car Wash
170 North Forks Avenue

Pursuant to the Forks Zoning Code, specifically FMC 17.85 and FMC 17.120, notice is hereby provided that the City has received an application for a conditional use permit. The application was submitted in January 2026, and the City requested additional information in February and March 2026 regarding washwater. Application will be the subject of a Conditional Use Permit Hearing and Decision by the Forks Planning Commission on 15 April 2026 as explained in the associated Notice of Meeting and Public Hearing. Application included the necessary SEPA checklist. The following information is provided regarding the application:

Applicant: Brian and Stephanie Browning
170 North Forks Avenue
Forks, WA 98331

Location of Property: 170 North Forks Avenue
Southern portion of existing parking lot and adjacent to the City's Triangle Park.

Legal Description Property: Proposed development would be on the southern portion of Lot 1 of the Iverson's Addition to Forks, except the east 30' associated with a boundary line survey involving Lots 1, 2, and 3 of the Iverson's Addition and delineated within the Winney Survey, filed at Volume 12, Page 108 of Surveys dated 6 April 1987. The property is located within the within the eastern portion of the NE ¼ of the NW ¼, Section 9, Township 28N, Range 13 W, W.M. in Clallam Co. WA. Size of Lots 1, 2 and 3 is 0.4-0.5 acres
Clallam County Parcel No. 132809570200.

Project Description: The Browning's are seeking a conditional use permit to build, install and operate a *Mark VII SoftWash XT* in-bay automatic car wash system (System) within a commercial car wash building to be built on the southern portion of the existing Ron's Food Mart parking lot. The System would only be able to wash a single car at a time and would be limited to passenger vehicles (cars, vans, and pickup trucks). The system would include automated washing equipment, and a water reclaim and recycling system per the request of the City. The System is designed to wash one car at a time and no more than a total forty cars per day. Applicant has indicated that the System would comply with State Department of Ecology standards. City has indicated that this would include Ecology's *Vehicle and Equipment Washwater Discharges – Best Management Practices Manual*, Ecology Public No. WQ-R-95-056 and subsequent updates or recommendations to this manual.

All water for the operation of the System would come from the City's water utility. Water usage associated with the System, presuming maximum of forty (40) vehicles per day, would require 1,200 gallons of water per day with 75% of that water being reclaimed in the process of washing up to forty (40) vehicles daily. As a result, if the System was operating at maximum capacity, it would recycle and reuse approximately 900 gallons of water while using 300 gallons of fresh water from the City used in the final rinse cycles. Biodegradable cleaning solutions are the only ones that will be used in the System's washing of vehicles.

Vehicle washwater would then be collected and processed prior to discharge into the City's wastewater system. The proponents have noted that the System includes "oil-water separation and filtration components that remove sediment, grit, and petroleum residues" from entering the City's wastewater system. In efforts to better understand the impacts of the washwater's discharge into the City's wastewater system, applicant's representatives familiar with the System have indicated that the biochemical oxygen demand (BOD) discharge per day would be approximately 0.56 pounds per day based upon a per car rate of 0.014 pounds per completed vehicle wash. Scott Peterson email of 12 Mar 2026. Applicant has indicated that the processing of washwater prior to discharge into the City's wastewater system would "have a near-neutral pH, typically ranging between 6.0 and 9.0" and would be devoid of "acids or caustic chemicals." Nutter/Janssen Letter with application materials.

In addition, the constructed facility would include mechanical and electrical systems, connections to existing utility services, on site vehicle queuing, and circulation areas. Vehicles would be required ***to enter only*** from Sol Duc Way and would be directed ***to exit only*** towards the southbound lane of Forks Avenue/SR 101.

The finished project would create a stand-alone single-story building containing the System (single vehicle tracked wash system and control room) that would be approximately 1,000 sq. ft. in size (exterior ~38' long and 26' wide). The completed project would have an exterior footprint, including the automated gated entrance pad and the exit pad, of ~65' L by 26' W not including roof overhang.

The property is zoned high density commercial. While gas stations/service stations are permitted outright, this particular use is not called out in the Forks Zoning Code. As such, a conditional use permit is required for the proposed new use on this parcel.

Hearing Required and Public Comment:

The Forks Zoning Code requires that a hearing on a conditional use permit be held after sufficient notice has been given to the public. Written comments may be filed up to and throughout the actual hearing. Such comments should be sent to Mr. Fleck at the address noted below. Notice of public hearing is being disseminated along with this notice. The public hearing on this matter is scheduled for **Wednesday, 15 April 2026 at 5:15 P.M.** in the City Council Chambers at Forks City Hall. The purpose of the hearing is to obtain information from nearby landowners regarding impacts or concerns they may have with this proposal.

Approval and Appeal Process:

Within 21 days of the public hearing, the Forks Planning Commission may authorize the conditional use permit.

In reviewing a conditional use permit, the Forks Planning Commission may attach thereto such conditions regarding the location, character, and/or other features of the proposed use as the commission deems necessary in the public interest, in the interest of furthering the purpose of the Forks Zoning Code, and for the purpose of fulfilling the Forks Comprehensive Plan. These conditions must be stated in writing as part of the permit and must state the connection between the use, condition and public interest being invoked.

Appeal Process

The Forks Planning Commission shall report to the City Council its findings regarding an application for a conditional use permit within fifteen (15) days of its decision. Any affected party, including a member of the City Council may appeal the decision to the City Council within fifteen (15) days of the date of the decision of the Forks Planning Commission is issued.

The appeal shall be filed in writing with the city clerk on forms established for this purpose. Once a hearing time is established proper notification shall be given concerning time, place and purpose of such a hearing and shall be in conformance with FMC 17.135, *et al.* Upon receipt of the appeal the city clerk shall publicize and schedule a public hearing by the council.

The City Council within twenty-one (21) days of the close of the hearing shall affirm, reverse, remand, or modify (including attaching additional conditions) the decision of the Forks Planning Commission.

Individuals needing a copy of the application materials, or requiring additional information regarding this notice should contact Rod Fleck, City Attorney/Planner at 360/374-5412, ext. 111 or at 500 East Division, Forks, WA 98331.

The purpose of the public hearing regarding the Conditional Use Permit is to determine whether the Forks Planning Commission should approve or deny the permit application submitted by the Brownings. In addition, the Planning Commission may attach requirements to the development as part of any approval of the Browning's application. Such conditions could involve the location, character, and/or other features of the proposed use as the commission deems necessary in the public interest, in the interest of furthering the purpose of the Forks Zoning Code, and/or for the purpose of fulfilling the Forks Comprehensive Plan. These conditions would be stated in writing as part of the permit and would state the connection between the use, condition and public interest being preserved or protected.

WRITTEN COMMENTS WILL BE ACCEPTED BY THE FORKS PLANNING DIRECTOR UP TO AND TO THE CLOSE OF THE PUBLIC HEARING on 15 April 2026. Address all such comments to Rod Fleck, City Attorney/Planner, 500 East Division, Forks, WA 98331. Comments may be delivered to City Hall at 500 East Division during the course of regular business hours. All written comments must be received by the City Planner prior to the close of the public hearing on 15 April 2026. Copies of the Application or SEPA Checklist can be obtained from Mr. Fleck. SEPA determination will be forthcoming.

Individuals requiring special accommodations to participate in this hearing should contact Mr. Fleck at 360/374-5412, ext. 111 so that such accommodations can be arranged prior to the hearing. Individuals with questions regarding this notice, and its attachment, should contact Mr. Fleck at the number above.

NOTICE OF MEETING
AND PUBLIC HEARING

Forks Planning Commission
15 April 2026, 5:15 P.M.
City Council Chambers
Forks City Hall
500 East Division

Ron's Food Mart Automated Car Wash
170 North Forks Avenue

Notice is hereby provided that the Forks Planning Commission will hold a public hearing as part of its regular meeting to consider the Conditional Use Permit application from Brian and Stephanie Browning.

The Browning's are seeking a conditional use permit to build, install and operate a *Mark VII SoftWash XT* in-bay automatic car wash system (System) within a commercial car wash building to be built on the southern portion of the existing Ron's Food Mart parking lot. The System would only be able to wash a single car at a time and would be limited to passenger vehicles (cars, vans, and pickup trucks). The system would include automated washing equipment, and a water reclaim and recycling system per the request of the City. The System is designed to wash one car at a time and no more than a total forty cars per day. Applicant has indicated that the System would comply with State Department of Ecology standards. Additional details can be found within the accompanying Notice of Receipt of Conditional Use Application.

Property is accessed from paved City streets, can access city water, city sewer, electrical provided by the PUD, and telecommunications access via CenturyLink and other providers.

Notice of the receipt of the application for the Conditional Use Permit is attached. The Planning Commission will consider this application as part of its regularly scheduled meeting to be held on 15 April 2026 at 5:15 p.m. in the City Council Chambers within City Hall and/or by ZOOM as noted above. ZOOM links will be posted on the City's website prior to the 15 April 2026 hearing. That portion of the agenda associated with this application is as follows:

> Conditional Use Application of Brian and Stephanie Browning for the construction, installation, and operation of a single car automated car wash at 170 North Forks Avenue
> Public Hearing, Deliberations, and Decision on the Browning's CUP Application
> 1. Staff report regarding procedure, SEPA, and City staff concerns (if any)
> 2. Presentation by the Applicant or its designated representative
> 3. Reading into the record of written comments submitted to the Planning Commission
> 4. Public Comment/Testimony For or Against Application
> 5. Applicant's response/rebuttal
> 6. Questions, if any, by Planning Commission Members
> 7. Closing of Public Hearing
> 8. Deliberations and decision of the Commission (if any)

The purpose of the public hearing regarding the Conditional Use Permit is to determine whether the Forks Planning Commission may need to attach any conditions to the permit noted above. Such conditions could involve the location, character, and/or other features of the proposed use as the commission deems necessary in the public interest, in the interest of furthering the purpose of the Forks Zoning Code, and/or for the purpose of fulfilling the Forks Comprehensive Plan. These conditions would be stated in writing as part of the Commission's approval of the permit and would state the connection between the use, condition and public interest being preserved or protected.

WRITTEN COMMENTS WILL BE ACCEPTED BY THE FORKS PLANNING DIRECTOR UP TO AND TO THE CLOSE OF THE PUBLIC HEARING ON 15 April 2026. Address all such comments to Rod Fleck, City Attorney/Planner, 500 East Division, Forks, WA 98331. Comments may be delivered to City Hall at 500 East Division during the course of regular business hours. All written comments must be received by the City Planner prior to the close of the public hearing on 15 April 2026. Copies of the Application, SEPA Checklist, and SEPA determination can be obtained from Mr. Fleck.

Individuals requiring special accommodation to participate in this hearing should contact Mr. Fleck at 360/374-5412, ext. 111 so that accommodations can be arranged prior to the hearing. Individuals with questions regarding this notice, and its attachment, should contact Mr. Fleck at the number above.

Date: 3/13/2026

To:

City of Forks

Planning Department

500 E Division St

Forks, WA 98331

Subject: Project Description – Automated Car Wash at 170 N Forks Ave Addendum 1

Dear Planning Staff,

Please find amendments to our original document, dated 1/16/2026, to reflect usage of an in bay automatic car wash at this location.

Replace: Water Usage and Reclaim System test with:

The car wash will utilize a water reclaim system to capture, treat, and reuse approximately 75% of total wash water, significantly reducing potable water demand. Fresh City water will be used for final rinse and spot-free rinse cycles and to replace minor losses in the reclaim system. Average water use with the reclaim system is estimated at 7.5 gallons per vehicle fresh water, compared to 30 gallons per vehicle without reclaim.

Replace: BOD Summary:

6150 NE 92nd Drive Suite 100 Portland, OR 97220
Toll Free: (800) 775-1892 Phone: (503) 254-9455 www.nwestco.com

Replace sentence "Based on industry-standard water usage rates and biodegradable wash chemicals, the estimated biochemical oxygen demand (BOD5) of the discharged wastewater is approximately 15 mg/L. With an estimated daily discharge of approximately 1,200 gallons, the total BOD5 loading is approximately 0.15 pounds per day."

With " Based on industry-standard water usage rates and biodegradable wash chemicals, the estimated biochemical oxygen demand (BOD5) of the discharged wastewater is approximately 227 mg/L. With an estimated daily discharge of approximately 300 gallons, the total BOD5 loading is approximately 0.56 pounds per day."

Sincerely,

Douglas Green

For NWESTCO, LLC

Branch Manager

Rod Fleck

From:
Sent: Friday, March 13, 2026 11:55 AM
To: Rod Fleck; Riley Jacobs; Janssen, Trevor
Subject: Rons Food Mart Revisions
Attachments: BOD Simoniz.docx; Project description - Addendum 1.pdf; SEPA Checklist Addena 1.pdf

Hello Rod,

I have gone through all of the documents I have access to and
have revised the following for your consideration.
I am in a meeting until 1:30 pm, however if you have questions send me a note,
I will review your response and reply after the meeting.
We appreciate your patience while we provide the most up to date information.

Thank you,

--

Doug Green

(503) 254-9455 (971) 469-5345 nwestco.com

6150 NE 92nd Dr #100 Portland OR 97220

From: Scott Paterson
Sent: Thursday, March 12, 2026 12:36 PM
To: Scott Wilke
Subject: RE: BOD - Recalculation

Scott

The "food" would not change 227 mg/l. With a discharge of 7.5 gal per car the BOD rate per a car would be 0.014 lbs/day.

At 40 cars with each discharging 0.014 pounds then the total BOD for the day would be between 0.5 and 0.6 lbs/day

Scott Paterson
Environmental, Health and Safety Manager

SIMONIZ

201 BostonTurnpike
Bolton, CT 06043

Phone - (860) 646-0172 x117
Fax – (860) 646-0691

Date: 01/16/2026

To:
City of Forks
Planning Department
500 E Division St
Forks, WA 98331

Subject: Project Description – Automated Car Wash at 170 N Forks Avenue

Dear Planning Staff,

This letter provides a summary of the proposed project at 170 N Forks Avenue, Forks, Washington, including the purpose, equipment, site layout, water usage, wastewater handling, and environmental measures, in support of SEPA review and City permitting.

Project Overview:
The project proposes the development of a Mark VII SoftWash XT automated car wash on a single commercial parcel of approximately .5 acres. The site is bounded by N Forks Avenue to the east, adjacent commercial properties to the north and south, and local access drive aisles to the west. Development will be confined entirely to the parcel boundaries. Detailed site plans, legal descriptions, vicinity maps, and topographic maps are included in the project submittal.

Site Access and Circulation:
Primary vehicular access will be provided via a driveway from N Forks Avenue. Emergency and service vehicles will utilize the same access point. Sidewalk connections along N Forks Avenue will provide safe pedestrian entry. Internal circulation is designed for one-way or two-way flow through parking and service areas to maintain safe and efficient traffic movement. No changes specified or updates needed beyond current access.

Water Usage and Reclaim System:
The car wash will utilize a water reclaim system to capture, treat, and reuse approximately 60–70% of total wash water, significantly reducing potable water demand. Fresh City water will be used for final rinse and spot-free rinse cycles and to replace minor losses in the reclaim system. Average water use with the reclaim system is estimated at 30–40 gallons per vehicle, compared to 80–100 gallons per vehicle without reclaim.

Wastewater and Sewer Discharge:
All wastewater not reused by the reclaim system, including final rinse water and system blowdown, will be discharged exclusively to the City of Forks sanitary sewer system. There is no discharge to surface water or groundwater. Pretreatment through oil-water separation and filtration will remove sediment, oils, and other solids before discharge. Wastewater pH is

expected to remain within 6.0–9.0, consistent with City of Forks sewer requirements. Only biodegradable, sewer-approved detergents, waxes, and sealants will be used.

Environmental Compliance:
The project is designed to operate within City of Forks utility and environmental standards, and is consistent with SEPA environmental protection objectives. Measures include:

- Regular maintenance and inspection of the reclaim system
- Use of approved, biodegradable wash chemicals only
- No surface water or groundwater discharge
- Safe traffic flow and pedestrian access

Conclusion:
The proposed Mark VII SoftWash XT automated car wash is an environmentally responsible facility that reduces potable water use, safely manages wastewater, and operates in full compliance with City of Forks sewer and environmental standards. The project will not adversely affect surrounding properties, public utilities, or the City's wastewater treatment plant.

Please contact us if additional information or documentation is required.

Best Regards,

Lacie Nutter Nwestco-Sales & Account Management

971-442-2789

Trevor Janssen Mark VII-Account Development Specialist

971-917-1267

To Whom It May Concern,

This letter is provided to describe the operation of the proposed Mark VII SoftWash XT automated car wash and to explain how the water reclaim system functions, including water usage, wastewater discharge, and pH characteristics of the effluent conveyed to the City of Forks sanitary sewer system.

The Mark VII SoftWash XT is designed to operate with an integrated water reclaim (recycling) system that significantly reduces potable water usage while ensuring that all wastewater is properly treated and compatible with municipal wastewater treatment requirements.

System Operation and Water Use

The reclaim system captures wash water generated during vehicle washing and routes it through a series of settling pits, oil and grit separation, and filtration stages. Treated reclaim water is reused for non-final wash functions such as presoaks, initial rinses, wheel cleaning, and undercarriage washes. Fresh City water is used for final rinse and spot-free rinse cycles to ensure vehicle quality and prevent residue.

With the reclaim system in operation, total water use is typically reduced by approximately 60–70 percent compared to a non-reclaim car wash. Average total water use is estimated at 30–40 gallons per vehicle, depending on wash selection, compared to approximately 80–100 gallons per vehicle without reclaim.

Wastewater Discharge and pH Characteristics

All wastewater not reused by the reclaim system, including final rinse water and system blowdown, is discharged exclusively to the City of Forks sanitary sewer system. There is no discharge to surface waters or groundwater.

Prior to discharge, wastewater passes through oil-water separation and filtration components that remove sediment, grit, and petroleum residues, reducing solids and oils entering the municipal system.

pH Characteristics

- The car wash uses commercially manufactured, biodegradable detergents and wash chemicals formulated for use with municipal sewer systems.
- These products are applied in diluted concentrations per manufacturer specifications.
- The resulting wastewater is expected to have a near-neutral pH, typically ranging between 6.0 and 9.0, which is consistent with standard municipal sewer acceptance criteria.
- No strong acids or caustic chemicals are used or discharged

- Wastewater characteristics, including pH, are consistent with flows routinely accepted by municipal wastewater treatment facilities and are not expected to adversely affect treatment plant operations.

Chemicals and Treatment Plant Compatibility

Only approved, non-hazardous car wash detergents, waxes, sealants, and drying agents will be used. These products do not contain prohibited substances such as solvents, heavy metals, or hazardous wastes and are designed to break down during municipal wastewater treatment.

Conclusion

The Mark VII SoftWash XT reclaim system represents an environmentally responsible approach that reduces potable water demand, minimizes wastewater volumes, and ensures that all discharged water—including pH characteristics—is compatible with the City of Forks sanitary sewer system. The system is designed to operate within City utility standards and without negative impact to the wastewater treatment plant.

Please feel free to contact us if additional technical information or documentation is required.

Best Regards,

Lacie Nutter
Nwestco-Sales & Account Management

971-442-2789

Trevor Janssen
Mark VII-Account Development Specialist

971-917-1267

SEPA[1] Environmental Checklist

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

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.

A. Background

Find help answering background questions[2]

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

   -Ron's Food Mart Car Wash or Forks Car Wash

2. **Name of applicant:**

   -Brian and Stephanie Browning

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

   170 N Forks Ave-Forks, WA 98331

   Brian Browning: 360-640-4257

4. **Date checklist prepared:**

   -01/11/2026

5. **Agency requesting checklist:**

   -City of Forks

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

   -Spring 2026, completed Summer 2026

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

   -No

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

   -Estimated Water Usage

   -Planning Blue Prints, size and dimensions needed for this wash

   -SEPA form completed

9. **Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain**

   -No

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

    -N/A, city permits only needed unless otherwise notified

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

11. Give a 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.)

Project Description:

The proposal consists of the installation and operation of a Mark VII SoftWash XT in-bay automatic car wash system within a commercial car wash building on an existing commercially zoned site. The facility will be used for passenger vehicle washing only and will include automated wash equipment, a water reclaim(per City request) and recycling system, mechanical and electrical systems, utility connections, and on-site vehicle queuing and circulation areas. Wastewater will discharge to the municipal sanitary sewer system in compliance with applicable requirements. The facility will operate during normal business hours and will not include residential uses. The project site building will be approximately 34' in length by 24' wide (Control room included). The project will comply with applicable zoning, utility, and environmental regulations.

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.

Location of the Proposal:
The proposed project is located at 170 N Forks Avenue, Forks, Washington 98331, within the City of Forks, Clallam County, Washington. The site is situated in the urbanized commercial area of Forks, adjacent to U.S. Highway 101 and near local service and retail uses. Forks is a city in southwest Clallam County on the Olympic Peninsula.

According to Clallam County's Public Land Survey System (PLSS) mapping, the Forks vicinity lies within Township 28 North, Range 13 West, Willamette Meridian.

The project site consists of approximately .5 acres on a single parcel located at 170 N Forks Avenue, Forks, Washington. The property is bounded by N Forks Avenue to the east, adjacent commercial parcels to the north and south, and local access drive aisles to the west. A detailed legal description, site plan, vicinity map, and topographic map are included in the project submittal or related permit applications. All proposed development activities are confined within the boundaries of the subject parcel.

B. Environmental Elements

1. Earth

Find help answering earth questions[3]

a. **General description of the site:**
The project site at 170 N Forks Avenue, Forks, WA is generally located in a developed commercial area and consists of relatively level ground suitable for construction of a new car wash facility. Local topography in the urban core of Forks tends to be nearly flat to gently sloping rather than hilly or mountainous.

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

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

The steepest slope on the site is expected to be approximately 5 – 10 % or less across any peripheral grading areas, based on local lot grades and urban street grading (final percent slope to be confirmed with a topographic survey).

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.**

The soils on the project site are typical of the Forks/Clallam County area, formed primarily from glacial till and alluvial deposits. They are generally loamy to sandy loam with varying amounts of gravel and cobbles. These soils are moderately well drained, firm, and suitable for commercial construction with standard grading and compaction practices.

There are no designated long-term commercial agricultural soils on the site, and the project will not remove any soils of agricultural significance.

Summary of soil types:

- Texture: loamy sand to sandy loam, some gravelly layers
- Drainage: moderate to well drained
- Stability: stable under standard construction practices

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

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

There are no visible surface indications or documented history of unstable soils on the project site or in the immediate vicinity. The site is generally flat and well-drained, and regional soils in the Forks area—primarily glacial till and sandy loam—are considered stable for commercial development. Standard civil engineering practices, including proper grading, compaction, and drainage management, will be used to ensure long-term site stability.

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.**

Purpose:
Grading and site preparation will establish a level building pad for the new Mark VII SoftWash XT car wash, provide proper vehicle circulation and queuing areas, and ensure effective drainage away from the structure. Excavation will also accommodate utilities, water reclaim/treatment systems, and foundation construction.

Type of Work:

- Excavation: Minor site grading for the building foundation, utility trenches, and paved areas.
- Filling: Placement of structural fill to achieve design elevations, slopes for drainage, and compaction for pavement and building support. Fill material will consist of engineered gravel or crushed rock from approved local sources.

Total Area and Approximate Quantities:

- Total site area: approximately 0.5–0.75 acres (typical small commercial parcel in Forks).
- Grading/excavation footprint: approximately 15,000–20,000 square feet, including building pad, drive aisles, and vehicle queuing areas.
- Estimated excavation volume: 500–1,000 cubic yards of native soil removed for leveling and utility trenches
- Estimated fill volume: 300–600 cubic yards of engineered fill to raise low areas and establish proper slopes.

Source of Fill:
All fill material will be imported from local commercial suppliers or quarries and will meet structural and environmental specifications (clean, free of debris, and compactable).

Affected Area:
All excavation and fill activities are confined to the project parcel. Grading and fill will not extend off-site, and erosion control measures will be implemented during construction to prevent runoff.

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

Yes, minor erosion could occur during site clearing, grading, or construction, primarily from exposed soils being washed by rainfall before permanent vegetation or paving is installed. The risk is low to moderate, as the site is relatively flat and well-drained.

Mitigation measures that will minimize erosion include:

- Installing silt fences, straw wattles, or other sediment barriers along graded areas.
- Limiting the extent and duration of exposed soil at any given time.
- Promptly paving drive aisles and parking areas once grading is complete.
- Following standard construction best management practices (BMPs) consistent with Clallam County and Washington State Department of Ecology guidelines.

With these measures, potential erosion from construction or future use of the site is expected to be minimal and controlled.

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

Following construction of the new car wash facility, approximately 70–80% of the site will be covered with impervious surfaces, including:

- The car wash building footprint (~5,000–6,000 sq. ft.),
- Paved drive aisles and vehicle queuing areas,
- Utility pads and water reclaim system infrastructure, if applicable.

The remaining 20–30% of the site will be landscaped or open areas, which may include minor planting strips, rain gardens, or perimeter buffers to provide stormwater infiltration and visual screening.

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

To minimize erosion and protect soil stability during construction and operation, the following measures will be implemented:

1. Erosion and Sediment Control:
    - Installation of silt fences, straw wattles, and/or temporary sediment barriers around disturbed areas.
    - Limiting grading and soil exposure to the minimum necessary at any one time.
    - Stabilizing graded areas with temporary mulching, erosion control blankets, or seed mix as appropriate.
2. Site Grading and Drainage Practices:
    - Properly designed slopes to direct surface water away from structures and reduce runoff velocity.
    - Compaction and leveling of fill and subgrade to prevent future subsidence or erosion.
3. Post-Construction Controls:
    - Paving and surfacing of drive aisles, parking, and building pads immediately after grading.
    - Incorporation of landscaped or vegetated buffers along edges of impervious surfaces to enhance infiltration and reduce runoff.
4. Compliance with Regulations:
    - All construction activities will follow Clallam County and Washington State Department of Ecology BMPs for erosion and sediment control.
    - Inspections and maintenance of erosion control measures will occur throughout construction until the site is stabilized.

Effectiveness:
With these measures in place, potential erosion and other earth impacts from construction and operation are expected to be minimal and well-controlled.

2. Air

Find help answering air questions[4]

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

1. Construction:

- Dust (particulate matter): Minor dust emissions will occur during site clearing, grading, excavation, and fill placement. Dust generation will be temporary and limited to work hours, and standard dust control measures (watering, covering stockpiles, and minimizing exposed soils) will reduce impacts.
- Fossil fuel combustion emissions: Diesel or gasoline equipment used for excavators, compactors, delivery trucks, and small machinery will generate small amounts of carbon monoxide (CO), nitrogen oxides (NOx), volatile organic compounds (VOCs), and particulate matter (PM10). Estimated emissions are minor for a small commercial site and comply with Washington State Department of Ecology standards.

2. Operation (Post-Construction):

- The Mark VII SoftWash XT primarily uses electric pumps and motors.
- Operational emissions of air pollutants are negligible, as no on-site combustion occurs.
- Minor releases of cleaning chemical vapors may occur but are expected to remain below detectable levels and are largely contained within the wash system.

3. Maintenance:

- Routine maintenance may involve minor use of cleaning solvents or fuels for small equipment, which could produce small, temporary emissions. Quantities are minimal and controlled according to manufacturer and state guidelines.

Summary:
Overall, air emissions from construction are temporary and minor, while operational **and**

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

maintenance emissions are negligible. Best management practices will minimize impacts throughout all phases of the project.

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

There are no significant off-site sources of emissions or odor that are expected to affect the project at 170 N Forks Avenue. The surrounding area is primarily commercial and urban in nature, with low traffic volumes relative to major urban centers.

Minor emissions may occasionally come from nearby vehicle traffic on N Forks Avenue or U.S. Highway 101, including exhaust from cars and delivery trucks. These emissions are short-term and intermittent and are not expected to adversely affect construction, operation, or air quality at the proposed car wash site

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

To minimize air quality impacts during construction, operation, and maintenance, the f following measures will be implemented:

1. Dust Control During Construction:
    - Watering exposed soils during grading, excavation, and fill placement.
    - Covering soil stockpiles to prevent windblown dust.
    - Limiting the area of exposed soil at any one time.
    - Maintaining safe vehicle speeds on-site to reduce dust generation.
2. Equipment and Vehicle Emissions:
    - All construction equipment and vehicles will be properly maintained to meet state and federal emission standards.
    - Use of low-emission engines where feasible.
3. Operational Air Quality Controls:
    - The Mark VII SoftWash XT primarily uses electric pumps and motors, producing minimal operational emissions.
    - Minor cleaning chemical vapors will be contained within the wash system, reducing odor and VOC release.
4. Maintenance Controls:

- Use of small amounts of fuels and cleaning chemicals will follow manufacturer and state safety guidelines.
- Routine maintenance will be scheduled to minimize temporary emissions.

Effectiveness:
With these measures in place, air emissions, dust, and odors from construction, operation, and maintenance are expected to be minimal and well-controlled, consistent with Washington State Department of Ecology air quality standards.

3. Water

Find help answering water questions[5]

Surface:

Find help answering surface water questions[6]

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

There are no surface water bodies located on the project site. The property is a commercially zoned parcel in the urban core of Forks.

In the immediate vicinity:

- The nearest water feature is the Bogachiel River, approximately 0.5–1 mile southwest of the site, which is a year-round river flowing west to the Pacific Ocean.
- There are no ponds, lakes, seasonal streams, wetlands, or saltwater features adjacent to the site or within 200 feet that would be impacted by the project.

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.**

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

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

The project does not require any work over, in, or adjacent to surface waters. All grading, excavation, and construction activities are confined to the project parcel and do not extend into rivers, streams, or wetlands

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.**

-No fill or dredge material will be placed in or removed from any surface water or wetlands, as none are present on or adjacent to the site.

-All excavation and fill activities (approximately 500–1,000 cubic yards of excavation and 300–600 cubic yards of imported fill) are confined to the site.

-Source of fill material: Local commercial suppliers or quarries, consisting of engineered gravel or crushed rock, free of debris and suitable for compaction and structural use.

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

The proposed project will not require withdrawals or diversions from any surface water bodies, as no streams, rivers, ponds, or wetlands are located on or immediately adjacent to the site.

Water supply for the car wash will be provided by the municipal water system of the City of Forks, which meets potable water standards. The water will be used primarily for vehicle washing and cleaning operations within the Mark VII SoftWash XT system.

Approximate quantities:

- The system is designed to operate efficiently with a closed-loop water reclaim system, typically recovering 60–80% of water used.
- Estimated daily water use for a small in-bay automatic facility is approximately 1,000–2,000 gallons per day, depending on vehicle volume.

- **No water will be withdrawn directly from natural surface water sources.**

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

No, the city's sewer collection system and portions of developed urban areas lie outside of the 100-year floodplain according to FIRM Panel 5300220001B and related local planning documents. Projects such as wastewater facilities and infrastructure in the core developed area, including parts of N Forks Avenue, were noted as being outside the 100-year floodplain in planning documents.

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 project does not involve any direct discharges of waste materials to surface waters, as there are no rivers, streams, wetlands, or ponds on or immediately adjacent to the site.

Wastewater Management:

- All wash water will be captured and processed through the built-in water reclaim and treatment system of the Mark VII SoftWash XT.
- Reclaimed water is recycled within the system, typically recovering 60–80% of water used.
- Any water that is not reclaimed is properly discharged to the municipal sewer system in compliance with City of Forks and Washington State Department of Ecology regulations.

Type of Waste:

- Wastewater primarily consists of used wash water containing mild detergents and dirt from vehicle cleaning.
- No chemicals or pollutants are discharged directly to natural water bodies.

Anticipated Volume:

- Estimated daily water use is 1,000–2,000 gallons, depending on vehicle volume.
- Of this, the majority is reclaimed, and only a small portion enters the municipal sewer system.

Conclusion:
No discharges of waste materials will occur to natural surface waters, and all wastewater is managed through approved sewer connections and water reclaim systems, minimizing environmental impacts.

Ground:
Find help answering ground water questions[7]

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

7. **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.**

Groundwater Withdrawals:

- The project will not withdraw groundwater from a well for drinking water or any other purpose.
- All water used in the car wash will be supplied by the City of Forks municipal water system, not from on-site wells.
- Estimated water use is approximately 1,000–2,000 gallons per day, depending on vehicle volume, with 60–80% of water reclaimed by the Mark VII SoftWash XT system.

Discharge to Groundwater:

- The project will not discharge water to groundwater.
- Any wastewater that is not reclaimed is routed to the municipal sewer system, rather than being released into the soil or aquifers.

Conclusion:
There will be no withdrawals from or discharges to groundwater, and the project is not expected to affect groundwater quality or quantity.

8. **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 project does not use septic tanks or other on-site wastewater disposal systems.

-No domestic sewage, industrial waste, agricultural waste, or chemical-laden effluent will be discharged into the ground.

-All wastewater generated by the Mark VII SoftWash XT car wash will be captured and recycled through the built-in water reclaim system, which typically recovers 60–80% of water used.

-Any remaining wastewater is properly discharged to the municipal sewer system, which treats the water off-site in compliance with Washington State Department of Ecology standards.

-No households, animals, or other users are served by on-site disposal systems; the site is a commercial car wash facility only.

Conclusion:
The project will have no impact on soil or groundwater quality from septic or other waste systems, and all wastewater is managed in accordance with municipal and state regulations.

Water Runoff (including stormwater):

9. 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.

Source of Runoff:

- Runoff will be generated from impervious surfaces on the project site, including the car wash building roof, drive aisles, vehicle queuing areas, and parking surfaces.
- Rainfall will be the primary source of runoff, as there is no direct discharge of wash water to surface areas.

Collection and Disposal:

- Runoff will be collected via curbs, paved slopes, and localized drainage swales designed to direct water to on-site drainage features.
- Stormwater will be managed using storm drains, landscaped infiltration areas, and retention swales where feasible to reduce flow velocity and promote on-site infiltration.
- Quantities vary with rainfall, but for a site of approximately 0.5–0.75 acres, peak runoff during a heavy storm event is expected to be on the order of several thousand gallons per hour.

Flow Path:

- Collected stormwater will remain on-site as much as possible and will be routed into municipal stormwater infrastructure in compliance with City of Forks regulations.
- There are no direct discharges to natural surface waters, such as rivers, streams, or wetlands. Stormwater is managed to prevent erosion and off-site impacts.

Conclusion:
Stormwater and other runoff from the project site will be effectively managed on-site and through municipal stormwater facilities, minimizing any impact on nearby surface waters.

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

Groundwater: The project is designed so that no wastewater or other waste materials are discharged to the ground. All wash water is captured and recycled through the Mark VII SoftWash XT water reclaim system. Any remaining water is discharged to the municipal sewer system, not directly into the soil or groundwater.

Surface Water: There are no rivers, streams, wetlands, ponds, or other surface waters on or immediately adjacent to the site. Stormwater runoff is collected on-site through curbs, swales, and drainage structures, and any excess is directed into the municipal stormwater system, preventing direct discharge to natural water bodies.

Conclusion:
With the closed-loop water reclaim system, municipal sewer disposal, and on-site stormwater management, there is minimal to no risk of waste materials entering ground or surface waters.

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

The project may slightly alter local drainage patterns on-site due to grading, paving, and construction of the building and vehicle circulation areas.

-Runoff from impervious surfaces (roof, drive aisles, and parking) will be directed through curbs, swales, and on-site drainage structures to control flow and prevent erosion.

-Grading is designed to maintain the natural flow direction toward municipal stormwater infrastructure, minimizing off-site impacts.

-No drainage patterns off-site or to natural water bodies will be significantly altered. Stormwater management measures are included to ensure that runoff rates and volumes are similar to pre-construction conditions.

Conclusion:
Any changes to drainage patterns will be minor and fully managed on-site, preventing adverse impacts to neighboring properties, streets, or natural waterways.

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

To minimize impacts on surface water, groundwater, and local drainage patterns, the following measures will be implemented:

1. Stormwater and Runoff Management:

- On-site grading will direct rainfall and runoff toward drainage swales, retention areas, and municipal storm drains.
- Curbs and paved slopes will be used to control water flow and prevent off-site erosion.
- Temporary sediment control measures (silt fences, straw wattles) will be installed during construction to minimize sediment transport.

2. Groundwater Protection:

- The site will not withdraw or discharge groundwater.
- Wash water will be captured and recycled through the Mark VII SoftWash XT closed-loop water reclaim system, preventing infiltration into soils.
- Any remaining wastewater will be discharged to the municipal sewer system, not directly to soil or aquifers.

3. Wastewater and Water Quality Controls:

- All wash water containing detergents, oils, or debris is contained within the reclaim system, minimizing potential contamination.
- Routine maintenance and handling of chemicals will follow manufacturer and Washington State best management practices (BMPs).

4. Drainage Pattern Stability:

- Site grading is designed to maintain pre-construction flow patterns as much as possible, preventing significant off-site impacts.
- Landscaping and previous buffers will further slow runoff and promote infiltration where appropriate.

Effectiveness:
With these measures, potential impacts to surface water, groundwater, stormwater runoff, and drainage patterns are expected to be minimal and fully controlled. The project is consistent with City of Forks and Washington State Department of Ecology guidelines for water management.

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**

The project site is a commercially developed parcel with limited natural vegetation. Existing vegetation primarily consists of:

- ☐ Deciduous trees: None significant on-site
- ☐ Evergreen trees: None significant on-site
- ☑ Shrubs: Minimal, mostly ornamental or roadside landscaping
- ☑ Grass: Small patches along property edges or landscaped strips
- ☐ Pasture: None
- ☐ Crop or grain: None
- ☐ Orchards, vineyards, or other permanent crops: None
- ☐ Wet soil plants (cattail, buttercup, bullrush, skunk cabbage, etc.): None
- ☐ Water plants (water lily, eelgrass, milfoil, etc.): None
- ☐ Other types of vegetation: None

The site is largely cleared and/or paved for commercial use, with only small landscaped areas containing shrubs or grass. There are no significant trees, wetlands, or aquatic vegetation, and no agricultural crops are present.

Conclusion:
Vegetation impacts from the project are expected to be minimal, limited to small landscaped

areas that may be temporarily disturbed during grading or paving. Any disturbed shrubs or grass can be replanted or replaced as part of final landscaping plans.

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

Vegetation impacts are expected to be minor and limited to small landscaped areas, with no loss of significant habitat or natural forested areas.

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

There are no documented threatened or endangered species known to reside on the project site itself

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

Landscaping and use of native plants will preserve and enhance vegetation on the site, while minimizing long-term environmental impacts and maintaining a sustainable, low-maintenance commercial landscape.

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

Washington State and Clallam County maintain noxious weed lists under state and county programs. These include Class A, B, and C species that are invasive, non-native, and ecologically disruptive.

5. Animals

Find help answering animal questions[8]

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

Examples include:

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

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

The wildlife observed or expected on or near the site is limited to small urban-adapted birds and mammals, with no fish or aquatic species present on-site. Impacts to wildlife are expected to be minimal and temporary, mainly during construction.

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

There are no threatened or endangered species known to reside on the site, though several are present in Clallam County and nearby natural habitats. Appropriate regional considerations (e.g., coordination with USFWS or WDFW if needed) should be followed.

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

The site is not part of a recognized wildlife migration route, and construction or operation of the car wash is not expected to interfere with wildlife movement.

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

1. Habitat Preservation:

- The site is largely developed and lacks significant natural habitat, so direct habitat preservation is minimal.
- Existing small landscaped areas and shrubs will be protected with temporary barriers during construction to reduce disturbance to any urban-adapted wildlife.

2. Landscaping for Wildlife Benefits:

- Landscaping will include native shrubs and grasses where feasible, which can provide shelter and foraging opportunities for small birds and pollinators.
- Replanted areas will replace any disturbed vegetation promptly after construction to maintain continuity of cover.

3. Operational Considerations:

- Construction and operational activities will be scheduled and conducted to minimize disturbance to small birds and mammals, particularly during the nesting season.
- Bright lighting will be directed downward and shielded to reduce light pollution impacts on nocturnal wildlife.

4. Education and Maintenance:

- Staff will be trained in proper waste handling and spill prevention, preventing unintentional impacts on wildlife from chemicals or debris.

Conclusion:
While the site is not critical habitat for threatened or endangered species, these measures will minimize impacts on urban wildlife and enhance the small amount of habitat present, supporting birds, pollinators, and other small mammals in the area.

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

There are no invasive animal species known to reside directly on the site, and potential impacts from nearby urban-adapted invasives are minimal. Standard site maintenance and landscaping practices will reduce the likelihood of attracting or spreading non-native animals.

6. Energy and natural resources

Find help answering energy and natural resource questions[9]

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

Electricity: The primary energy source for the car wash facility. It will power:

- Vehicle washing equipment (Mark VII SoftWash XT system)
- Water pumps, heaters, and circulation systems
- Lighting for interior and exterior areas
- Office or administrative equipment

Natural Gas: May be used, if applicable, for water heating or space heating depending on site design.

Other Energy Sources: No oil, wood stoves, or other fossil fuels are planned for operational use.

Purpose of Energy Use:

- Heating: Water for vehicle washing, space heating in the building if applicable
- Operational Power: Pumps, motors, conveyors, and ancillary equipment
- Lighting: Interior and exterior areas for safe operations during business hours
- Administrative/Support: Computers, office equipment, and point-of-sale systems

Conclusion:
The project will rely primarily on electricity, with potential minor natural gas use. Energy demand is typical of a small commercial car wash and will be connected to municipal electrical and gas infrastructure, with no unusual or high-intensity energy requirements.

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

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

The project is not expected to impact the potential use of solar energy by adjacent properties. Any minor shadows cast by the building will be temporary or limited and do not prevent typical solar panel operation.

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.

Energy Conservation Features:

- High-efficiency electric motors and pumps in the Mark VII SoftWash XT system to reduce electricity use.
- Water heating system designed for energy efficiency, potentially including tankless or on-demand heaters.
- LED lighting for interior and exterior areas, reducing electricity demand compared to traditional lighting.
- Programmable controls and timers for lighting, pumps, and other systems to minimize energy use during idle periods.

Other Proposed Measures to Reduce Energy Impacts:

- Optional solar-ready infrastructure on the building roof for future photovoltaic panels, allowing for renewable energy generation.
- Regular maintenance of equipment to ensure optimal efficiency and prevent energy waste.
- Water reclaim system reduces the amount of water needing heating, indirectly reducing energy consumption.
- Low-flow nozzles and pressure optimization reduce water use and associated energy for pumping and heating.

The project incorporates multiple energy-efficient design features and operational measures that minimize electricity and heating demands, reducing overall energy impacts consistent with modern commercial facility standards.

7. Environmental health

Health Find help with answering environmental health questions[10]

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

Potential Hazards:

- Chemicals: The car wash will use mild detergents, soaps, and cleaning solutions typical of commercial vehicle washing. These are non-toxic when used as intended and handled according to manufacturer guidelines.
- Fire and Explosion: There are no flammable fuels or explosive materials stored on-site in quantities that pose a significant risk.
- Spills: Minor spills of cleaning solutions or vehicle fluids (oil, grease) could occur during operations, but these are contained within the pavement area and captured by the water reclaim system.
- Hazardous Waste: The project does not generate industrial hazardous waste. All wastewater and residuals are treated through the water reclaim system or routed to the municipal sewer system.

Risk Mitigation Measures:

- All chemicals will be stored in appropriate, labeled containers and handled according to manufacturer safety instructions.
- Spill kits and containment measures will be available on-site to immediately address accidental spills.
- Equipment maintenance and staff training will minimize risks associated with cleaning solutions and operational chemicals.
- Compliance with City of Forks and Washington State regulations for chemical handling, wastewater disposal, and fire safety.

Conclusion:
The project is not expected to create significant environmental health hazards. Any minor risks from chemicals or spills are mitigated by containment, training, and best management practices, ensuring safe operations for workers, customers, and the surrounding community.

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10 https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-7-Environmental-health

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

   There is no known contamination at the site from present or past uses. The project is not expected to encounter environmental contamination, and standard precautions will ensure safe construction and operation.

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

   There are no known hazardous chemicals or conditions at or near the site that would affect project development or design. Standard construction safety and utility management procedures will ensure the project can be completed safely.

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.**

During Construction:

- Standard construction materials such as paints, solvents, adhesives, and fuels for machinery may be used.
- These chemicals will be handled and stored according to manufacturer instructions and OSHA guidelines, in limited quantities.
- Spill containment measures (e.g., secondary containment, spill kits) will be available on-site.

During Operation:

- The car wash will use commercial vehicle cleaning products, including mild detergents, soaps, and spot removers.
- Chemicals are non-toxic when used as intended and are contained within the Mark VII SoftWash XT reclaim system.
- No industrial hazardous waste is generated; wastewater is either reclaimed or discharged to the municipal sewer system.

Precautionary Measures:

- All chemicals will be properly labeled and stored to prevent accidental exposure.
- Staff will be trained in safe handling, spill prevention, and emergency response.
- Best management practices (BMPs) will be followed to prevent chemical release into soil, stormwater, or groundwater.

Conclusion:
The project will involve minimal toxic or hazardous chemicals, all of which are managed using standard safety, containment, and disposal procedures. Risks to workers, the public, and the environment are low and well-controlled.

4. Describe special emergency services that might be required.

The project is expected to rely entirely on existing local emergency services, with no special or extraordinary emergency services required.

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

1. Chemical Safety and Spill Prevention:

- All cleaning products, detergents, and minor chemicals will be stored in labeled, secure containers.
- Staff will be trained in proper handling, storage, and spill response.
- Spill kits and containment measures will be available to immediately address accidental releases.

2. Fire and Explosion Prevention:

- The site will not store significant flammable or explosive materials.
- Fire extinguishers and other safety equipment will be maintained according to City of Forks fire code requirements.

3. Waste and Hazardous Material Management:

- No industrial hazardous waste will be generated.
- Wastewater is captured via the Mark VII SoftWash XT reclaim system or discharged to the municipal sewer system.
- Construction-related minor hazardous materials (paints, solvents) will be handled and disposed of in compliance with local and state regulations.

4. General Operational Safety:

- Equipment maintenance schedules will ensure safe and efficient operation, minimizing leaks or chemical exposures.
- Routine inspections will verify compliance with safety standards and regulatory requirements.

Conclusion:
These measures ensure that environmental health hazards are minimized, risks to workers and the public are controlled, and operations comply with City of Forks and Washington State safety regulations.

b. Noise

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

   -Traffic Noise: The site is located on N Forks Avenue, a local commercial street, so noise from vehicular traffic is typical throughout the day.

   -Commercial Operations: Nearby businesses may generate intermittent operational noise, such as deliveries, parking lot activity, or HVAC systems.

   -Construction/Equipment Noise: Existing nearby construction is occasional, typical for urban commercial areas.

   -Other Noise Sources: Background sounds include birds, wind, and occasional community activity, which are typical for a semi-urban setting.

Conclusion:
The project is located in a moderately noisy commercial area, and existing noise levels from traffic and nearby operations may slightly affect construction activities, but no unusual or disruptive noise sources are present that would impede the project.

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?**

No

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

No

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

An active Shell gas station and convenient store

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

No

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

The site is zoned for commercial use under the City of Forks zoning code, aligning with the proposed car wash development and allowing commercial service uses consistent with local regulations

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

-The site is designated Commercial in the City of Forks Comprehensive Plan.
-This designation supports commercial and retail uses, including services such as car washes, small businesses, and offices.
-The proposed Mark VII SoftWash XT car wash is consistent with this designation and aligns with the city's goals for economic development and commercial services.

Conclusion:
The project complies with the current comprehensive plan land use designation and is an appropriate commercial use for the property.

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

The proposal does not involve shoreline areas or activities regulated by a Shoreline Master Program, so there is no shoreline master program designation for this site.

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

No portion of the site has been classified as a critical area by the City of Forks or Clallam County. The proposed project is not expected to impact critical areas.

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

The completed project will have no residents, with a small workforce (3–6 employees per shift) and temporary customer presence, typical for a commercial car wash in an urban area.

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

The completed project will not displace any residents or employees, and there are no expected social impacts from displacement.

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

There are no displacement impacts associated with this project, and standard site management practices will ensure that surrounding properties are not adversely affected.

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

The project incorporates design, operational, and environmental measures to ensure that it is fully compatible with existing and projected land uses and local planning objectives, consistent with City of Forks regulations and the Comprehensive Plan.

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

The project will not impact agricultural or forest lands of long-term commercial significance, and no additional measures beyond standard construction and operational best practices are necessary.

9. Housing

Find help answering housing questions[12]

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

N/A

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

N/A

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

N/A

10. Aesthetics

Find help answering aesthetics questions[13]

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

13-15'

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

The project is not expected to substantially alter or obstruct views of natural features or scenic vistas. Any minor changes are consistent with the existing commercial environment and do not affect regional or publicly valued views.

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

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

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

1. Building Design:

- The Mark VII SoftWash XT facility will feature a modern, low-profile design consistent with surrounding commercial buildings.
- Exterior finishes, colors, and materials will be chosen to blend with neighboring properties and minimize visual contrast.

2. Landscaping:

- Native and ornamental shrubs, trees, and grasses will be planted around the site perimeter and parking areas to soften the appearance of paved areas and structures.
- Landscaping will also screen mechanical equipment and enhance the streetscape.

3. Lighting:

- Exterior lighting will be fully shielded and directed downward to reduce glare and prevent light spill onto adjacent properties.
- Lighting intensity and placement will comply with City of Forks standards for commercial areas.

4. Signage:

- Signage will be modest in scale, consistent with commercial guidelines, and designed to be visually compatible with surrounding businesses.

11. Light and glare

Find help answering light and glare questions[14]

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

The project will produce minimal light and glare, consistent with typical urban commercial activity. Proposed lighting design and shielding measures will prevent adverse impacts to adjacent properties or the surrounding area.

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

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

Light and glare from the completed project are not expected to create safety hazards for drivers, pedestrians, or neighbors, and will not interfere with views. Any potential impacts are mitigated through shielded fixtures, directional lighting, and appropriate design measures consistent with urban commercial standards.

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

The site is located in a commercial/urban area, where existing light and glare from streets, vehicles, and nearby businesses are typical. These off-site sources may slightly contribute to overall ambient light, but do not interfere with the project's operations or design, and proposed site lighting will be designed to minimize cumulative glare.

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

1. Fixture Design and Placement:

- All exterior lighting will use fully shielded, downward-directed fixtures to minimize spillover onto adjacent properties and streets.
- Light poles and building-mounted fixtures will be positioned to limit direct line-of-sight glare from neighboring properties.

2. Lighting Type and Intensity:

- LED or energy-efficient lighting with moderate brightness will be used to reduce excessive light and glare.
- Security lighting will be motion-activated and low-intensity, ensuring illumination only when needed.

3. Vehicle and Surface Considerations:

- Reflective surfaces on the building and parking areas will be minimized or treated to reduce glare.
- Vehicle headlights will follow standard urban patterns, and site circulation design avoids directing headlights toward adjacent properties.

4. Operational Controls:

- Lights will be turned off or dimmed after business hours, except for essential security lighting.
- Routine maintenance will ensure fixtures are clean and properly aimed, preventing unintentional glare.

12. Recreation

Find help answering recreation questions

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

The site is primarily commercial, and while there are some designated and informal recreational opportunities nearby, the project is not expected to interfere with recreational use of the area. Existing recreational amenities are located off-site and are separate from the car wash property.

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

The project site is a commercial property and does not currently serve as a recreational area. No parks, trails, playgrounds, or informal recreation areas are located on the property. Therefore, the proposed Mark VII SoftWash XT car wash will not displace any existing recreational uses.

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

The project is not expected to impact recreational opportunities, and proposed measures ensure continued safe access and minimal visual or operational disruption for the surrounding community.

13. Historic and cultural preservation

Find help answering historic and cultural preservation questions[15]

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

Based on City of Forks and Clallam County historic resource records, there are no buildings, structures, or sites on the project site that are over 45 years old that are listed or eligible for listing in national, state, or local preservation registers. The surrounding area consists primarily of commercial buildings, most of which are modern or altered and do not appear on historic registers. No archaeological sites or historic landmarks are documented on or immediately adjacent to the property.

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 project site is not known to contain Indian or historic resources, and the risk of encountering such materials is low. Standard monitoring and reporting procedures will ensure compliance with state and local regulations.

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.**

This site is not known to contain archaeological, historic, or tribal resources, and no professional studies specific to the property are required. Standard procedures will be implemented to stop work and consult DAHP and tribes if previously unidentified resources are encountered during construction.

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

d. **Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.**

1. Avoidance Measures:

- Construction will avoid areas with known cultural or historic resources. Currently, there are no recorded resources on or near the site.
- Excavation and grading will be limited to previously disturbed areas to reduce the likelihood of encountering buried resources.

2. Minimization Measures:

- Workers will receive training on recognizing potential archaeological or historic artifacts and procedures for reporting discoveries.
- Construction equipment and staging areas will be confined to the project footprint to minimize soil disturbance outside the development area.

3. Monitoring and Reporting:

- If any archaeological materials, artifacts, or cultural resources are discovered during construction, work will immediately stop in the affected area.
- The project team will contact the Washington State Department of Archaeology and Historic Preservation (DAHP) and any relevant tribal authorities for guidance.
- Work will only resume after appropriate evaluation and documentation of the resources.

4. Permits and Compliance:

- Any required permits, such as archaeological review approvals or cultural resource management permits, will be obtained from DAHP or the City of Forks, if previously unidentified resources are encountered.
- The project will comply with Washington State laws for protection of historic and archaeological resources and any applicable federal regulations if materials of tribal significance are discovered.

14. Transportation

Find help with answering transportation questions[16]

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

- **Public Streets Serving the Site:**
  The site is located on **N Forks Avenue**, a City-maintained commercial street in Forks, Washington. Nearby streets providing access to the site include **W 1st Street** (west of the site) and **E 1st Street** (east of the site). No state highways directly serve the site; however, **U.S. Highway 101** is located a short distance to the south and connects the area to the regional transportation network.
- **Proposed Access to the Street System:**
  Primary Vehicle Access: A driveway from **N Forks Avenue** will serve as the primary entry and exit point for customers and service vehicles.
  Secondary Access: No additional formal access points are proposed; emergency and service access will utilize the same driveway.
  Pedestrian Access: Sidewalk connections along **N Forks Avenue** will provide safe pedestrian access to the site.
  Circulation: The site layout will allow one-way or two-way circulation through parking and loading areas to reduce congestion and maintain safe traffic flow.
- **Site Plans:**
  Site plans showing the location of driveways, parking areas, and access points are included with the project submittal. The layout ensures safe ingress and egress, separation of customer and service traffic, and compliance with **City of Forks standards**.

Conclusion:
The project will utilize existing public streets for access, with design measures to maintain traffic safety, circulation efficiency, and pedestrian accessibility.

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 site is not directly served by public transit, and access will primarily be by private vehicles, consistent with typical commercial developments in Forks. No additional transit infrastructure is required for this project.

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).**

- New Roads or Streets: The project does not propose new public or private roads.

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

- Improvements to Existing Facilities: No significant improvements to existing streets, sidewalks, or bicycle facilities are required beyond standard driveway connection improvements to N Forks Avenue.
- Any minor frontage improvements, such as curb, gutter, or sidewalk repairs, will be performed to meet City of Forks design standards.
- Pedestrian or Bicycle Facilities: Existing sidewalks along N Forks Avenue will remain, and no new bicycle lanes or pedestrian pathways are proposed.
  Public vs. Private: All improvements, if any, will be on private property or the immediate frontage and coordinated with the City of Forks for public safety and compliance.

  The project does not require new roads or major improvements to existing transportation facilities, and any minor frontage work will be limited, standard improvements coordinated with the city.

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 car wash does not use or affect water, rail, or air transportation facilities. Transportation to and from the site will occur entirely via local roads and private vehicles.

e. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates?

The completed project is expected to generate a moderate number of daily vehicle trips, with limited truck traffic, consistent with typical commercial car wash operations in a small city. Peak traffic is concentrated during morning and late afternoon periods, with minimal impact on adjacent streets.

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.

The project is not expected to interfere with or be affected by the transport of agricultural or forest products. Standard construction and operational traffic management will ensure safe circulation on local streets without impacting regional commodity transport.

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

1. Site Access and Circulation:

- The project includes a single, well-defined driveway on N Forks Avenue to manage ingress and egress.
- On-site circulation is designed for one-way or two-way traffic flow, separating customer vehicles from service or delivery vehicles.
- Adequate turning radii and queuing areas will minimize vehicle backups onto public streets.

2. Parking Management:

- Sufficient on-site parking will be provided to accommodate employees and customers, reducing spillover parking onto adjacent streets.

3. Traffic Timing and Operations:

- Peak traffic times have been considered in project planning; the design allows efficient entry and exit even during busy periods.
- Deliveries will be scheduled during off-peak hours to reduce congestion on local streets.

4. Coordination with Local Authorities:

- Any required curb, sidewalk, or driveway improvements will be coordinated with the City of Forks Public Works Department to ensure compliance with traffic and safety standards
- Signage and striping will guide traffic safely and enhance pedestrian visibility along N Forks Avenue.

Conclusion:
These measures ensure that the project minimizes impacts on local traffic, provides safe and efficient circulation, and maintains compatibility with existing street use in the commercial area.

15. Public services

Find help answering public service questions[17]

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

- Fire Protection: The project will be served by the Forks Fire Department. The facility will include fire suppression equipment, hydrant access, and standard fire safety measures. The expected increase in demand is minimal and within the department's capacity.

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

- Police Protection: Routine patrols and response services may see a slight increase due to commercial activity, but the project is not expected to significantly impact police resources.
- Public Transit: The site is not served by fixed-route transit, so there is no additional transit demand.
- Health Care: The small number of employees and customers will not materially increase demand for health services.
- Schools: There are no residential units, so there is no impact on school enrollment or services.
- Other Services: Routine waste collection, street maintenance, and utility service demands may increase slightly, consistent with a new commercial business, but these are minor and manageable within existing public service capacity.

Conclusion:
The project will not create significant additional demand for public services. Any incremental demand is typical for a small commercial facility and can be accommodated by existing public service infrastructure.

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

1. Fire Protection:

- The project will include fire suppression equipment, hydrant access, and compliant building materials.
- Fire department access routes and emergency vehicle turning areas will be incorporated into the site design.

2. Police Protection:

- The facility will implement adequate exterior lighting, security measures, and clear sightlines to reduce potential safety concerns.

3. Waste Management:

- On-site trash collection and recycling areas will prevent overflow onto public streets and reduce service demands.

4. Water, Sewer, and Utilities:

- Water and sewer connections will be sized to meet the facility's operational needs without exceeding the capacity of existing infrastructure.
- Routine maintenance schedules and operational best practices will prevent unnecessary service calls or disruptions.

5. Coordination with Local Agencies:

- The project will coordinate with City of Forks departments (fire, police, public works) to ensure compliance with all service standards and minimize operational impacts.

Conclusion:
These measures ensure that the project minimizes direct impacts on public services, maintains safe and efficient operations, and allows existing public service systems to accommodate the additional demand without significant strain

16. Utilities

Find help answering utilities questions[18]

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

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.**

1. Water Service:

- Provider: City of Forks Public Works Department
- Purpose: Domestic water supply for the car wash operations, restroom facilities, and fire suppression systems
- Construction Activities: Connection to existing water mains in N Forks Avenue; installation of service lines, backflow prevention, and meters.

2. Sewer Service:

- Provider: City of Forks Public Works Department
- Purpose: Disposal of sanitary wastewater from restrooms and operational areas
- Construction Activities: Connection to existing sanitary sewer lines; installation of service laterals and cleanouts.

3. Stormwater Management:

- Provider: City of Forks (via public stormwater system and on-site detention/retention)

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

- Purpose: Management of runoff from impervious surfaces to prevent flooding and erosion
- Construction Activities: Installation of storm drains, retention/detention systems, bioswales, or infiltration trenches, per City design standards.

4. Electricity:

- Provider: Clallam County PUD No. 1
- Purpose: Power for lighting, pumps, equipment, and general operations
- Construction Activities: Installation of underground or overhead service lines, transformers, meters, and connection to building electrical panels.

5. Communications:

- Provider: Local telecommunication providers
- Purpose: Telephone, internet, and operational monitoring systems
- Construction Activities: Connection of underground or overhead lines to the building; installation of data panels and internal wiring.

General Construction Considerations:

- Utility installation will primarily occur within the site or along the immediate street frontage.
- Excavation and trenching will follow standard construction safety practices to avoid conflicts with existing utilities.
- Coordination with utility providers will ensure minimal disruption to neighboring properties and public services.

Conclusion:
The project will be served by existing City and County utilities, with standard site connections and construction activities that are routine for small commercial developments.

C. Signature

Find help about who should sign[19]

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

Lacie Nutter

Type name of signee: Lacie Nutter

Position and agency/organization: Nwestco, Sales/Account Manager

Date submitted: 01/13/2026

D. Supplemental sheet for nonproject actions

Find help for the nonproject actions worksheet[20]

Do not use this section for project actions.

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. **How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?**

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

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

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

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

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

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

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

4. **How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?**

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

5. **How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?**

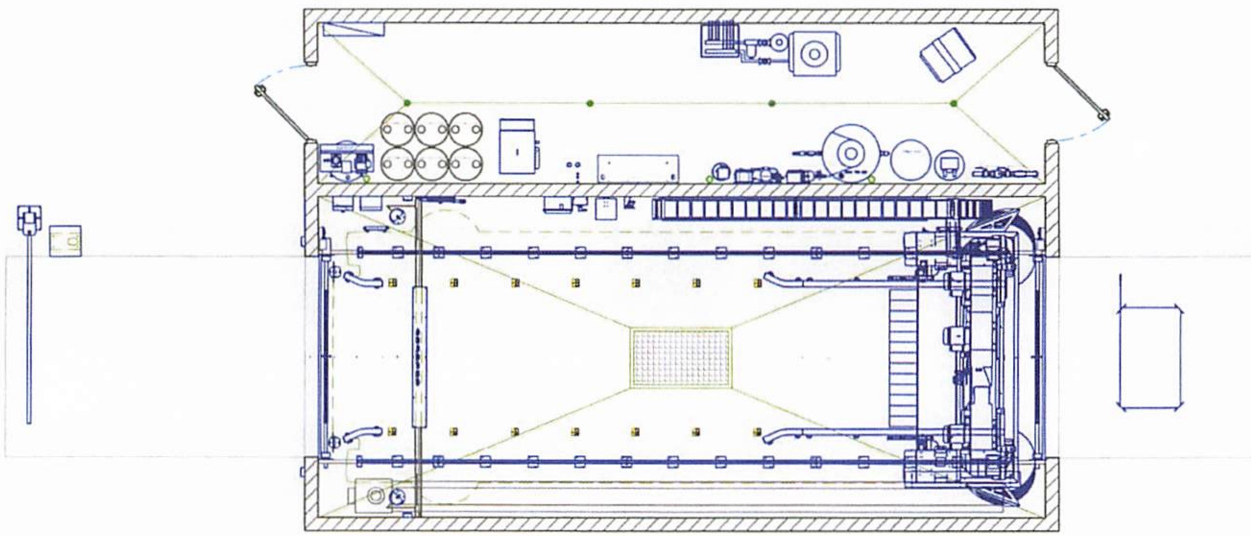
   - **Proposed measures to avoid or reduce shoreline and land use impacts are:**

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

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

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

SOFTWASH XT SOFT TOUCH ROLLOVER
WITH AQUADRI ON BOARD DRYERS
STANDARD EQUIPMENT LAYOUT AND OPTIONS



SOFTWASH XT WITH AQUADRI E30i ON-BOARD DRYER
ACCENT PANEL ARTWORK MAY VARY-SEE ORDER FORM

SOFTWASH XT WITH AQUADRI E20i ON-BOARD DRYER
ACCENT PANEL ARTWORK MAY VARY-SEE ORDER FORM

SOFTWASH XT WITH AQUADRI C-15 CONTOURING DRYER
ACCENT PANEL ARTWORK MAY VARY-SEE ORDER FORM

DRAWING INDEX

DRAWING HISTORY

01	INITIAL DRAWING RELEASE	[illegible]	JCH

PROPOSED DRAWINGS FOR:
SOFTWASH XT WITH ON BOARD DRYER STANDARD TEMPLATES

SHEET DESCRIPTION:	REVISION:	PROJECT NUMBER:	DRAWING NUMBER:	DRAWN BY:	DATE:	SCALE:	SHEET:	SIZE:
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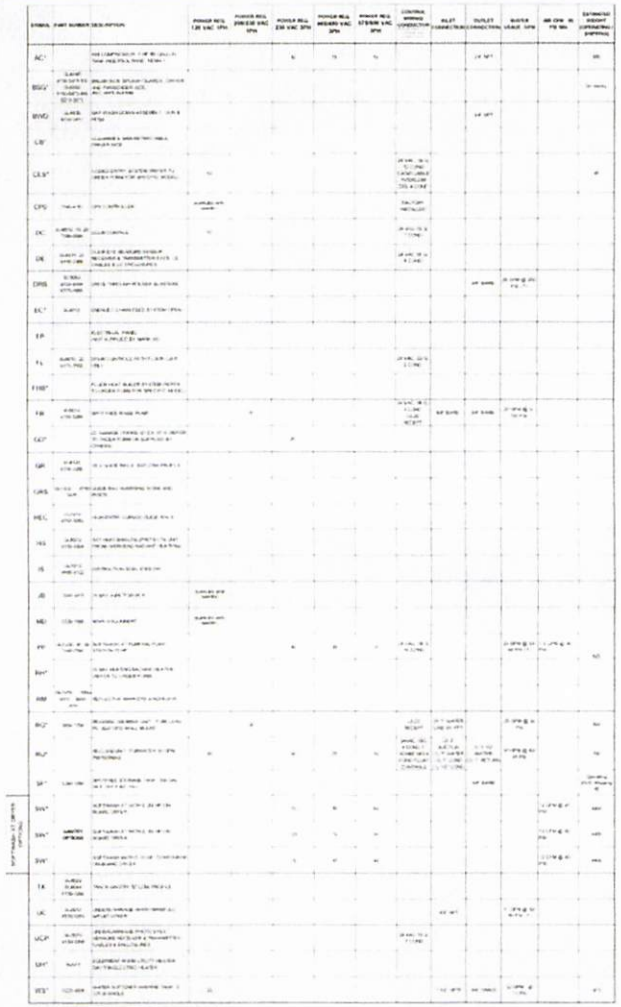
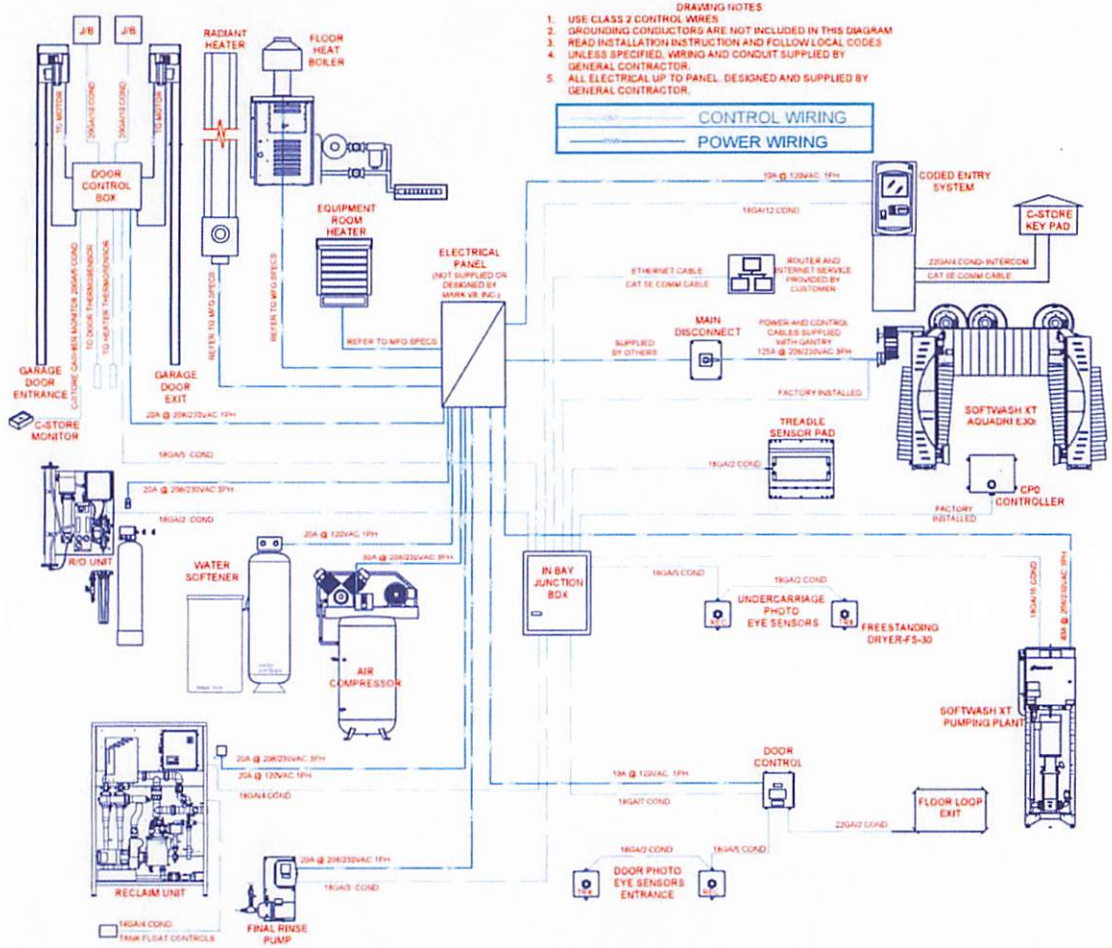
Mark VII





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DRAWING HISTORY

01	INITIAL DRAWING RELEASE	MWW	JCH

PROPOSED DRAWINGS FOR:

SOFTWASH XT WITH ON BOARD DRYER STANDARD TEMPLATES

SHEET DESCRIPTION:	REVISION:	PROJECT NUMBER:	DRAWING NUMBER:	DRAWN BY:	DATE:	SCALE:	SHEET:	SIZE:
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Mark VII
MARK VII EQUIPMENT INC.
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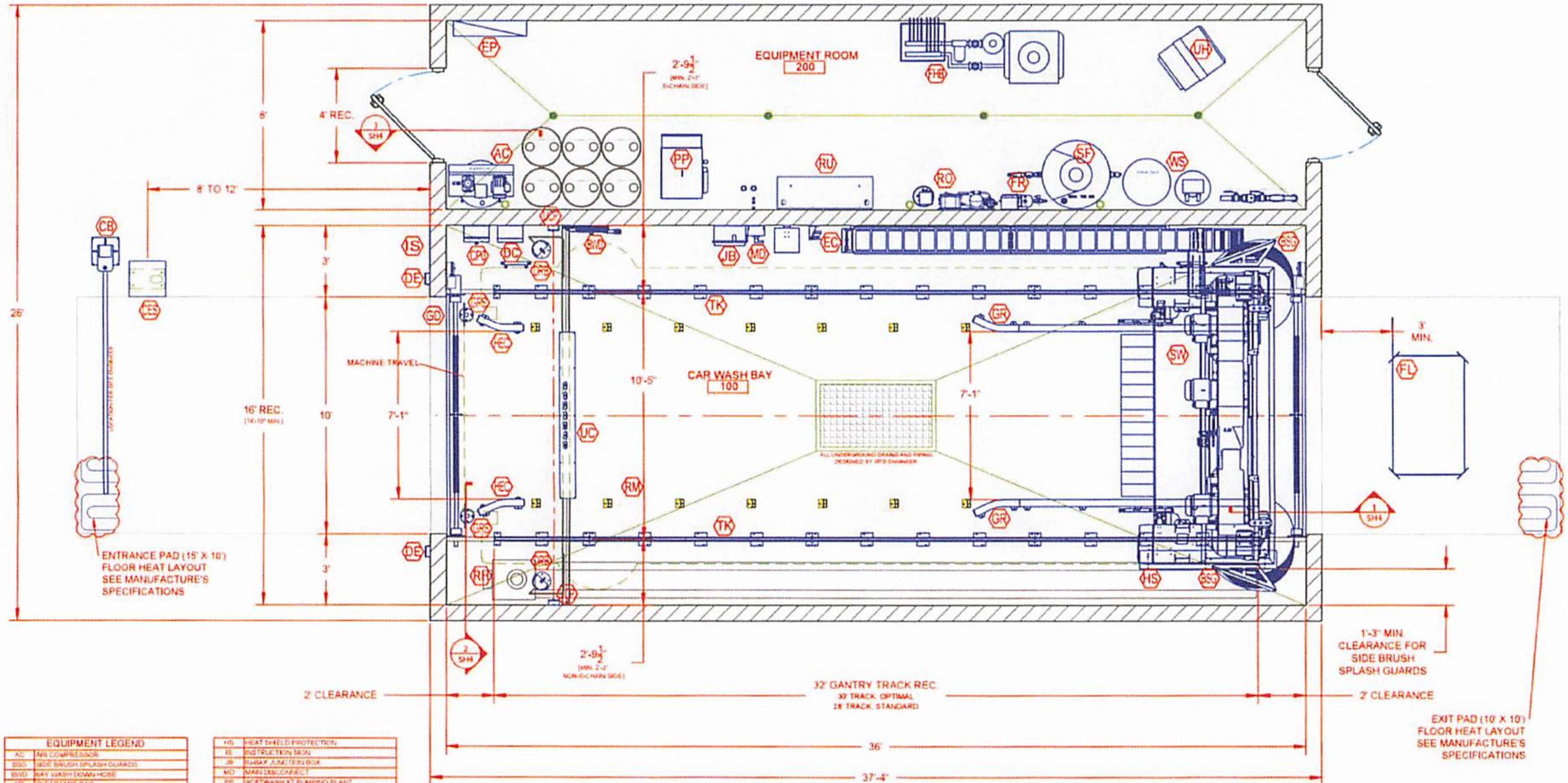

EQUIPMENT LEGEND	
AC	AIR COMPRESSOR
BSG	SIDE BRUSH SPLASH GUARDS
BWD	BAY WASH DOWN HOSE
CB	CLEARANCE BAR
CES	CODED ENTRY SYSTEM
CPO	CPO CONTROLLER
DC	DOOR CONTROL BOX
DE	DOOR EYE SENSORS
DRB	DRIVE THROUGH ROCKER BLASTERS
EC	ENERGY CHAIN FEED SYSTEM
EP	ELECTRICAL PANEL (BY OTHERS)
FL	FLOOR LOOP SENSOR
FHB	FLOOR HEAT BOILER
FR	FINAL RINSE PUMP
GD	GARAGE DOORS
GR	GUIDE RAILS
GRS	GUIDE RAIL WARNING SIGNS
HEC	HIGH ENTRY CURVED GUIDE RAILS

HS	HEAT SHIELD PROTECTION
IS	INSTRUCTION SIGN
JB	IN-BAY JUNCTION BOX
MD	MAIN DISCONNECT
PP	SOFTWASH XT PUMPING PLANT
RH	RADIANT HEATER
RM	REFLECTIVE MARKERS
RO	R/O UNIT
RU	RECLAIM UNIT
SF	SPOT FREE STORAGE TANK
SW	SOFTWASH XT WITH ON BOARD DRYERS
TK	GANTRY TRACK 32'
UC	UNDERCARRIAGE WASH MANIFOLD
UCP	U/C PHOTO SENSOR EYES
UH	UTILITY HEATER EQUIPMENT ROOM
WS	WATER SOFTENER

DRAWING NOTES

1) THE EQUIPMENT ROOM WALL THAT SUPPORTS ENERGY CHAIN NEEDS TO BE STRUCTURALLY DESIGNED (BY OTHERS) TO SUPPORT AT LEAST 450 lbs.
2) INSTALLATION OF EQUIPMENT REQUIRES THE USE OF CONCRETE ANCHORS TO SECURE GANTRY TRACKS, GUIDE RAILS AND TREADLE PADS TO WASH BAY FLOOR AT A DEPTH OF 4", WITHOUT INTERFERING WITH STEEL REINFORCEMENTS (REBAR) AND/OR FLOOR HEAT TUBING.
3) REFER TO SPECIFIC DETAIL SHEETS FOR INSTALLATION GUIDELINES.
4) SLOPE CONCRETE TOWARDS DRAIN. 1/8" PER FOOT OR PER LOCAL CODE.

GENERAL NOTES

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- MARK VII EQUIPMENT, INC. IS NOT RESPONSIBLE FOR ERRORS OR OMISSIONS BASED ON LOCAL CODES OR CONDITIONS. THEREFORE DRAWINGS MUST BE REVIEWED AND APPROVED LOCALLY.
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- DRAWINGS MAY NOT REFLECT FINAL EQUIPMENT LIST. PLEASE CHECK FINAL ORDERS.

DRAWING HISTORY

01	INITIAL DRAWING RELEASE	[illegible]	JCH

PROPOSED DRAWINGS FOR:

SOFTWASH XT WITH ON BOARD DRYER STANDARD TEMPLATES

SHEET DESCRIPTION:	REVISION:	PROJECT NUMBER:	DRAWING NUMBER:	DRAWN BY:	DATE:	SCALE:	SHEET:	SIZE:
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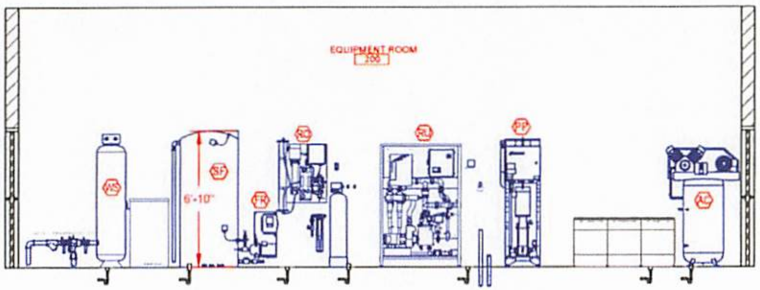
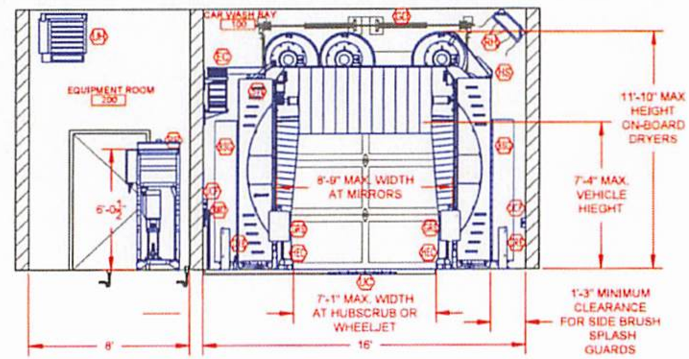
Mark VII
MARK VII EQUIPMENT INC.
5981 TENNYSON STREET
ARVADA, CO 80003



3 EQUIPMENT ROOM ELEVATION



2 ENTRANCE ELEVATION

EQUIPMENT LEGEND	
AC	AIR COMPRESSOR
BSG	SIDE BRUSH SPLASH GUARDS
BWD	BAY WASH DOWN HOSE
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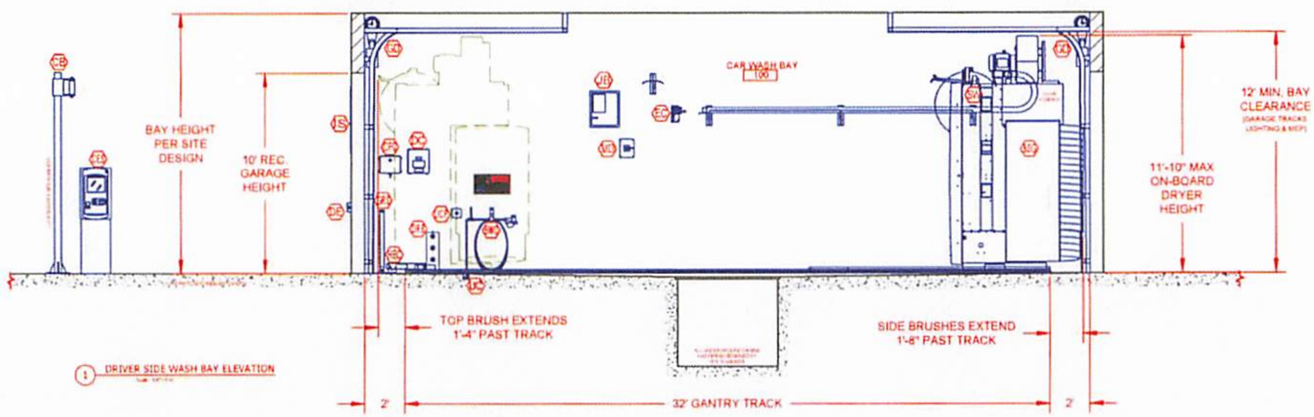
GD	GARAGE DOORS
GR	GUIDE RAILS
[illegible]	GUIDE RAIL [illegible]
HEC	HIGH ENTRY CURVED GUIDE RAILS

HS	HEAT SHIELD PROTECTION
IS	INSTRUCTION SIGN
JB	J-BOX JUNCTION BOX
MD	MAIN DISCONNECT
PP	SOFTWASH XT PUMPING PLANT
RH	RADIANT HEATER
RM	REFLECTIVE MARKERS
RO	RO UNIT
RU	RECLAIM UNIT
ST	SPOT FREE STORAGE TANK
SW	SOFTWASH XT WITH ON BOARD DRYERS
[illegible]	GANTRY TRACK [illegible]
UC	UNDERCARRIAGE WASH MANIFOLD
UCP	U/C PHOTO SENSOR EYES
UH	UTILITY HEATER EQUIPMENT ROOM
WS	WATER SOFTENER



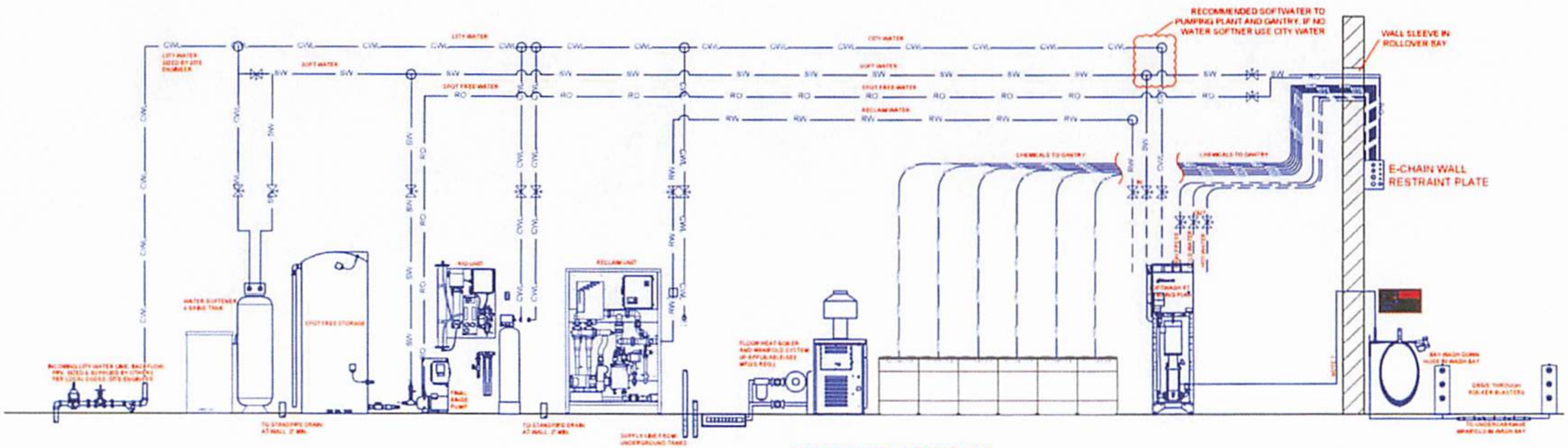
1 DRIVER SIDE WASH BAY ELEVATION

DRAWING HISTORY			
01	INITIAL DRAWING RELEASE		JCH

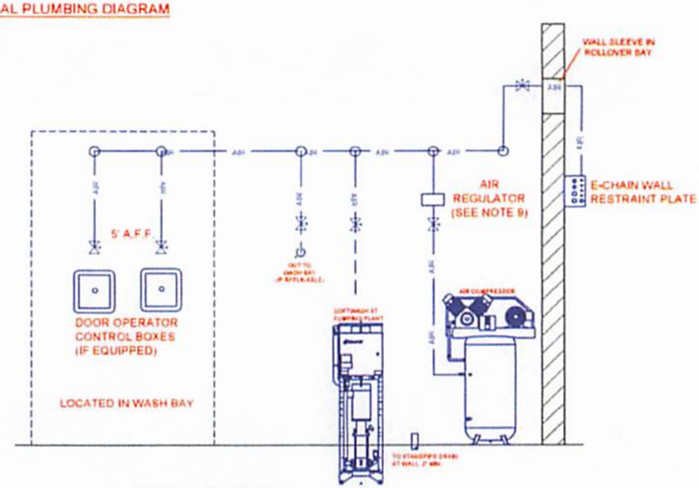
PROPOSED DRAWINGS FOR:
SOFTWASH XT WITH ON BOARD DRYER STANDARD TEMPLATES

SHEET DESCRIPTION:	REVISION:	PROJECT NUMBER:	DRAWING NUMBER:	DRAWN BY:	DATE:	SCALE:	SHEET:	SIZE:
BAY AND EQUIPMENT ELEVATION	01	100000331	SXT-OBD-ER19	J HAGAN	8/1/19	3/8"=1'-0	4 OF 10	D

Mark VII



TYPICAL PLUMBING DIAGRAM



TYPICAL AIR DIAGRAM

1. HARD PLUMBING OF WATER AND AIR LINES FROM SUPPLY SOURCE TO BALL VALVES TO BE PERFORMED BY CONTRACTOR, TERMINATING WITH A FULL PORT BALL VALVE WITH FEMALE THREAD. SOFT PLUMBING FROM BALL VALVES TO EQUIPMENT TO BE PERFORMED BY CAR WASH SUPPLIER/INSTALLER.
2. PLUMBING SHOULD CONFORM TO ALL LOCAL BUILDING CODES.
3. MAIN WATER LINE SHOULD BE SIZED, BY OTHERS, TO SUPPLY ADEQUATE WATER PRESSURE AND FLOW TO THE GANTRY & HIGH PRESSURE PUMPING PLANT.
4. WATER LINE DROPS ARE RECOMMENDED 1" DROPS, MAIN WATER "TRUNK" LINE TO BE SIZED BY OTHERS.
5. AIR SUPPLY LINES ARE TO BE TERMINATED WITH AIR BALL VALVES WITH FEMALE THREAD.(REC ½" DROPS)
6. INCOMING CITY WATER SHOULD COME THROUGH A BACKFLOW PREVENTOR, PRESSURE REDUCER, AND Y-STRAINER.
7. 3/4" LINE FOR UNDERCARRIAGE/BAY WASH DOWN, HARD OR SOFT PLUMBED 2000 PSI MINIMUM BY OTHERS.
8. WASH BAY MUST BE PROTECTED FROM FREEZING CONDITIONS.
9. AIR REGULATOR (SUPPLIED BY OTHERS) SHOULD BE SET FOR A MAXIMUM PRESSURE OF 120 PSI. CAR WASH COMPONENTS CAN BE DAMAGED BY PRESSURE HIGHER THAN 120 PSI.
10. NUMBER OF CHEMICAL LINES MAY VARY PER OPTIONS SELECTED.

—— CWL ——	CITY WATER LINE
—— AIR ——	COMPRESSED AIR LINE
—— RO ——	RO WATER LINE
—— RW ——	RECLAIM LINES
—— SW ——	SOFTWATER LINES
—— CHEM ——	CHEMICAL LINES, BY MARK VII

INSTALLER'S RESPONSIBILITY	— — — — CHEM — —
GENERAL CONTRACTORS RESPONSIBILITY	————

WATER & AIR REQUIREMENTS

EQUIPMENT	WATER	AIR
SOFTWASH XT, 10 HP PUMPING PLANT	20 GPM @ 50-80 PSI	1.5 CFM @ 90 PSI
UNDERCARRIAGE	17 GPM @ 50-80 PSI	N/A
*R/O UNIT (PW 3000 GPD)	20 GPM @ 30 PSI	N/A
*FINAL RINSE PUMP	20 GPM @ 5-100 PSI	N/A
*WATER SOFTENER (S-121-B)	32 GPM @ 11 PSI	N/A
*RECLAIM UNIT (30GPM PW1005M12O)	30 GPM @ 40-45 PSI	N/A

*OPTIONAL EQUIPMENT. CHECK ORDER FORM

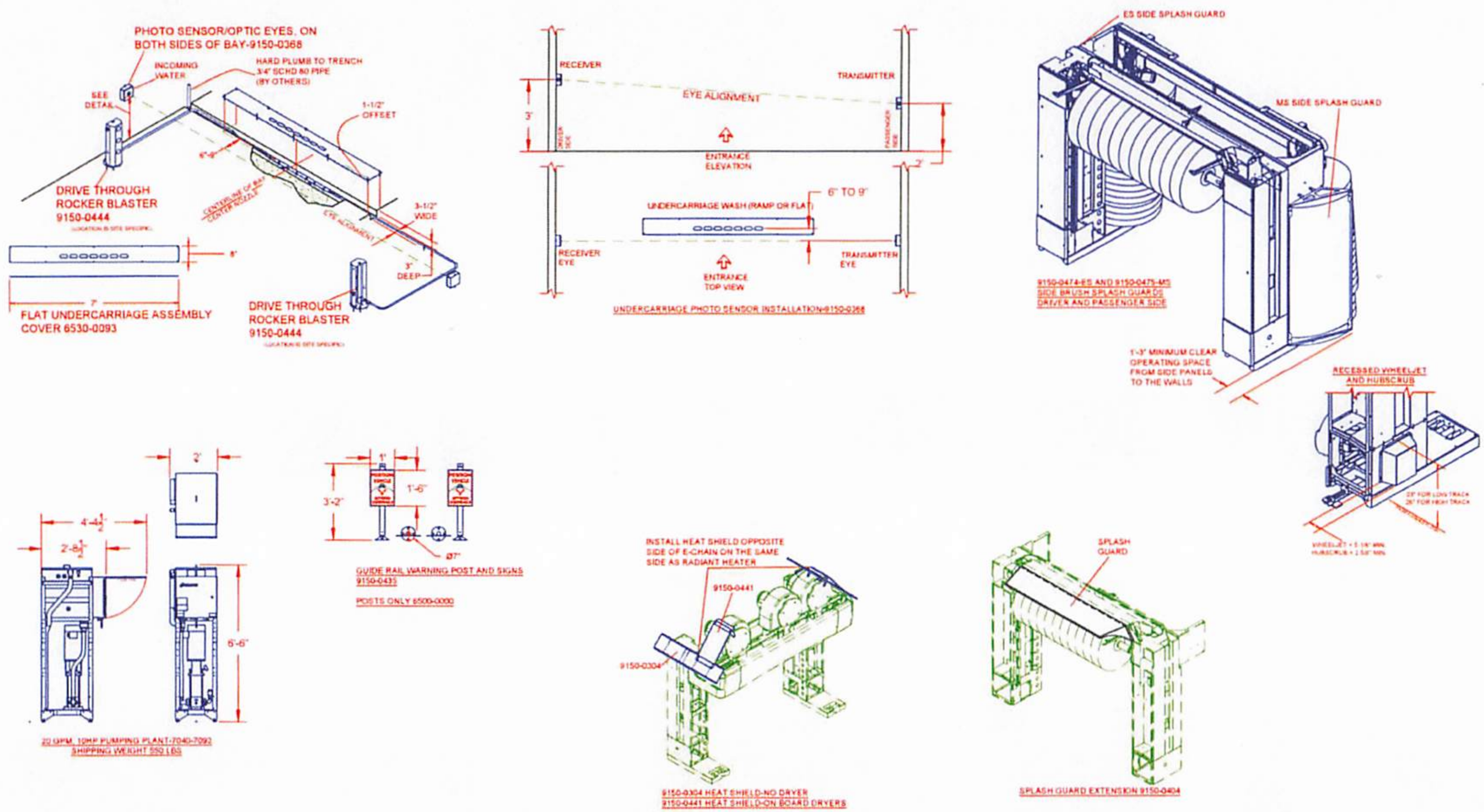
DRAWING HISTORY

01	INITIAL DRAWING RELEASE		JCH

PROPOSED DRAWINGS FOR:
SOFTWASH XT WITH ON BOARD DRYER STANDARD TEMPLATES

SHEET DESCRIPTION:	REVISION:	PROJECT NUMBER:	DRAWING NUMBER:	DRAWN BY:	DATE:	SCALE:	SHEET:	SIZE:
PLUMBING AND AIR DIAGRAM	01	100000331	SXT-OBD-ER19	J HAGAN	8/1/19	NTS	5 OF 10	D

Mark VII
MARK VII EQUIPMENT INC
5981 TENNYSON STREET
ARVADA CO 80003



DRAWING HISTORY

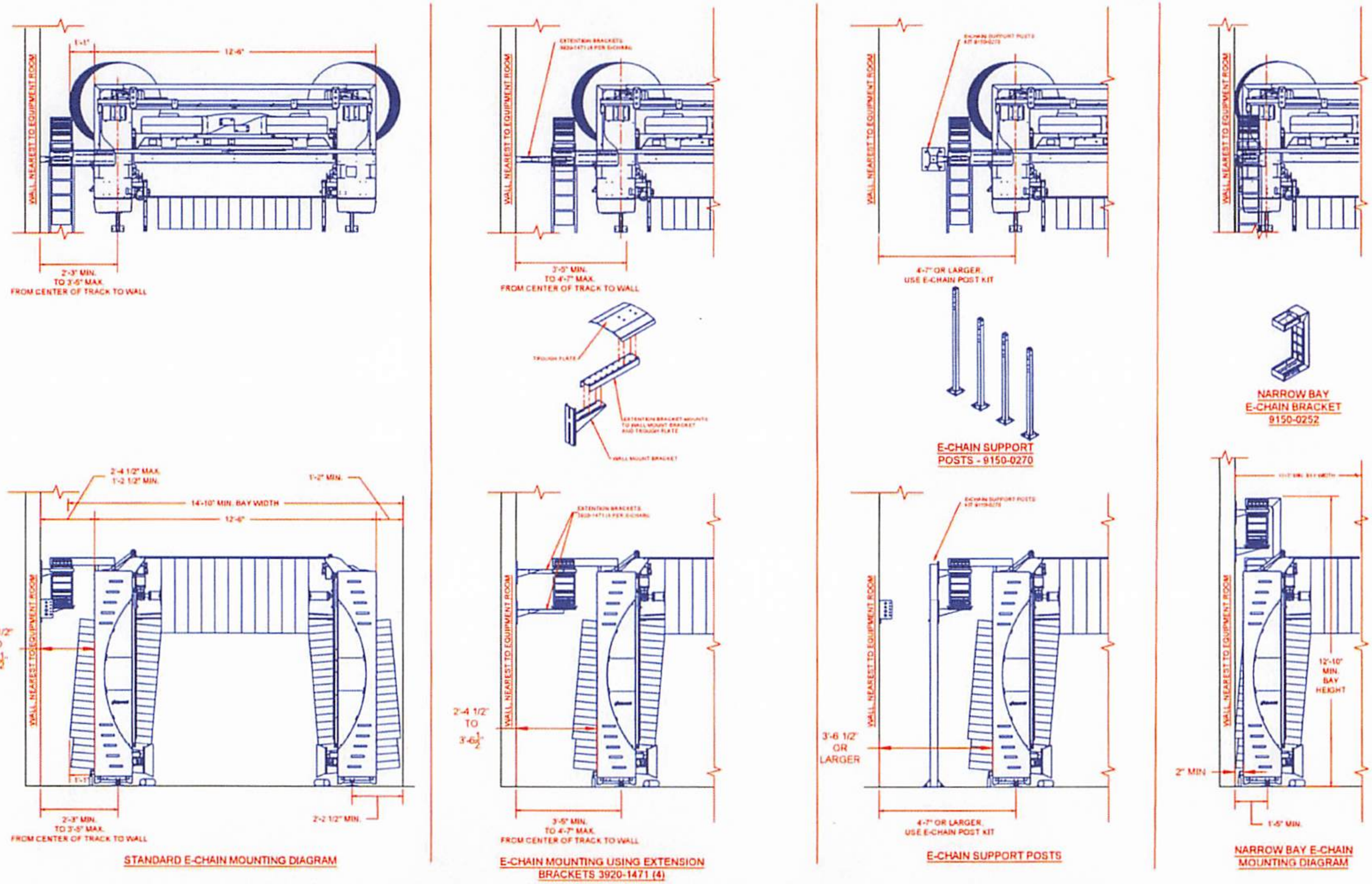
01	INITIAL DRAWING RELEASE	8/1/19	JCH

PROPOSED DRAWINGS FOR:

SOFTWASH XT WITH ON BOARD DRYER STANDARD TEMPLATES

SHEET DESCRIPTION:	REVISION:	PROJECT NUMBER:	DRAWING NUMBER:	DRAWN BY:	DATE:	SCALE:	SHEET:	SIZE:
EQUIPMENT DETAILS AND DIMENSIONS	01	100000331	SXT-OBD-ER19	J HAGAN	8/1/19	1/2"=1'-0	6 OF 10	D

Mark VII
MARK VII EQUIPMENT INC.
5981 TENNYSON STREET
ARVADA CO 80003



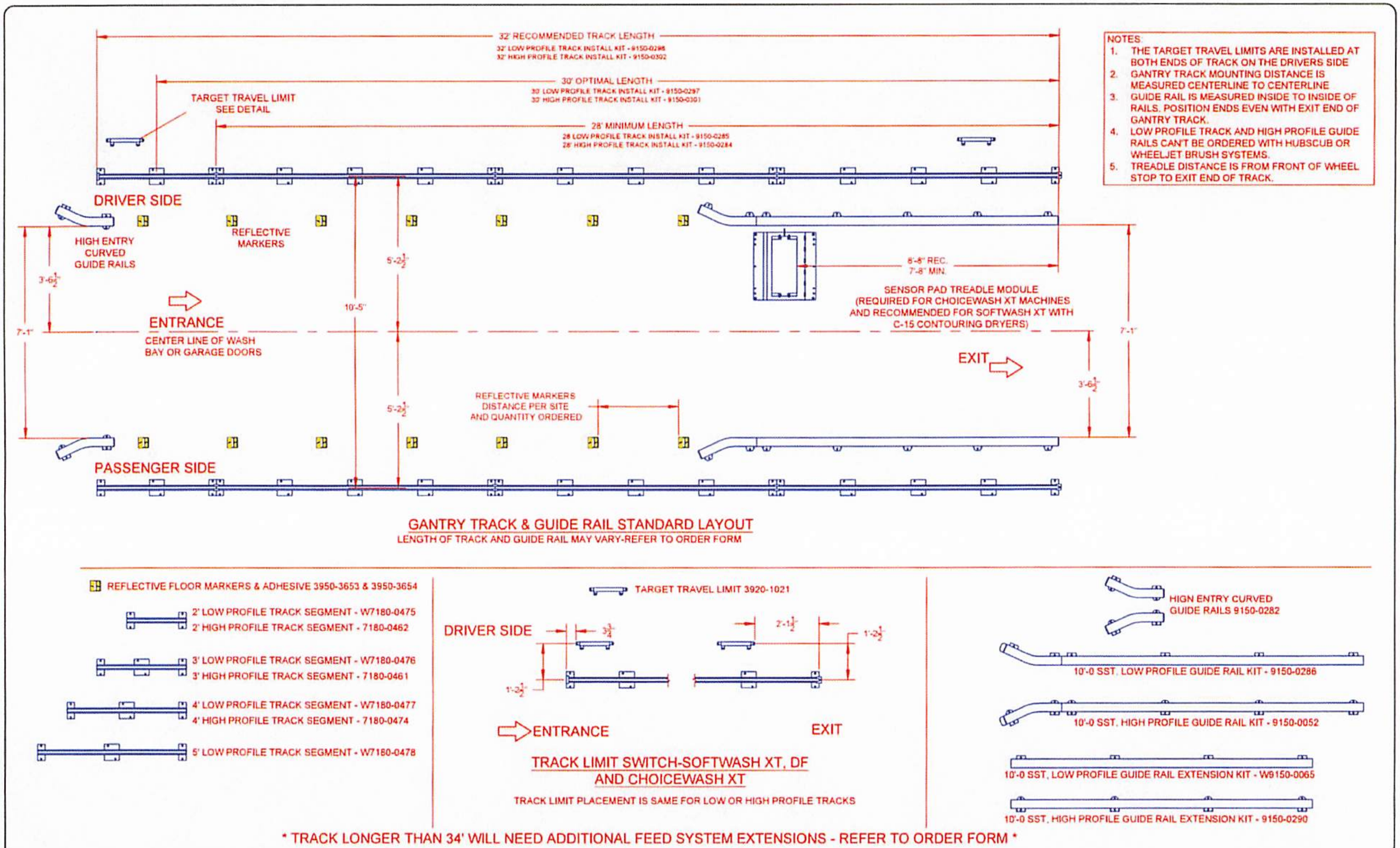
E-CHAIN CAN BE CONFIGURED FOR EITHER DRIVER SIDE OR PASSENGER SIDE MOUNTING - REFER TO ORDER FORM

DRAWING HISTORY			
01	INITIAL DRAWING RELEASE		JCH

PROPOSED DRAWINGS FOR:
SOFTWASH XT WITH ON BOARD DRYER STANDARD TEMPLATES

SHEET DESCRIPTION:	REVISION:	PROJECT NUMBER:	DRAWING NUMBER:	DRAWN BY:	DATE:	SCALE:	SHEET:	SIZE:
ENERGY CHAIN FEED SYSTEM OPTIONS	01	100000331	SXT-OBD-ER19	J HAGAN	8/1/19	1/2"=1'-0	7 OF 10	D

Mark VII



DRAWING HISTORY

01	INITIAL DRAWING RELEASE		JCH

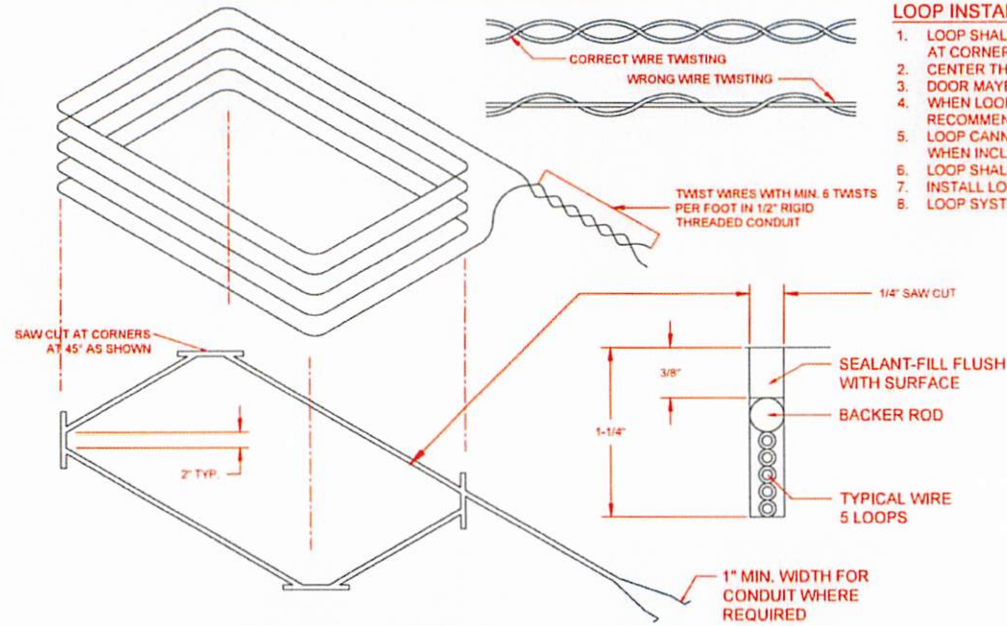
PROPOSED DRAWINGS FOR: SOFTWASH XT WITH ON BOARD DRYER STANDARD TEMPLATES

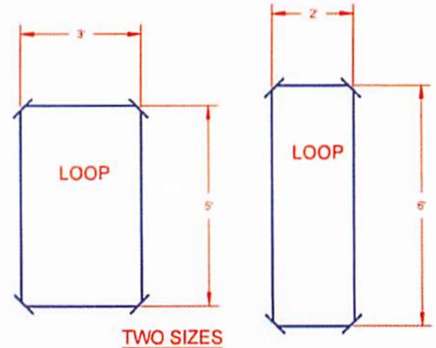
SHEET DESCRIPTION:	REVISION:	PROJECT NUMBER:	DRAWING NUMBER:	DRAWN BY:	DATE:	SCALE:	SHEET:	SIZE:
GANTRY TRACK DETAILS AND OPTIONS	01	100000331	SXT-OBD-ER19	J HAGAN	8/1/19	3/4"=1'-0	8 OF 10	D

Mark VII

LOOP INSTALLATION :

1. LOOP SHALL BE INSTALLED IN CONCRETE SLAB IN SAW CUT SLOTS OR CASTED IN PLACE USING STAKES AT CORNERS.
2. CENTER THE LOOP ON CAR TRAVEL CENTERLINE.
3. DOOR MAYBE DETECTED IF LOOP IS CLOSER THAN 3' - 0" FROM DOOR
4. WHEN LOOP IS TO BE INSTALLED NEAR STEEL REINFORCEMENTS, IT MUST BE KEPT AT MIN. 2"(4" RECOMMENDED BY MARK VII) AWAY FROM REINFORCEMENTS.
5. LOOP CANNOT BE PLACED WHERE IN-FLOOR HEAT IS USED. COORDINATE WITH LOCATION OF HEAT MAT WHEN INCLUDED.
6. LOOP SHALL NOT CROSS ANY CRACKS OR SEAMS IN THE CONCRETE.
7. INSTALL LOOP IN PROPER HEIGHT POSITION PER DETAIL.
8. LOOP SYSTEM BY G.C. WITH HOOK-UP AS REQUIRED BY CAR WASH EQUIPMENT SUPPLIER.





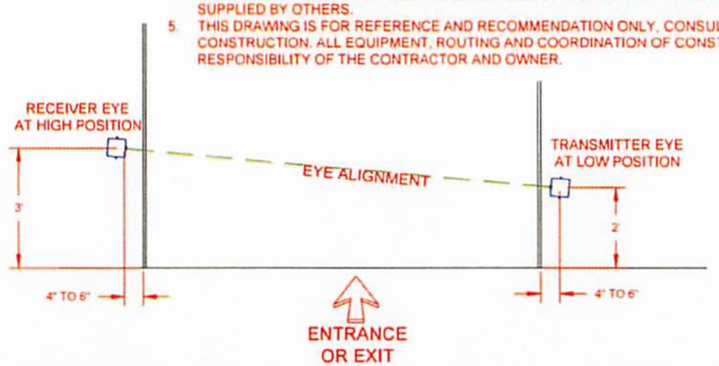
TWO SIZES

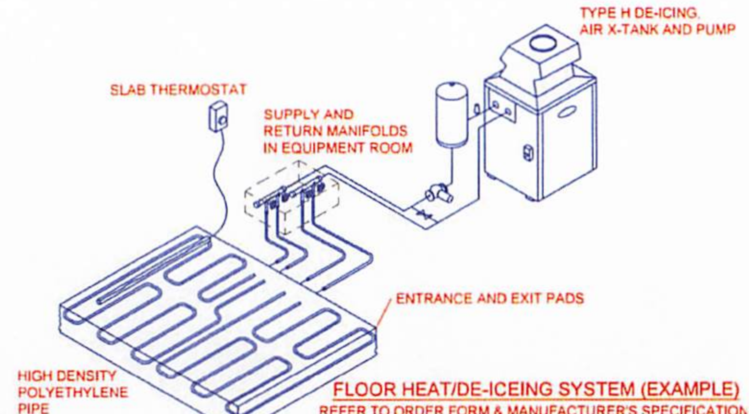
OPTIONAL ABOVE GROUND FLOOR LOOP - 9310-2516

IN AREAS WHERE CONCRETE CAN NOT BE SAW CUT

DOOR EYE SENSOR INSTALLATION GUIDE

1. (2) SETS OF SENSOR EYES NEEDED FOR EACH INSTALLATION, 1 RECEIVER EYE & 1 TRANSMITTER EYE
2. ALWAYS MOUNT TRANSMITTER EYE AT LOW POSITION AND RECEIVER EYE AT HIGH POSITION.
3. USING WATER TIGHT ELECTRICAL BOX AND COVER PLATE IS HIGHLY RECOMMENDED
4. MARK VII EQUIPMENT SUPPLIES THE EYE SENSORS, ENCLOSURES AND OTHER EQUIPMENT SHALL BE SUPPLIED BY OTHERS.
5. THIS DRAWING IS FOR REFERENCE AND RECOMMENDATION ONLY, CONSULT CONTRACTOR/BUILDER FOR CONSTRUCTION. ALL EQUIPMENT, ROUTING AND COORDINATION OF CONSTRUCTION SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR AND OWNER.





FLOOR HEAT/DE-ICEING SYSTEM (EXAMPLE)

REFER TO ORDER FORM & MANUFACTURER'S SPECIFICATION

DRAWING HISTORY			
01	INITIAL DRAWING RELEASE		JCH

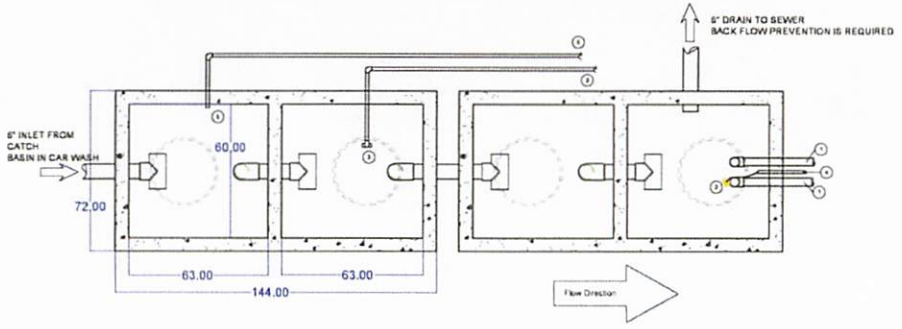
PROPOSED DRAWINGS FOR: SOFTWASH XT WITH ON BOARD DRYER STANDARD TEMPLATES

SHEET DESCRIPTION:	REVISION:	PROJECT NUMBER:	DRAWING NUMBER:	DRAWN BY:	DATE:	SCALE:	SHEET:	SIZE:
DOOR SENSORS/FLOOR LOOP OPTIONS	01	100000331	SXT-OBD-ER19	J HAGAN	8/1/19	3/4"=1'-0	9 OF 10	D

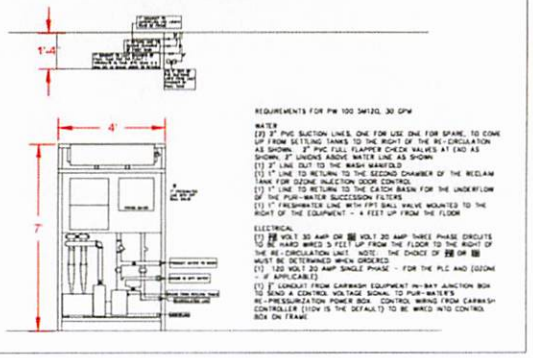
Mark VII

2 TANK CONFIGURATION FOR 5 MICRON PUR-WATER RECOVERY SYSTEMS

THIS IS THE SUGGESTED IDEAL CONFIGURATION FOR A 30 GPM LOW VOLUME 5 MICRON PUR-WATER SYSTEM. PUR-WATER RECOGNIZES THE FACT THAT SEPTIC TANKS ARE A LOCAL BUSINESS AND NOT ALL AREAS WILL HAVE THESE CONFIGURATIONS. THIS DRAWING IS OFFERED AS A GUIDLINE ONLY. IF YOU HAVE ANY QUESTIONS ABOUT A SIZE OR CONFIGURATION OF TANKS IN YOUR AREA, PLEASE CONTACT PUR-WATER AT 800-882-8854



PUR-WATER RECOVERY SYSTEM STUB UP DETAILS



① TO PURWATER RECOVERY SYSTEM (2) 2" SCH 80 PVC SUCTION LINES, ONE TO SERVE AS A SPARE. LINES ARE STRAPPED TO THE TANK WALL. INSTALL SCH 80 UNIONS ABOVE THE WATERLINE TO ALLOW SERVICING OF EACH SUCTION LINE. TERMINATE SUCTION LINES W/ FULL FLOW FLAPPER CHECK VALVES (PURWATER SUPPLIED). NO SPRING LOADED FOOT VALVES

② PURWATER PROVIDED (1) LOW-LOW SAFETY LEVEL FLOAT SHOULD BE MOUNTED SO THAT IT WILL BE IN THE DOWN POSITION 8" ABOVE THE BOTTOM OF THE FLAPPER CHECK. THIS FLOAT CONTROLS THE SAFETY FUNCTION TO PROTECT THE PUMP FROM A LOW WATER SITUATION.

③ (1) 1" SCH 80 AIR SPARGER OR OZONE RECIRCULATION LINE.
FOR AIR SPARGER SYSTEMS, ALLOW THE SPARGER TO BE 6-12" ABOVE THE WATER LINE. MOUNT IN THE MANWAY, IF POSSIBLE, TO ALLOW ACCESS FOR MAINTENANCE.
FOR OZONE SYSTEMS, PLUMB THE LINE WITH A TEE, ON THE WET END, 24" UP FROM THE BOTTOM OF THE TANK.

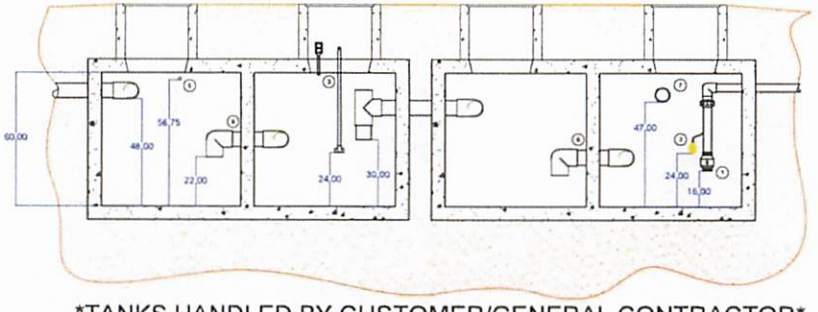
④ (1) 1" SCH 80 PVC LINE TO SERVE AS A CONDUIT FOR (4) 14 GAUGE WIRES (TWO ARE SPARES) TERMINAITED IN A WATER TIGHT JUNCTION BOX ABOVE THER WATER LINE TO PURWATER RECLAIM SYSTEM FOR FLOAT CONTROLS.

⑤ (1) 1" SCH 80 UNDERFLOW LINE FROM THE BOTTOM OF THE RECLAIM SYSTEM CYCLONE SEPARATOR. THIS LINE SHOULD BE LEVEL, OR PREFERRABLY, SLOPE FROM THE RECLAIM SYSTEM TO THE CAR WASH CATCH BASIN OR THE FIRST COMPARTMENT OF TANK 1.

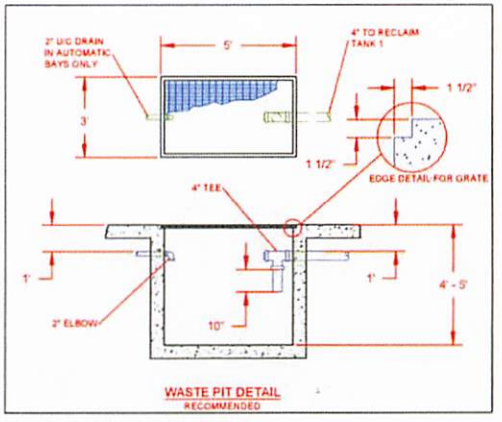
⑥ USE 6" PIPE AS INTERCONNECT PIPING BETWEEN COMPARTMENTS AND BETWEEN TANKS. ELEVATION DIMENSIONS ARE TO PIPE INVERTS.

⑦ (1) 6" SCH 80 PVC PIPE TO BE ROUTED TO SEWER OR OIL WATER SEPARATOR. NOTE: BACK FLOW PREVENTION FROM THE SEWER IS REQUIRED. CONSULT WITH LOCAL AUTHORITIES ON WHETHER FURTHER TREATMENT (I.E. OIL/WATER SEPARATION IS REQUIRED TO MEET DISCHARGE PERMIT).

NOTES:
DRAWING IS FOR REFERENCE ONLY AND IS TO BE USED FOR PLUMBING REFERENCE. CONSULT WITH TANK MANUFACTURER FOR TANK LOADS.
CONSULT WITH CIVIL ENGINEER FOR SOIL PREPARATION AND TANK PLACEMENT.
SEAL ALL TANK PENETRATIONS TO PROVIDE WATER TIGHT SEAL TO PREVENT TANK LEAKAGE INTO SOIL.
LINE TO SEWER TO HAVE BACK FLOW PREVENTION. CONSULT WITH LOCAL AUTHORITIES ON WHETHER FURTHER TREATMENT (I.E. OIL/WATER SEPARATOR IS REQUIRED TO MEET DISCHARGE PERMIT).
APPROX. TANK VOLUME IS 1500 GALLONS PER TANK, EACH TANK IS DIVIDED BY INTERNAL BAFFLE. TOTAL WATER STORAGE IS APPROX. 3000 GALLONS.



TANKS HANDLED BY CUSTOMER/GENERAL CONTRACTOR



WASTE PIT DETAIL
RECOMMENDED

DRAWING HISTORY

01	INITIAL DRAWING RELEASE	MMS	JCH

PROPOSED DRAWINGS FOR:
SOFTWASH XT WITH ON BOARD DRYER STANDARD TEMPLATES

SHEET DESCRIPTION	REVISION	PROJECT NUMBER	DRAWING NUMBER	DRAWN BY	DATE	SCALE	SHEET	SIZE
WATER RECOVERY SYSTEM	01	100000331	SXT-OBD-ER19	J HAGAN	8/1/19	1/2"=1'-0	10 OF 10	D

Mark VII
MARK VII EQUIPMENT INC.
5941 TENNYSON STREET
ARVADA, CO 80003
www.markvii.net
tel (303) 423-4910
(800) 525-6245
fax (303) 420-6138

SEPA Rules - WAC 197-11-970
Mitigated Determination of Non-Significance (MDNS)

170 North Forks Avenue
Ron's Food Mart Automated Car Wash

Project Proponent: Brian and Stephanie Browning
170 North Forks Avenue
Forks, WA 98331

Description of proposal: Proponents are seeking a conditional use permit to develop a single car automated car wash within a building of ~1,000 sq. ft. to be located to the south of the existing Ron's Food Mart. Car washing will be limited to passenger vehicles (cars, vans, and pickup trucks) and have an estimated maximum daily capacity of 40 vehicles. Within the building, an automated washing system would be installed that would utilize biodegradable cleaning solutions, reclaim and recycle 75% of the 30-40 gallons of water used with each wash. Access into the car wash would be solely from Sol Duc Way with exiting to be designed to where vehicles are directed to exit southbound onto Forks Avenue (SR 101). City water would be supplied to the system, and the reclamation and reuse components were included by proponents in response to initial inquiries to the City. After water has been passed through an approved oil-water separator, and settlement to reduce silts and solids, the wash water would be discharged into the City's wastewater treatment system. It is expected that, if an estimated maximum daily load is reached, approximately 0.56 pounds of biochemical oxygen demand (BOD) related materials will be discharged daily into the City's wastewater treatment facility.

Location of Property: 170 North Forks Avenue and specifically the southernmost portion of the current parking lot and roughly in the area where a former mobile drive through espresso stand was once located.

Description Property: Proposed development would be on the southern portion of Lot 1 of the Iverson's Addition to Forks, except the east 30' associated with a boundary line survey involving Lots 1, 2, and 3 of the Iverson's Addition and delineated within the Winney Survey, filed at Volume 12, Page 108 of Surveys dated 6 April 1987. The property is located within the within the eastern portion of the NE ¼ of the NW ¼, Section 9, Township 28N, Range 13 W, W.M. in Clallam Co. WA. Size of Lots 1, 2 and 3 is 0.4-0.5 acres. Clallam County Parcel Number 132809570200.

Lead Agency Rod Fleck, City Attorney/Planner
City of Forks
500 East Division
Forks, Washington 98331

Proposed Project: The Browning's are pursuing a conditional use, and if approved, subsequent development related permits to build, install and operate a *Mark VII SoftWash XT* in-bay automatic car wash system (System) within a commercial car wash building to be built on the southern

portion of the existing Ron's Food Mart parking lot. The System would only be able to wash a single car at a time and would be limited to passenger vehicles (cars, vans, and pickup trucks). The system would include automated washing equipment, and a water reclaim and recycling system per the request of the City. The System is designed to wash one car at a time and no more than a total forty cars per day. Applicant has indicated that the System would comply with State Department of Ecology standards. City has indicated that this would include Ecology's *Vehicle and Equipment Washwater Discharges - Best Management Practices Manual*, Ecology Public No. WQ-R-95-056 and subsequent updates or recommendations to this manual.

All water for the operation of the System would come from the City's water utility. Water usage associated with the System, presuming maximum of forty (40) vehicles per day, would require 1,200 gallons of water per day with 75% of that water being reclaimed in the process of washing up to forty (40) vehicles daily. As a result, if the System was operating at maximum capacity, it would recycle and reuse approximately 900 gallons of water while using 300 gallons of fresh water from the City used in the final rinse cycles. Biodegradable cleaning solutions are the only ones that will be used in the System's washing of vehicles.

Vehicle washwater would then be collected and processed prior to discharge into the City's wastewater system. The proponents have noted that the System includes "oil-water separation and filtration components that remove sediment, grit, and petroleum residues" from entering the City's wastewater system. In efforts to better understand the impacts of the washwater's discharge into the City's wastewater system, applicant's representatives familiar with the System have indicated that the biochemical oxygen demand (BOD) discharge per day would be approximately 0.56 pounds per day based upon a per car rate of 0.014 pounds per completed vehicle wash. *Scott Peterson email of 12 Mar 2026.* Applicant has indicated that the processing of washwater prior to discharge into the City's wastewater system would "have a near-neutral pH, typically ranging between 6.0 and 9.0" and would be devoid of "acids or caustic chemicals." *Nutter/Janssen Letter with application materials.*

In addition, the constructed facility would include mechanical and electrical systems, connections to existing utility services, on site vehicle queuing, and circulation areas. Vehicles would be required ***to enter only*** from Sol Duc Way and would be directed ***to exit only*** towards the southbound lane of Forks Avenue/SR 101.

The finished project would create a stand-alone single-story building containing the System (single vehicle tracked wash system and control room) that would be approximately 1,000 sq. ft. in size (exterior ~38' long and 26' wide). The completed project would have an exterior footprint, including the automated gated entrance pad and the exit pad, of ~65' L by 26' W not including roof overhang.

The property is zoned high density commercial. While gas stations/service stations are permitted outright, this particular use is not called out in the Forks Zoning Code. As such, a conditional use permit is required for the proposed new use on this parcel.

Prior SEPA Documents: None associated with this proposal.

Mitigation required:

1. Construction
   a. Proponents will obtain required commercial building permit, subject commercial plan review, from the City of Forks. Construction documents must include on-site stormwater components, commercial driveway approaches, and associated wash water treatment system installed in such a manner as to ensure that it has components identified therein that are similar to the treatment systems discussed in *Vehicle and Equipment Washwater Discharges – Best Management Practices Manual*, Ecology Public No. WQ-R-95-056, Pgs. 7-10. Commercial driveway approaches should, if applicable, include any utility clean outs. Building design must also comport with applicable zoning code setbacks for property zoned High Density Commercial (C-3).
   b. Development of a construction management plan that limits impacts to vehicle travel and usage of both Sol Duc Way and Forks Avenue during the construction period.
   c. Proponents may also need to ensure that construction equipment does not adversely impact any water or wastewater cleanouts or stormwater drains.
   d. All construction work will occur during the period of time permitted by the City's existing noise ordinance.
   e. Prior to any construction, proponents will request a utility locate by utilizing the State's Call Before You Dig program to determine locations of underground utilities in the project area. Proponents, and their contractors, are required to ensure the protection of such utilities during the construction period and may be required to work with utility providers to accommodate or relocate such utilities.
   f. Proponents, their contractor, or any subcontractors, and their employees are required to immediately stop construction upon discovering of any archaeological resource(s), as well as any discovery of human remains. Further, they all shall be required to notify the City of Forks (Forks Police Department and City Attorney's Office), the Quileute Tribal Council, Hoh Tribal Council, and DAHP. Failure to do so may result in state action and penalties.
2. Stormwater
   a. The storm water from the building and the approaches into and out of the building will be maintained on site. Further, such stormwater cannot be directed by gutters, downspouts, or inset paving drains into the wash water treatment system referenced elsewhere in this MDNS.
   b. When designing commercial driveway approaches, proponents will coordinate their design with the City regarding existing concrete gutters on Forks Avenue.
   c. The proposed storm water drainage system may require registration with the Washington Department of Ecology as an injection well or network of such. If such registration is required, the proponents shall ensure such registration occurs prior to project completion.
3. Traffic
   a. Access to the car wash building will be designed in such a way as to ensure it can only be accessed for use from Sol Duc Way.
   b. Departing vehicles from the car wash building will be directed with signage and appropriate traffic devices (bollards, curbing, etc.) to exit the property into the southbound lane of Forks Avenue (SR 101). Merging traffic signage may be required as part of the construction review process.
4. Wash water discharge
   a. As noted above, proponents shall ensure that the design of the wash water collection, reclamation, and recycling components also includes a treatment system that reduces wash

water effluent of total suspended solids, oils and grease, and metals to limits within the *Vehicle and Equipment Washwater Discharges* manual referenced above at page 7.

b. Proponents will work with the City of Forks to obtain biochemical oxygen demand (BOD) water samples, if possible, from the current Ron's Food Mart property. These BOD samples will be utilized to compare the subsequent development of the car wash and its contribution of wash water. Proponents will ensure that the BOD load from the wash water does not exceed one pound per twenty-four-hour period.
c. Treatment system must have an oil and grease separator that can be tested to ensure that discharged wash water into the wastewater treatment system does not have concentrations more than 50 ppm.
d. Treatment system must have a testable means of ensuring that the discharged wash water does not have concentrations of total suspended solids of more than 100 ppm.
e. In addition, the treatment system must be designed to allow the separation of solids, particularly silt, grit, etc., to separate from the wash water prior to its discharge into the wastewater treatment system.

5. Exterior lighting will be placed in such a manner as to project downward and not projecting concentrated light into traffic lanes.
6. All utility connections must be done pursuant to the utility providers' requirements in a manner that meets local, state and/or federal code requirements.

The Lead Agency has determined that the above items do not have a probable significant adverse impact based upon the proposed mitigation required above. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2). This decision was made after reviewing a complete environmental checklist and other information on file with the lead agency. This information is available to the public on request.

This MDNS is issued under 197-11-340 (2); the lead agency will not act on this proposal for a period of 14 days from the date of issuance to allow for agency review and comment, as well as comments from the general public. Comments must be submitted to the City Planner at:

Rod Fleck, City Attorney/Planner
Forks City Hall
500 East Division
Forks, Washington 98331

Comments may be submitted prior to Noon, 10 April 2026. The City will review said comments together to determine the impact upon the stated MDNS. Submittal of comments is not the same as a written appeal of this determination or asserting lead agency status. The City may not issue any other determination if the review of the comments does not alter the stated MDNS.

You may appeal this determination no later than Noon, 10 April 2026, by filing a written appeal with the City Clerk of Forks at 500 East Division, Forks, Washington 98331. You should be prepared to make specific factual objections. The appeal must be received prior to Noon, 10 April 2026. Contact Rod Fleck at 360/374-5412, ext. 111 to read or ask about the procedures for appeals.

Date: 26 March 2026
William R. Fleck
Attorney/Planner

DEPARTMENT OF ECOLOGY State of Washington http://www.ecy.wa.gov

Publication Summary

Our Ecology website has changed, which can cause broken links.
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TITLE	**Vehicle and Equipment Washwater Discharges/Best Management Practices Manual**

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95-056	June 1995	November 2012

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AUTHOR(S)	Washington Department of Ecology/Water Quality Program
DESCRIPTION	This guidance manual discusses the environmental concerns over discharges from washing the exterior surfaces of vehicles and equipment such as cars and/or trucks, and light or heavy equipment. It provides Best Management Practices (BMPs) for the collection, treatment, and disposal of waste water generated by large/commercial

	vehicle/equipment washing operations inSection 2. This document also provides guidance for pollution prevention by offering the "do's and don'ts" of discharge control for some common types of operations in Section 3.
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