



King County

Department of Natural Resources and Parks

Parks and Recreation Division

King Street Center

201 South Jackson Street, Suite 700

Seattle, WA 98104

<http://www.kingcounty.gov/parks>

SEPA Environmental Checklist

A. Background

1. Name of proposed project, if applicable:

Foothills Trail, Phase II

2. Name of applicant:

*King County Department of Natural Resources and Parks,
Parks and Recreation Division*

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

*Chris Erickson, Capital Project Manager
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4. Date checklist prepared:

May 18, 2017

5. Agency requesting checklist:

King County Department of Natural Resources and Parks

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

Phase I of the King County Parks Foothills Regional Trail (Trail) provided a trail crossing of 252nd Avenue SE and a bridge crossing over Stream 5 which was constructed in 2011. This environmental analysis covers Phase II, approximately 1.2 miles from the Trail's current terminus at 252nd Avenue SE to and across the White River to the City of Buckley portion of the Foothills Trail (in Pierce County). Field investigations and design for Phase II of the Trail project are in progress. Construction for Phase II, depending on availability of funds, is currently scheduled for 2018.

Between Phase I and Phase II an intermediate phase occurred which included a proposal for repairs to the Boise Creek Arch Bridge, which are necessary to utilize the bridge as the Boise Creek crossing for the Phase II portion of the Trail. This work is being permitted separately from Phase II and is intended to be completed in summer of 2017. However, mitigation proposed for the bridge repairs is intended to be completed along with the construction of the rest of Phase II in 2018.

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

No future additions, expansion, or further activity are planned following the King County Parks Foothills Trail connection to the Pierce County Foothills Trail System located in the City of Buckley.

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

The following environmental information, reports and applications are directly related to this proposal.

Report by: Hart Crowser

Geotechnical Engineering Design Study, Foothills Trail Phase II, June 21, 2016

Additional Geotechnical investigations and recommendations are anticipated

Reports/Applications by: The Watershed Company

Foothills Trail Habitat Assessment, February 8, 2016

Foothills Trail, Stream 5 to White River Wetland and Stream Delineation Report, August 1, 2016

Critical Area Report: Foothills Trail Phase II- Stream 5 to White River, in-progress

Critical Area Report: Foothills Trail-Buckley Extension, in-progress

Biological Evaluation for Foothills Trail White River Bridge, anticipated

Critical Areas Report: Foothills Trail White River Bridge, anticipated

Reports by: Cultural Resource Consultants

Cultural Resources Assessment for the Foothills Trail Project, February 4, 2016

Other Applications

Shoreline Management Substantial Development Permit Application for Phase II, in-Progress.

King County DPER Pre-Application, August 10, 2016

Foothills Trail Phase II Washington State Joint Aquatic Resources Permit (JARPA) Application for the White River bridge crossing and/or potential voluntary enhancement work, to be prepared

Foothills Trail – Phase II, Hydraulic Project Approval (HPA) application for the White River bridge crossing, to be prepared

*Completed reports are available on the project website: www.kingcounty.gov/foothillstrail
Go to the bottom of the page and click on the '+' next to 'Trail Project Details' to show the reports.*

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

The Foothills Trail crossing of the White River and connection to the existing Foothills Trail within the City of Buckley located in Pierce County will utilize an Interlocal Agreement (ILA) for Cooperative Planning, Design, and Construction of a Foothills Trail Non-Motorized Bridge across the White River.

Permits from the Army Corps of Engineers and King County are also pending for the Boise Creek Arch Bridge Repairs portion of the project. An HPA from the Washington Department of Fish and Wildlife was issued but will need to be revised to reflect design changes in the timing and mitigation details for the project. Permits are anticipated in time for the repairs to be completed in summer of 2017 with the mitigation to follow in 2018.

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

The following permit approvals have been identified as being required for this project.

King County DPER & City of Buckley (ILA)

- Grading Permit/Engineering Plan Review
- Right of Way Use Permit
- Substantial Shoreline Development Permit

Washington State

- Hydraulic Project Approval (HPA)
- State Historic Preservation Office Compliance
- Construction Stormwater Permit under the National Pollution Discharge Elimination System (NPDES)

Federal

- Army Corps of Engineers Section 404 permit.

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

Foothills Regional Trail, Phase II (Trail)

The Trail project will extend the Foothills Trail for approximately 1.2 miles from its current terminus at 252nd Avenue SE to and across the White River (in Pierce County) and will connect to the Foothills Trail System located within the City of Buckley.

The proposed trail improvements will continue south from 252nd Ave SE along the former Northern Pacific Railway (RR) corridor and parallel with SR 410 for approximately 4,000 feet up to the intersection of the former and abandoned SR 410 roadway alignment where the Trail will then generally follow the old SR 410 road alignment approach and crossing of the White River. Construction of the Trail will provide the "missing link" that will connect the City of Enumclaw portion of the Foothills Trail to the City of Buckley portion of the Foothills Trail. When complete, the Foothills Trail system will include more than 30 miles of non-motorized Regional Trail.

The project is planned to be a Regional, Multi-Use Trail. Regional Trail improvements are typically 18 feet wide with a 12-foot wide paved surface and 2 to 3 foot wide gravel shoulders on each side of the trail. Retaining walls will be used where required to protect adjacent slopes and critical areas. Portions of the Trail are planned to be within critical areas and their buffers, including: wetland, stream, floodplain, floodway, steep slope areas. Appropriate environmental review to comply with local, state,

and federal regulations is in progress.

As a part of King County's Regional Trails System (RTS), the completed Foothills Trail will provide an important non-motorized transportation option in southern King County for both transportation oriented trips as well as recreational opportunities. The RTS is designed to connect communities and is widely used for non-motorized commuting. Additionally, the planned trail crossing of the White River will be designed to provide a much needed secondary emergency vehicle access between the cities of Enumclaw and Buckley in the event that the current SR 410 White River crossing is not available.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The approximately 1.2 miles of Foothills Trail is located in King County south of the City of Enumclaw and will extend southwest, across the White River to the City of Buckley in Pierce County. The Trail project is located in Section 26, 34 and 35, Township 20N, Range 6E.

The proposed Trail extends southwest from the existing trail crossing of 252nd Avenue SE for approximately 4,000 feet along a former Northern Pacific Railway (RR) corridor. The Trail will then approach and connect to the former SR 410 roadway alignment where the Trail will generally follow the old SR 410 road alignment for approximately 2,000 feet south to the terminus of the existing City of Buckley Foothills Trail. While following the old SR 410 road alignment, the Trail is planned to cross over Boise Creek utilizing the former SR 410 concrete arch bridge and approach and crossover the White River with a new prefabricated bridge structure utilizing the abandoned SR 410 roadway concrete bridge piers. The proposed Trail extension connects to and transverses four jurisdictions: City of Enumclaw, City of Buckley, Pierce County and King County. See the attached Exhibits EX-1 and EX-2.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site:

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

The majority of the project site is relatively flat, with the trail improvements being constructed along the former Northern Pacific Railway (RR) corridor and former SR 410 roadway corridor. The trail descent from the SE Mud Mountain Road trail crossing to the White River valley floor will encounter a steep slope which has an existing average slope of approximately 50%.

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

The steepest measured slope encountered along the proposed trail alignment has a slope of 67% and is located just south of the southern abandoned SR 410 roadway White River crossing concrete bridge pier. The slope was constructed with imported granular fill for the roadway approach to the original steel truss bridge which was abandoned and disassembled in 1955.

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 Foothills Regional Trail (Trail) project has recently completed twenty-one (21) test pit explorations, four (4) ultrasonic borings and two (2) auger borings along the proposed trail alignment. Soil samples were taken and laboratory tests performed on representative samples. Subsurface explorations identified seven (7) soil types along the proposed trail alignment as listed below:

1. Surficial Organic Soils (forest duff) loose fill containing organics.
2. Fill or Disturbed Native Soil range from loose to medium dense silty, gravelly sand and silty, sandy gravel.
3. Medium Dense Silty, Gravelly Sand
4. Osceola Mudflow (lahar flows from Mount Rainier eruptions approximately 5,600 years ago)
5. Loose to Medium Dense Sandy Gravel (pit run fill)
6. Dense Silty, Sandy Gravel
7. Very Dense Slightly Silty Sand

A Geotechnical Report containing field investigation, laboratory testing of selected soil samples and geotechnical engineering recommendations for the trail corridor was prepared.

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

There are no indications of unstable soils along the proposed Trail alignment.

- 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.

Regional Trail improvements are typically 18 feet wide (12-foot paved trail with 3 foot gravel shoulders on each side). Additional width will be required for construction of retaining walls and additional area for cut and fill slopes when site conditions permit. Preliminary grading design shows 3.4 acres of area being impacted along the 1.2 mile long Trail alignment with an estimated 11,500 cubic yards of excavation and 11,500 cubic yards of fill.

In general, the clearing limits for the Trail improvements will be limited to a width of twenty-five (25) feet with minimal grading activities anticipated along the former railroad corridor. The clearing limits will increase as the Trail approaches and generally follows the old SR 410 road alignment and approach to the White River where major grading activities will range from two (2) to twenty (20) feet in cut or fill depths along the Trail alignment.

Suitable excavated material will be used as part of the trail subgrade. Unsuitable excavated material will be placed and compacted in designated on-site native fill area locations adjacent to the trail alignment on King County property where no structural elements or loads are located. The intent will be to keep the excavated soils within the Project area rather than haul the soils off-site. Geotechnical Engineering recommendations will be followed for all grading activities and construction of the Trail improvements.

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

In general, the proposed construction activities are located within relatively flat areas. However, some areas with moderate and steep slopes do occur. Erosion as a result of grading or other construction activities will be minimized by use of Best Management Practices (BMPs) and seasonal limitations (primarily working in the dry season) on grading. A Temporary Erosion and Sedimentation Control (TESC) Plan will be developed and implemented to minimize the potential for erosion and submitted to corresponding permitting agency for approval prior to excavation and/or grading. The use of high visibility silt fence and construction limit fence surrounding the limits of construction along the project site and installation of stabilized construction entrances at

identified locations to access the construction areas. Construction will occur during the relatively dry months as allowed by the Department of Ecology. No additional erosion should occur as a result of the constructed trail, the trail will discourage foot traffic to the habitat adjacent to the trail which should limit unintentional trampling of the adjacent habitat.

Trail improvements and grading activities will comply with conditions of the Projects Permits including but not limited to both the General Requirements and Project Specific Conditions of the King County DPER Grading/Clearing Plan Review Approval Conditions, conditions of the Shoreline Management Substantial Development Permit and Hydraulic Project Approval (HPA) from Washington Department of Fish & Wildlife.

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

The project is a linear project. The King County portion of the Foothills Regional Trail (Trail) currently consists of 13 parcels which totals in more than 41.4 acres. The approximately 1.2 mile long by 18 foot wide trail section will result in approximately 2.6 acres of impervious surface area. As a result approximately 6.3% of the project's parcels and easement areas will be covered with an impervious (gravel or asphalt paved) Trail surface.

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

Grading activities during trail construction will implement Department of Ecology best management practices (BMP's) during construction and a TESC plan will be implemented to minimize sediment transport and erosion during and after construction occurs. BMPs include, but are not limited to, use of silt fences, compliance with a timing restriction to coincide with the summer dry season, and storage of materials away from wetlands and streams. Following grading, disturbed areas will be seeded or covered with erosion control fabric until the site can be permanently revegetated with native plants. Attempts will be made to reuse as much of the excavated soils as possible on the project site.

2. Air

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

Most construction activities will temporarily affect local air quality as a result of vehicular emissions and dust. Vehicular emissions are typically exhaust from construction equipment and worker vehicles and dust from construction activities in dry conditions. Overall, the impact from construction equipment will be minimal and temporary.

Washington State Department of Ecology guidance document Including Greenhouse Gas Emissions in SEPA Reviews (dated April 2011) indicates that for projects that emit less than 10,000 metric tons of new carbon dioxide equivalent per year (MTCO₂e) a qualitative analysis is acceptable for SEPA. Potential for increased greenhouse gas (GHG) emissions during construction may occur primarily through the production of concrete, cement, asphalt and steel for the trail. Production of these building materials is anticipated to produce 1,091 MTCO₂e.

Long-term air quality impacts are not expected as a result of this project because the project does not increase vehicle capacity. Post-construction emissions should be limited to maintenance activities and are anticipated to occur infrequently (as needed).

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

None are known.

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

The proposed project is designed to provide an alternative to automobile commuting and to facilitate non-motorized regional transit, thus reducing overall greenhouse gas emissions in the region and improving air quality. Construction dust emissions will be mitigated using Best Management Practices. Dust control measures, such as watering of construction areas, will be used to minimize construction-related fugitive dust as necessary. Following construction of the trail, the trail project is not anticipated to have impacts to air quality.

3. Water

- a. Surface Water:

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

The Trail project area is located in the Boise Creek sub-basin of the Puyallup-White River watershed (WRIA-10). Seven (7) wetlands and seven (7) streams were delineated within the project area.

Five (5) wetlands were rated Category III (Wetlands A, B, C, E & H) and two (2) wetlands were rated Category II (Wetlands D & G) using 2014 Ecology wetland rating system.

Five (5) streams were delineated in addition to sections of the White River and Boise Creek. Stream C, a tributary to the White River, is a class III stream per the City of Buckley Shoreline Master Program. Streams D, E, F and G are located within unincorporated King County and were classified per King County Code 21A.24.358.C. Stream G, a tributary to the White River, is a Type F water. Stream E and F are tributaries to Boise Creek. Stream F is a Type N water and Streams E and D are Type F waters.

Wetland and Stream Delineation Report (August 1, 2016) has been completed. Additional supportive field investigation, delineation and critical area reports are pending.

- 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.

Most of the project is located within a wetland and/or stream buffer, and/or is within 200 feet of Boise Creek and/or the White River (Shorelines of the State). The Trail will typically be at-grade, except for the crossings of Stream 5, Boise Creek and the White River. These planned trail water crossings will utilize the existing Stream 5 Bridge and Boise Creek Bridge structures. The White River Trail crossing will install a new prefabricated bridge structure on the abandoned SR 410 roadway concrete bridge piers. It is anticipated that all Trail construction will occur outside of the Ordinary High Water Mark of all waterbodies.

Compensatory mitigation and voluntary in-stream restoration may occur in Boise Creek which would include additional large woody debris habitat installation. Under the supervision of a stream ecologist, a stream diversion may be installed to route flow around the work area. The in-stream mitigation and restoration are currently in a conceptual design phase. The Project Team is working directly with Washington Department of Fish and Wildlife, Muckleshoot Indian Tribe, Puyallup Tribe of Indians on the design. Coordination with the Suquamish Tribe is also on-going.

- 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.

In-stream work is anticipated to only occur during construction of the potential in-stream restoration work in Boise Creek. Excavation in the stream bed and rearrangement of existing stream bed boulders is anticipated to be minimal, and only what is needed to place the woody debris habitat at appropriate elevations. Streambed gravels will be then placed between logs and root wads.

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

A stream diversion will be required to divert flow around the project area during construction of the restoration in Boise Creek.

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

The proposed trail alignment north of the White River is located within the mapped 100-year flood hazard area of Boise Creek (Zone A, Base Flood Elevation not determined, 530017, Panel 1492). The 100-year floodplain of Boise Creek is delineated on the site improvement plans and profiles. Because the project site is adjacent to a water feature (Boise Creek) for which base flood elevations have not been determined, a Minor Floodplain Study will be required. The Minor Floodplain Study was conducted for Phase I. This study will be updated to include the Phase II portion of the trail. The Phase I Minor Floodplain Study concluded that the Phase I of the project was outside the flood hazard area. The same conclusion is anticipated for the Phase II trail.

The proposed trail crossing over the White River flood hazard area will utilize Base Flood Elevations provided by King County's River and Floodplain Management Unit's extensive study of the White River that provides the best available science and documents that the proposed at-grade trail approach for the crossing of the White River will be located outside of the mapped 100 year Floodplain (Zone AE) and FEMA Floodway Base Elevation of 632.5.

- 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.

No waste materials will be discharged to surface waters.

b. Ground Water:

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

The proposed project will not require the withdrawal of groundwater or discharge to groundwater.

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

Waste materials will not be discharged to groundwater as a result of this trail project.

King County Park's owned residential property located at 24324 SE 473 Street, Parcel Number 342006-9020, does have and plans to continue to operate an existing on-site private sewer septic system serving the property. Parks on-site review of the existing sewer septic system established that the trail improvements crossing this property will be located outside the existing on-site sewer septic system.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The proposed trail project will preserve the existing drainage patterns to the maximum extent feasible. Whenever feasible, runoff from the trail will be dispersed (sheet flow) into the natural areas adjacent to the trail. No significant areas will be diverted from their existing discharge points. Some runoff (especially from cut slopes) that currently disperses naturally will need to be collected and re-dispersed in a controlled manner. The trail approaches to the Boise Creek Arch bridge (north and south side of Boise Creek) have been identified as places where the storm water surface flows are to be collected and conveyed to flow control facilities (detention pipes) before being re-dispersed in a controlled manner.

The project will be in compliance with applicable surface water management regulations. In addition, a Drainage Adjustment Application (dated May 24, 2016) has been submitted to King County DPER seeking authorization to allow dispersion of trail runoff under certain conditions.

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

With the use of construction equipment to complete this project, the possibility of construction related waste materials (i.e. diesel, gasoline, oil, etc.) accidentally entering the ground or surface waters is present. A spill response kit will be present at the construction site to deal with those accidents should they occur. If hazardous materials are found to be in the soils during construction they will be handled according to County requirements. Appropriate BMP's will be utilized to minimize ground and stormwater impacts if waste materials are encountered.

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

In general the drainage patterns in the vicinity will not be affected. The proposed trail project will preserve the existing drainage patterns to the maximum extent feasible. The trail crossing of SE Mud Mountain Road will intercept existing drainage and convey its flow under the trail improvement tying into the existing drainage course via piped culverts.

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

The new drainage system will be designed to meet standards in the current (2016) King County Surface Water Design Manual. BMP's will be utilized to minimize stormwater impacts during construction. After construction, full dispersion of storm water will be implemented wherever feasible to minimize impacts.

4. Plants

- 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

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

Impacts to the native habitat will be avoided and minimized to the maximum extent practical. The proposed trail extension will require clearing, cut and fill, and the addition of paved and gravel (impervious) surfaces along with temporary impacts from construction activities. Preventive measures will be taken to avoid and/or minimize impacts to vegetated native habitat by locating the trail improvements in non-native habitat areas that were previously impacted by former/current railroad, trail, roadways, driveways, and utility corridors where feasible. In general, an approximately 20-foot wide corridor will be cleared along previous rail and roadway corridors. The trail alignment will follow approximately 4,000 LF of the former Northern Pacific Railway corridor and generally follow approximately 2,000 LF of the former and abandoned SR 410 highway. Removal of significant trees will be avoided to the greatest extent possible, leaving the existing tree canopy undisturbed. Development of the trail presents an opportunity to improve vegetation of the project site, by removing invasive vegetation and increasing density and diversity of native woody vegetation within the project area adjacent to the proposed trail. As a part of the project, Himalayan blackberries and English ivy, along with other invasive species on the site adjacent to the railroad/trail corridor will be removed. Remaining vegetated portions of the site, which are primarily forested, would be preserved.

A Habitat Assessment (February 8, 2016) has been completed.

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

No evidence of threatened or endangered vegetative species exists for the study area. No rare plant species or ecosystems are documented in any of the Public Land Survey System Sections where the project site is located, according to the Washington Department of Natural Resources Natural Heritage Program (visited 2/2/2017). Lack of documentation and/or observation does not preclude a threatened or endangered vegetative species' presence. Field surveys did not reveal rare, threatened or endangered plant species or critical habitats within the project site.

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

Because most of the Trail improvements are located within a wetland and/or stream critical area buffer, the trail impacts within these sensitive areas will be closely measured and impacts assessed and mitigated. The Conceptual Mitigation Plan indicates that the Compensatory Buffer Planting Areas will total approximately 3.5 acres. In addition, approximately 2.4 acres have been identified as additional potential habitat restoration areas within the project boundary. The amount restored will be determined during final design and permitting. Candidate native planting list includes Trees (Big Leaf Maple, Douglas Fir, Pacific Willow & Western Red Cedar) Shrubs (Vine Maple, Red Twig Dogwood, Oceanspray, Ninebark, Bitter Cherry, Nootka Rose, Thimbleberry, Red elderberry & Snowberry) and Groundcover (Oregon Grape, Salal & Sword Fern). Additional enhancement measures include potential in-stream large woody debris habitat creation.

Other measures to preserve and enhance the on-site vegetation will result in removing invasive vegetation and increasing density and diversity of native woody vegetation within the project area.

As a part of the project, Himalayan blackberries and English ivy and other invasive species along the project corridor will be removed.

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

Invasive vegetation observed on or near the site include Scotch broom, Himalayan blackberry, Japanese knotweed, English ivy.

5. Animals

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

Examples include:

birds: hawk, heron, eagle, songbirds, other.
mammals: deer, bear, elk, beaver, other.
fish: bass, salmon, trout, herring, shellfish, other _____

Dense and structurally diverse vegetation along the project corridor provides potential habitat for various birds and mammals including numerous species common in urban, suburban, and rural areas. Likely species include small mammals such as squirrels, chipmunks, raccoons, mice and rats, opossums, and rabbits. Proximity to the White River and Boise Creek with its adjacent vegetated areas make it possible that larger mammals, mainly coyotes, elk and black-tailed deer, may be present in the project area. Many species of birds are likely to use the area for foraging and breeding including the American crow, American robin, black-capped chickadee, pileated woodpecker, red-tailed hawk, and osprey to name just a few. Multiple salmonid-fish species, including Chinook salmon, coho salmon, pink salmon, sockeye salmon, and steelhead trout are known to occur in the project vicinity, specifically within the White River. Given the presence of numerous wetlands and streams, common frogs and salamanders can be reasonably expected to occur in the project area, although such species were not directly observed during field inspections; bull frogs are likely not present, due to a lack of permanently ponded areas.

A Habitat Assessment (February 8, 2016) has been completed.

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

Federally listed threatened fish species to be evaluated for projects in King County that have potential presence in the trail project area are Chinook salmon, steelhead trout and bull trout. No state-listed threatened fish species, or federally or state-listed endangered fish species, are documented in the project vicinity.

No federally or state-listed threatened or endangered terrestrial species are documented in the project vicinity, according to Washington Department of Fish and Wildlife Priority Habitat and Species Data.

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

A migration route along the trail alignment has not been identified. Dense and structurally diverse vegetation along the trail corridor provides potential habitat for birds and mammals. Proximity to the White River and its adjacent vegetated areas make it possible that larger mammals, particularly coyotes, elk, and black-tailed deer, may use the corridor to connect to other habitat. While roads and other development represent barriers to reptiles and amphibians and deterrents to mammals, some species may confine all life cycle activities to the study area wetlands and vegetated uplands, including breeding in the corridor. Birds cross such barriers more readily and many species are likely to use the area for foraging and breeding. Boise Creek, a tributary of the White River, is a documented Chinook salmon- and steelhead-rearing stream.

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

The trail project presents an opportunity to improve some critical area buffer functions by removing invasive species and increasing density and diversity of native woody vegetation. Cleared areas will be planted with native woody vegetation enhancing wildlife habitat. The mitigation plan will include native landscaping designed to enhance native vegetation, thus providing a natural habitat for native wildlife.

The Conceptual Mitigation Plan shows the Compensatory Buffer Planting Areas and additional potential Buffer Planting Area within the project boundary. Native trees, shrubs and groundcover are included in the conceptual planting list. Additional potential restoration includes in-stream habitat restoration in Boise Creek through the installation of large woody debris. The final mitigation plan will be submitted as a part of the materials required for a complete Clearing & Grading Application.

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

Invasive species likely to use the area include Eastern gray squirrel, European starling, and House sparrow.

6. Energy and Natural Resources

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

Electricity will be required to power the new rectangular rapid flashing beacon (RRFB) for the proposed trail crossing at SE Mud Mountain Road.

No natural gas, oil, wood stove, or solar energy will be used. Except for the RRFB, the completed project does not require an energy supply.

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

Implementation of the project will not interfere with the use of solar energy resources on any of the adjacent properties.

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

The trail project will provide an infrastructure enabling people to use a non-motorized commuting alternative, an element of the King County Transportation System.

7. Environmental Health

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

There is a small chance hazardous materials could be found during construction. King County will include provisions in the construction contract that require proper management and disposal of hazardous materials if encountered on the project site. Following construction, no exposure to toxic chemicals, risk of fire and explosion, spills, hazardous waste, or other environmental health hazards should result from this project.

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

No present contamination is known. Field observations have indicated that creosote piling and timbers used for the former Northern Pacific Railway (RR) along the proposed trail route have been removed from the project site.

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

The trail crossing at SE Mud Mountain Road will cross over a known underground natural gas line located in the right-of-way. The trail improvements will also cross underground natural gas service lines to house numbers 24316 and 24324, SE 473rd Street.

There is also a potential for construction equipment to leak fuel, hydraulic oil or antifreeze during the construction period. A construction stormwater pollution prevention plan (SWPPP) will be implemented for this project to minimize the potential for impacts.

- 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.

No toxic chemicals, hazardous waste, or other environmental health hazards are anticipated to be used, stored, or produced for this project. Refueling and maintenance of construction equipment is expected to be provided by truck delivery to equipment as needed. Refueling and maintenance related activities will be performed within controlled construction staging areas.

- 4) Describe special emergency services that might be required.

No special emergency services would be required as part of this proposal. In the unlikely event that an accident (spill, fire, other, exposure) occurs during construction, typical emergency services required for medical emergencies would be provided by the Enumclaw Fire Department. Security services would be provided by the City of Enumclaw Police Department and King County Sheriff's Department. Emergency vehicle access will be available at the trail crossings of 252nd Avenue SE, SE Mud Mountain Road and from a trail maintenance access located off of SR 410.

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

During the construction phase, equipment will be inspected daily for leaks and an emergency spill kit will be kept on site. The construction manager would be contacted by a crew member immediately upon discovery of a spill and the CSWPPP would be implemented, including taking standard safety precautions to protect the work crews.

b. Noise

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

Noise sources in the area include local vehicular traffic. These noise sources will not affect the proposed project.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

On a short-term basis, noise from construction equipment will be generated during the construction of the trail. Noise levels within 50 feet of a noise source during construction could reach as high as 90 decibels (dBA) for short periods of time, depending upon the type of equipment in operation. Hours of construction will typically be from 7:00 a.m. to 5:00 p.m. during weekdays.

Following construction, the trail will be used by pedestrians and non-motorized vehicles. This type of recreational use will generate a slight increase in noise during the daylight hours. However, since lighting is not proposed, noise will not be generated after dark, as use of the trail at night is not anticipated.

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

Construction of the trail will predominately occur during daytime hours (e.g. 7:00 am to 5:00 pm) during the weekday to reduce construction related noise impacts in the evening and at night. Noise from use of the trail is anticipated to be minor as use of the trail will normally occur during dawn to dusk; therefore noise will be limited to daylight hours.

8. Land and Shoreline Use

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

The proposed trail project will primarily be located on an abandoned transportation (railroad and highway) corridor. The trail alignment will be shifted away from the former SR 410 alignment onto a King County Parks acquired single family residential parcel for approximately 500 LF where a portion of SE Mud Mountain Road currently uses a remaining section of the former SR 410 alignment. The trail crossing of the KC Parks parcel will require demolishing an existing dilapidated tennis court and modifying the existing joint use driveways that serve the King County Parks single family resident, house #24324 (Parcel #3420069020) along with the neighboring single family resident, house #24316 (Parcel #3420069052). The old railroad corridor portion of the project site is currently used as an "informal" trail. Some of the properties adjacent to the project site are private residential properties. Other properties adjacent to the project site are King County Parks properties. The existing City of Enumclaw Foothills Trail and City of Buckley Foothills Trail is located at each end of the project site.

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

The project area north of SE Mud Mountain Road currently has an A-35 – agricultural, one DU per 35 acres zoning designation. No areas along the trail route are currently used as working farmlands or working forest lands. No agricultural or forest land of commercial significance will be converted to other uses as a result of the proposal.

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:

Areas east of the trail route are currently used as working farmlands. Boise Creek and 248th Ave SE and other residential developments represent barriers from the trail alignment to the working farmlands. The trail project will not affect or be affected by the easterly working farmlands.

c. Describe any structures on the site.

The Stream 5 Bridge constructed during Phase I is located approximately 500 LF southwest of 252nd Ave. SE along the former Northern Pacific Railway (RR) corridor. Other structures on the project site were associated with the former and abandoned SR 410 roadway which include the existing RR Bridge abutment where the RR tracks ran over the former SR 410 roadway, the former SR 410 Boise Creek Arch Bridge and the three (3) former SR 410 roadway concrete bridge piers used to cross the White River. All of these abandoned SR 410 roadway structures will be used as part of the proposed trail project. Existing structures on the site also include the houses and associated property structures (i.e. garage, outbuildings, tennis court, pool) on two King County Parks properties recently acquired.

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

The structures on the King County Parks property (Parcel #3420069020) may or may not be eliminated depending on King County Parks' intent to resell the house after construction of the trail through the property. The existing dilapidated tennis court located east of the home will be demolished as part of the trail project.

The structures on the King County Parks properties (Parcel's #3520069074, 6427000270 & 6427000185) are scheduled to be demolished and properly removed from the project site by King County Parks under a separate permit.

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

The trail, beginning at the project's northern boundary, is located in unincorporated King County on lands currently zoned A-35. The Trail continues south to Mud Mountain Road. The project site located south of SE Mud Mountain Road to the White River within King County is current zoned as RA-10. The Trail crossing of the White River and connection to the existing Foothills Trail will be made under the City of Buckley Sensitive Area Zoning.

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

The King County Comprehensive Plan shows the King County site as Agriculture and Rural designations. The City of Buckley Comprehensive Plan map shows the City of Buckley site as under the Urban Lower Density designation.

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

The current King County Shoreline Master Program (SMP) which became effective in 2013, shows four (4) upland shoreline designations in the trail vicinity: Conservancy, Resource, Rural and Residential. The proposed trail alignment is predominantly located within the Conservancy designation. The trail approach and crossing of the existing Boise Creek Concrete Arch Bridge through the King County Parks property (Parcel #3420069020) are shown to be located within the Resource designation. The SMP shows the trail alignment from the southern boundary of SE Mud Mountain Road to the White River to be within the Conservancy designation.

An element of the King County Regional Trail System, the Foothills Trail is considered a Non-motorized Transportation Facility. As a transportation facility, the Trail is an allowed use in all shoreline designations under the King County Shoreline Master Program (SMP), King County Code (KCC) Chapter 21A.25, per the shoreline use regulations of KCC 21A.25.100 and 21A.25.280.

The Shoreline Master Program for the City of Buckley shows the upland shoreline designation in the trail corridor as Urban Conservancy with areas easterly of the former SR 410 highway corridor and proposed trail project corridor with the Natural Designation.

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

The Foothills Trail Project has reviewed existing critical area documentation, conducted site investigations and delineation of critical areas. Wetlands and streams and have been identified within the project corridor.

A Wetland and Stream Delineation Report (August 1, 2016) and Habitat Assessment (February 8, 2016) have been completed. Additional supportive field investigation, delineation and critical area reports pending.

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

None.

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

None.

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

Not applicable.

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

The Foothills Trail is an element of the King County Regional Trail System and is considered a Transportation Facility under the King County Shoreline Master Program (SMP), King County Code (KCC) Chapter 21A.25. As a Transportation Facility, the Foothills Trail would be an allowed use in all designations per the shoreline use regulations of KCC 21A.25.100 and 21A.25.280.

- m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

Not applicable.

9. Housing

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

Housing units will not be provided as part of this project.

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

One or possibly two unoccupied single family homes on King County property will be demolished.

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

Mitigation measures have not been developed for housing impacts as none are anticipated.

10. Aesthetics

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

The majority of the trail will be near or at ground level. Retaining walls will be constructed as site conditions dictate to limit impacts to critical areas and to accommodate adjacent slopes. The type of retaining walls used will vary to match the site conditions. The trail approach and crossing of the White River plan to place prefabricated bridge structures on the former SR 410 roadway concrete bridge piers. The project approach is to design the trail bridge deck elevation to match the former SR 410 bridge deck elevation (assume NAVD 88 elevation 650.0) crossing of the White River. The bridge trusses of the original SR 410 bridge structure were approximately twenty-five (25) feet above the bridge deck while the prefabricated bridge structure's preliminary design indicates the truss spans will be approximately seventeen (17) feet above the bridge deck.

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

The proposed at-grade portion of the project will not alter or obstruct views in the immediate vicinity. Vegetation will be removed during construction, but will be replaced with native shrubs, and grasses after construction. The trail bridge structure crossing of the White River will be partly visible from the existing SR 410 highway crossing of the White River, approximately located about one thousand (1,000) feet downstream of the trail crossing.

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

The proposed project will not result in negative aesthetic impacts. No measures to control aesthetic impacts are being proposed with the project.

11. Light and Glare

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

Lighting for the trail is not proposed. Lighting during construction activities may occur but construction will mainly occur during daytime hours (e.g. 7:00 am to 5:00 pm) during the weekday. Light from use of the trail is anticipated to be minor as the use of the trail is limited to daylight hours per King County Code.

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

No.

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

No existing off-site sources of light or glare will affect construction or operation of the proposed project.

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

No light or glare impacts are anticipated to result from the proposed project.

12. Recreation

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

The proposed project will provide recreational opportunities for pedestrians, hikers, joggers, cyclists, roller bladers, birdwatchers and other non-motorized users. Walkers or runners may prefer to use the gravel paths on either side of the paved trail. This trail will be an extension of the existing City of Enumclaw Foothills Trail, which currently ends near 252nd Ave SE, to the existing City of Buckley Foothills Trail located south of the White River.

The City of Enumclaw also operates Boise Creek Park, immediately north of the site (across SR 410). Boise Creek Park has baseball fields, restrooms, picnic tables, and play equipment.

The City of Buckley section of the Foothills Trail is sometimes referred to as the city's Main Street of access and recreation as it bisects Buckley from north to south along the former railroad corridor with direct access to Buckley Library, Buckley Hall, Post Office, Buckley Youth Activity Center with restrooms, picnic tables, and play equipment along the Foothills Trail corridor.

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

The proposed trail will not displace existing recreational uses. The project will provide improved public access and trail connectivity and increase recreational opportunities for the community.

- 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 will enhance recreational opportunities for the community. The intent of the project is to connect the City of Enumclaw portion of the Foothills Trail to the City of Buckley portion of the Foothills Trail. As a result, measures to reduce or control impacts on recreational have not been developed and are not necessary.

13. Historic and cultural preservation

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

The proposed trail improvements will be located along the former and abandoned SR 410 roadway alignment where the Trail is planned to cross over Boise Creek utilizing the former SR 410 concrete arch bridge. Records indicate the Designing Engineer for the Boise Creek Bridge was Daniel B. Luten. One of the discovered bridge design drawings is dated June 29, 1915 but the actual date of construction is unknown. Cultural Resource Assessment performed by Cultural Resource Consultants (CRC) has presented the Boise Creek Bridge as not being historically significant. The State of Washington Department of Archaeology and Historic Preservation (DAHP) opinion is that the Boise Creek Bridge is historically significant but also indicated that it is possible that Federal review (through the Corp of Engineer's Permit application) could reverse DAHP's determination and support CRC's findings. Coordination with DAHP is underway regarding the use of the Boise Creek Bridge for Regional Trail use. Any alterations/additions would be cognizant of and in keeping with the character of the bridge, and will be minimalized as much as possible per consultation with Washington State Department of Archaeology and Historic Preservation.

Numerous inventoried historic properties are located adjacent to the trail alignment, the majority of which are single-family residences, with the exception of the Boise Street Grocery west of SR 410 at SE 468th Street and 244th Ave. SE. None of these residential properties will be affected by the project.

The trail will cross a King County Parks property with a single-family home built in 1934. The home is inventoried in DAHP's WISAARD database. This single family home may or may not be eliminated depending on King County Parks' intent to resell the house after construction of the trail. The existing dilapidated tennis court located east of the home will be demolished as part of the trail project.

- 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.

Review of archaeological and historical data and field investigations did not identify any cultural resources that might be affected by the proposed project. A cultural resources report was prepared by CRC in September 2010 and updated in February 2016.

- 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.

A cultural resources report was prepared by CRC in September 2010 and updated in February 2016. Historical records were reviewed and investigative fieldwork was completed.

- 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.

No impacts to historic or cultural resources are anticipated as a result of the proposed project. However, in the event that ground disturbing or other activities results in the discovery of historic or cultural resources, work will be halted in the immediate area and contact made with the State Department of Archaeology and Historic Preservation in Olympia.

14. Transportation

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

Streets and highways serving the site include: SR 410, SE Mud Mountain Road and 252nd Ave SE. An improved trail crossing of 252nd Ave SE was constructed during Phase I of the Foothills Trail project. The existing SR 410 driveway access serving King County Parks property (Parcel #3520069074) will continued to be use for King County Parks maintenance vehicle access to the project. The existing SE Mud Mountain Road driveway access serving King County Parks property (Parcel #3420069020) will be developed as part of the trail approach and crossing of SE Mud Mountain Road. Relocation of the existing joint use driveways that serves the King County Parks single family resident, house #24324 along with the neighboring single family resident, house #24316 will be designed and constructed as part of the trail project. Maintenance and emergency vehicle access to and across the White River from SE Mud Mountain Road will also be developed.

When completed the project will connect the City of Enumclaw portion of the Foothills Trail to the City of Buckley portion of the Foothills Trail.

- 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 project site is not served by public transit. The nearest transit stop is located north of the site at Enumclaw Aquatic Center at 420 Semanski Street S, about 1,000 feet from the Foothills Trail. This is a King County Metro Transit stop for route 907.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

No additional parking spaces are planned for the project. The existing informal gravel parking located at the 252nd Ave SE Foothills Trail will remain. No parking spaces are planned to be eliminated as a result of this project.

- d. 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 road/street improvements are proposed at SE Mud Mountain Road as the trail approaches and crosses the roadway towards the White River. A new public crosswalk, with associated advisory signage and warning signals, is proposed. Drainage improvements along with traffic guard rail/concrete barrier are also proposed as part of the trail project.

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

The proposed project will not use, or occur in the immediate vicinity of water, rail, or air transportation.

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

The non-motorized trail extension is anticipated to generate limited new motorized vehicle trips to the trail. When completed, the trail project will actually reduce peak volume vehicular trips on SR-410 by providing a non-motorized transportation connection between City of Enumclaw and the City of Buckley.

- g. 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.

It is anticipated that the trail project will not affect or be affected by the movement of forest or agricultural products on roads or streets in the area.

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

Construction equipment will be stored on the project site within properties owned by King County. No further transportation measures have been prepared. There are no identified post construction transportation impacts.

15. Public Services

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

The proposed project is not anticipated to result in an increased need for public services. Extension of the existing Foothills Trail is not intended to facilitate further development in the area. Limited need for increased police and fire services may occur when the completed project connects the City of Enumclaw portion of the Foothills Trail to the City of Buckley portion of the Foothills Trail.

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

The proposed project will not impact public services. No measures to reduce or control impacts have been developed.

16. Utilities

- a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other

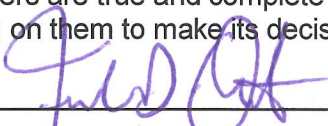
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Electricity power from PSE for a new rectangular rapid-flashing beacon for the proposed trail crossing at SE Mud Mountain Road will be needed.

Utility service lines for King County Parks single family resident house #24324 along with the neighboring single family resident, house #24316 will be relocated as necessary as part of the trail project. Natural gas and water service is provided by the City of Enumclaw; cable, internet and telephone service are provided by Comcast and Century Link.

C. Signature

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

Signature:  Date: 5/23/17

Name of signee: Frank Overton

Position and Agency/Organization: Capital Projects Managing Supervisor, King County Parks