



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:
ERC Coal Creek Bridge Retrofits Project

2. Name of applicant:
King County Department of Natural Resources and Parks

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

Chris Erickson, Capital Project Manager
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Seattle, WA 98104-3855
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4. Date checklist prepared:
10/09/18

5. Agency requesting checklist:
King County Department of Natural Resources and Parks

6. Proposed timing or schedule (including phasing, if applicable):
This SEPA checklist covers the ERC Coal Creek Bridge Retrofits Project in King County. Project construction is anticipated to begin in early spring 2019 and to be completed by late fall 2019. This project may be subject to timing constraints associated with local (Bellevue) permit approvals and an HPA by WDFW for work near regulated waters of the state.

Bridge SA-4 is located between SA-3 and SA-4 and is accessible only on the trail by crossing one of the existing bridges. Repair sequencing for the total project will take into account repairs and retrofits to SA-3 and SA-5. However, the project as a whole will be completed in one stage with full closure of the trail section during construction.

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

King County has developed a master plan for the Eastside Rail Corridor. As part of this, King County is planning 16.7 miles of new regional trail that will connect the Eastside and provide the cities of Renton, Bellevue, Kirkland, Woodinville, and Redmond with new opportunities for non-motorized recreation and transportation. Projects are being completed separately.

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

Baseline inventory of environmental resources such as wetlands, streams, and ESA-listed species has been collected as part of the Ecosystem Resources Inventory- Eastside Rail Corridor (ERC) Regional Trail Master Plan Project dated May 12, 2015 by Parametrix, prepared for King County Department of Natural Resources and Parks. The report describes existing conditions along the ERC in King County from Renton to Snohomish and includes a portion of Kirkland and Woodinville. The report identifies one stream (Coal Creek) within the project area and two wetlands (WB7, and WB8) adjacent to the project area.

Biologists from Otak, Inc. (Otak) conducted a site inspection on October 8, 2018 to identify existing wetland and stream conditions and to document critical habitats within the project area. Coal Creek was observed on site and linear wetlands WB7 and WB8 were observed in the immediate vicinity.

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.

There are no known pending approvals of other proposals that will directly affect this project.

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

An HPA from WDFW will likely be needed for work near a water of the state (Coal Creek). The project is anticipated to require a Clearing and Grading permit and ROW Use permit from the City of Bellevue.

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

The ERC Coal Creek Bridges Retrofits Project includes the repair and retrofit of three existing bridges (SA-3, SA-4, and SA-5) currently used as King County (County) trail bridges within the Eastside Rail Corridor (ERC) and the installation of a paved trail between each bridge. The bridges were historically used as railroad bridges and currently still support railroad tracks.

Bridges SA-3 and SA-5 have defects and are deteriorated and require repairs, retrofit, and rehabilitation to provide an extended lifespan and continued use. Retrofits to SA-4 are proposed to ensure continuous and safe use by pedestrians and maintenance vehicles.

Bridge SA-3 is a timber trestle composed of timber stringers, timber cap beams, timber piles, and timber backwalls and wingwalls. SA-3 includes a narrow timber plank pedestrian walkway with 4-foot steel cable handrails.

Work for the SA-3 bridge includes repairs to three timber piles and two pile caps, replacement of three stringers and cross bracings at five locations, and removal timber wingwalls and backwalls and replacement with concrete block walls at both bridge ends. To accommodate the pedestrian use of the trail, a new trail surface will be installed. New pre-cast concrete deck panels will be installed for the walkway and a new 4.5 feet tall black vinyl coated chain-link fence will be installed around the walkway. The new fence will extend approximately 20 feet south on both ends from the end of the bridge deck.

Bridge SA-4 is a concrete slab bridge with concrete cap beams and steel piles. SA-4 includes gravel fill between railroad ties and two narrow metal grate walkways on opposite sides of the railroad tracks, bordered by 7-foot tall chain-link fencing.

The SA-4 bridge is in good condition. Work for SA-4 includes the removal of existing chain-link fence, metal grate walkways, side walls on the north end of the bridge, and partial removal of gravels. New HMA pavement will be installed on top of the existing gravel section and new crushed surfacing base course. A new 4.5-foot tall black vinyl coated chain-link fence will be installed on both sides of the bridge deck and will extend approximately 33 feet south of the bridge crossing on the trail.

Bridge SA-5 is a steel girder bridge on concrete abutments. The walkway for SA-5 consists of timber rail ties with gravel fill and does not include additional side walkways or safety fencing or handrails.

Work for SA-5 includes repairs to portions of steel girders and bearings, repainting of girders. To rehabilitate the bridge for maintenance vehicle and pedestrian access, new precast concrete decking will be installed. New 4.5 feet tall black vinyl coated chain-link fence railing will also be installed.

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 project site is located in the City of Bellevue, King County. SA-3 is located over Coal Creek, west of the Lake Washington Loop bicycle trail. SA-4 is located approximately 320 feet north of SA-3, over the Lake Washington Loop trail. Bridges SA-3 and SA-4 are located on Parcel #1624059033. SA-5 is located approximately 40 feet north of SA-4, over Lake Washington Boulevard SE. SA-5 is located in the City of Bellevue right of way. The project site is located in Township 24N, Range 05E, Section 16NW of the Public Land Survey System in Water Resource Inventory Area (WRIA) 8 – Cedar- Sammamish.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site:

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

The trail and bridge approaches are flat. The trail is located approximately 35 feet above the ground surface at the bottom of the trail embankment.

The SA-3 bridge deck spans approximately 130 feet across the stream and is approximately 30 feet above the water surface elevation of the stream. Slopes beneath the bridge are at an approximately 50% grade.

The SA-4 bridge deck spans approximately 65-feet over the Lake Washington Loop trail. The bridge is approximately 77 feet above the trail. Slopes beneath the bridge are at an approximate 60% grade.

The SA-5 bridge deck spans approximately 45 feet over Lake Washington Boulevard SE and is approximately 19 feet above the road surface. Slopes on the sides of the bridge are approximately 50%.

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

The steepest slope at the project site occurs on the east side of the trail embankment on the south side of SA-4. The slope is approximately 60% from the top of the trail to the bottom of the embankment.

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 NRCS Web Soils Survey maps Alderwood gravelly sandy loam, 15-30% slopes within the project area.

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

Soils on the north east embankment of SA-3 consist of loose sandy soils, however they do not appear to be unstable. Rock and riprap armoring is present on both sides of Coal Creek within the vicinity of the bridge. Stream banks are generally stable.

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.

No fill or excavation will take place below the OHWM of Coal Creek. Pilings of SA-3 are to remain in place.

Construction under bridge SA-3 may require temporary excavation to provide level surfaces for temporary support of bents where piles are to be spliced and/or supports for lifting of cap strengthening members and bracing. Excavation will occur at both ends of SA-3 for the removal of the bridge wingwalls and back walls, and at the north end of SA-4 to remove existing concrete walls. Temporary erosion and sediment control measures such as silt fencing will be in place prior to any ground disturbance. Total excavation will be 81 cubic yards, total fill (backfill material from excavation and gravel borrow backfill, new gravity block walls to replace timber wing walls) will be 81 cubic yards. Net change of material is zero.

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

Minor clearing will occur at both ends of each bridge and along both sides of the trail between bridges SA-3 and SA-4. Soil disturbing activities will be temporary. Minor erosion could potentially occur as a result of disturbed soils. Temporary erosion and sediment control (TESC) measures and appropriate construction best management practices (BMPs), such as working during the dry season, installing silt fencing along all clearing limits, and covering exposed soils with mulch, will be used during construction to minimize erosion. The completed project is not anticipated to cause erosion from use.

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

The SA-3 and SA-5 bridge decking will be constructed of precast concrete panels. The SA-4 bridge decking will be constructed of an HMA paved surface. The new decking will create approximately 3,365 square feet of total new, non-pollution generating impervious surface.

The SA-3 bridge deck will span approximately 130 feet, at approximately 33 feet above the Coal Creek channel.

Approximately 3,640 square feet of new non-pollution generating impervious HMA pavement will be installed from the north end of SA3 to the south end of SA5 within the trail prism.

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

Appropriate temporary erosion and sediment control measures and Best Management Practices designed to avoid and limit erosion will be deployed during construction. Exposed soils will be covered in mulch and clearing limits will be bordered by silt fencing.

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.

During construction there will be emissions from motorized equipment, such as a generator for a welder and a small crane and/or excavator for lifting materials to the top of the bridge deck. There will be no new emissions from the bridge after the project is complete.

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

Emissions from traffic from the adjacent roadways currently exist under normal circumstances and will not affect this proposal.

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

All onsite equipment will be maintained to properly function and meet applicable emission standards.

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.

Yes. SA-3 trestle crosses of Coal Creek. Coal Creek is a perennial, Type F (fish habitat) watercourse per Washington Department of Natural Resources (DNR). Coal Creek is a tributary to Lake Washington.

Narrow linear wetlands are located outside of the project area between the base of the east trail embankment and the Lake Washington Loop trail.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Yes. Repairs to the SA-3 trestle will occur over Coal Creek. Repairs over Coal Creek include repairing three piles, replacing three stringers, two wingwalls, two backwalls, and bracing in five locations, and strengthening two pile caps. Thirty-three new precast concrete deck panels will be installed. Construction will occur on the trail approaches to the bridge and beneath the bridge. Personnel and small equipment may access under the bridge at the approach trail side slopes. Netting will be installed beneath the bridge to contain any debris that may fall during construction and silt fencing will be installed around areas of ground disturbance at both ends of the bridge.

- 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 material will be placed in any surface water. No dredge material will be removed from any surface water.

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

No surface water will be withdrawn or diverted as a component of the project.

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

The proposed project will occur above the 100-year floodplain of Coal Creek. No work will take place within the 100-year floodplain of any water body that results in any changes to the floodplain. Work proposed is associated with installing steel banding on existing bridge piles using hand tools, in order to improve structural integrity of the bridge.

- 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. There will be no discharge of waste materials into surface waters. All TESC and construction BMPs will be in place prior to construction. Netting will be installed beneath the bridge to contain any debris that may fall during construction.

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.

Groundwater will not be withdrawn, and no water will be discharged to groundwater as a result of the project.

- 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.

No waste material will be discharged as a result of the project.

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.

Any stormwater runoff from the repair activities will be intercepted by installed erosion control methods such as silt fencing. Under existing conditions, stormwater runoff from the bridge decks the three bridges flow to the streams, uplands, trails, and roadway below. There will be no change in stormwater runoff as a result of this project.

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

No waste material will enter ground or surface waters as a result of the project. Netting will be installed below SA-3 to ensure debris from repairs does not enter Coal Creek.

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

The project will not alter or affect drainage patterns in the vicinity of the site. New decking will allow stormwater runoff to flow from the bridge deck to the stream, uplands, trail, and roadway as under existing conditions; no change in drainage patterns will occur as a result of this project.

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

Potential stormwater runoff from the construction activity will be intercepted by installed erosion control methods such as silt fencing. Existing stormwater runoff drains through the bridge decking or flows over to the stream and uplands below. The new bridge decking for the three bridges will not alter existing drainage patterns.

4. Plants

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

- deciduous tree: alder, maple, cottonwood
- 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?

A minor amount of upland shrubs and grasses within the ERC right of way may be impacted by clearing to install and repair bridge sections. Trees within these areas will be protected.

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

None known. The DNR Natural Heritage Program indicates no known rare, threatened, or endangered plant species in the Township, Range, and Sections where the project site is located. The project area in the immediate vicinity of the bridge does not appear to provide known or suitable habitat for any state listed threatened or endangered plant species.

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

No landscaping is proposed.

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

Invasive plants on site include reed canarygrass (*Phalaris arundinacea*), English ivy (*Hedera helix*), Himalayan blackberry (*Rubus armeniacus*), English laurel (*Prunus lairocerasus*), and English hawthorn (*Crataegus monogyna*). No other invasive species were observed during the field survey.

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: **raccoon**, **small rodents**

fish: bass, **salmon**, **trout**, herring, shellfish, other _____

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

WDFW's Priority Habitat and Species (PHS) on the Web maps Fall Chinook (*Oncorhynchus tshawytscha*) (federally-listed threatened), Coho (*O. kitsutch*), sockeye (*O. nerka*), resident coastal cutthroat (*O. clarki*), and winter steelhead (*O. mykiss*) (federally-listed threatened) within Coal Creek.

Lake Washington is mapped as critical habitat for bull trout (*Salvelinus confluentus*) (federally-listed threatened).

The project is expected to have no effect to instream habitat because no in-water work is proposed. The project intends to retrofit existing bridge features and replace the decking above Coal Creek. Netting will be installed beneath the bridge to prevent debris from entering the stream.

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

Yes. The site is within the broad boundaries of the Pacific Flyway, the major migrating corridor for birds in North America west of the continental divide. However, the project site itself is not a known congregation point for migrating birds. Coal Creek may be a migration route for Chinook, Coho, sockeye, cutthroat, and steelhead salmon.

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

None. The proposed project intends to retrofit existing structures as well as to replace the upper decking. No impact to wildlife is anticipated as a result of this project.

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

Invasive animal species known to be on or near the site include house sparrows and eastern gray squirrels.

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.

None needed for the completed project.

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

No.

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

None. The project consists of the repair and retrofit of three bridges, and will not consume additional energy once completed.

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.

Bridge SA-5 has steel girders painted with lead paint. Proper containment will take place prior to refinishing girders.

Other environmental health hazards associated with the project are limited to those produced by standard bridge repair projects. Construction equipment will be limited; however environmental hazards from these may include the emission of gases or minor spilling of fluids associated with construction equipment. Risks associated with these potential spills will be minimized or avoided by implementing appropriate BMPs and a Stormwater Pollution Protection Plan (SWPPP). All treated wood material will be removed from site. A spill prevention kit will be on site in case of an unintended spill, and equipment refueling will occur at the staging areas or similar location away from the streambanks.

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

Steel girders on SA-5 have been previously painted with lead paint. There are no other known or possible contamination at the 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.

Lead paint is present on steel girders of SA-5. Proper containment will take place prior to refinishing the girders. There is no anticipated effect on project development or design. There are no other existing hazardous chemicals or conditions that may affect the project.

- 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.

Heavy construction equipment will be limited to a small crane or excavator to lift materials from the trail or roadway to the bridge decks. Spilling of fluids associated with construction equipment may occur. Potential spills will be minimized or avoided by implementing appropriate BMPs and a Stormwater Pollution Protection Plan (SWPPP). Fluids such as gasoline and oil will be stored away from the stream and in spill preventative containers. There will be no other storage, use or production of hazardous chemicals during project development and construction.

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

First aid kit and emergency 911 response if there is a worker injury. No other emergency services relating to the bridge repairs are anticipated following completion of the project.

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

As noted above, appropriate BMPs will minimize risk of environmental health hazard exposure, and reduce/control environmental health hazards should exposure occur.

b. Noise

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

Existing noise in the area includes typical noises from motor vehicles along arterial roadways and highways.

- 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.

For the short term during removal and replacement of the bridge decks and construction of paved trail sections, there will be the sounds of carpentry, handheld equipment, and heavy machinery. The hours of operation during construction would be from approximately 8 AM to 5 PM. There will be no change from the pre-construction noise to post construction noise.

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

None, other than maintaining working mufflers on motorized equipment during construction and limiting work 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 project site is located along the Eastside Rail Corridor and is used as a pedestrian trail. Adjacent land use includes single-family residences, Lake Washington Loop Trail, and a major highway I-405. The project is not anticipated to affect current land uses or adjacent properties.

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 site has not been used for farmlands or forestlands. No resource lands will be affected by the project 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:

There are no surrounding working farms or forest land business.

c. Describe any structures on the site.

Three bridges are present on site.

SA-3 is a timber trestle that spans approximately 134-feet over Coal Creek. The bridge has, timber railroad ties with steel tracks on top and a 3-4-foot wide pedestrian access along east side of bridge.

SA-4 is a concrete slab bridge on steel piles and is 67 feet in length. The bridge has timber railroad ties with steel tracks on top and a 3-foot wide pedestrian access along each side of the bridge, protected by 7-foot tall fencing.

SA-5 is a steel girder bridge on concrete abutments. The bridge is 41 feet in length and 30 degrees skewed.

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

No structures are planned to be removed or demolished.

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

The project area is zoned R-2.5 Single Family.

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

The site is currently designated Medium Density - up to 3.5 units per acre (R-2.5 & R-3.5).

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

There is no shoreline master program designation of the site.

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

King County (County) critical areas include wetlands, wildlife habitat conservation areas, and shorelines (King County Code 21A.24). Critical areas in the City of Bellevue (City) include streams, wetlands, shorelines, geologic hazard areas, habitat associated with species of local importance, and areas of special flood hazard (Bellevue Municipal Code 20.25H.025). Coal creek meets criteria for classification as a critical area by the City and County. Wetlands WB7 and WB8 as mapped in the ERC Regional Trail Master Plan Project dated May 12, 2015 by Parametrix, were identified on site by project biologists on October 8, 2018.

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:

None. Does not apply.

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

None. The use of this area for a pedestrian trail is consistent with current land uses. Proposed projects will not have an effect on existing land uses.

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

None. There will be no impacts to agriculture or forest lands.

9. Housing

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

None.

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

None.

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

None.

10. Aesthetics

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

The height of the existing bridges will not be altered by the proposed project. All three bridges will have new 4.5-foot tall fencing on both sides of the bridges.

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

None. There will be no change in view once the bridges have been repaired.

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

None.

11. Light and Glare

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

None. The project will be constructed within daylight hours, and no additional trail illumination is proposed.

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

No.

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

None. There are no existing off-site sources of light or glare that would affect the project.

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

None. There will be no light or glare impacts associated with the proposed project.

12. Recreation

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

The site is located along the Eastside Rail Corridor (ERC) and is used as a recreational pedestrian trail. Lake Washington Loop Trail intersects the ERC and transverses beneath SA-4. There are no other recreational opportunities in the immediate vicinity.

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

No. The project will continue to provide use and access to the ERC trail.

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 continue to provide use of and access to existing recreation trails.

13. Historic and cultural preservation

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

No. There are no significant buildings, structures, or sites in or near the project area.

The Railroad Trestle over Coal Creek (SA-3; Property ID 676058) was built in 1950. It was most recently recommended not eligible for listing in the National Register of Historic Places (NRHP). The State Historic Preservation Office (SHPO) has yet to make a formal determination of eligibility on this historical structure.

The concrete slab bridge over Lake Washington Loop Trail (SA-4; Property ID 676063) was built in 2000 and it is not eligible for listing in the NRHP.

The steel girder bridge over Lake Washington Boulevard NE / Coal Creek Parkway (SA-5; Property ID 676063) was built in 1916. As with the trestle over Coal Creek, the historical steel bridge over Lake Washington Boulevard NE / Coal Creek Parkway was recommended not eligible for listing in the NRHP. SHPO has not yet made a formal determination of eligibility on this historical structure.

The Washington State Department of Archaeology and Historic Preservation's (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD) database shows no other historic properties nearby. This project is exempt from Executive Order 05-05, as the proposed work is considered maintenance and is limited in scope. Any proposed ground disturbance will be

minimal and occur within the existing trail approach alignments that were previously disturbed by initial bridge construction at all three locations.

This project was submitted for review by the King County Historic Preservation Program (KC HPP). HPP does not consider the trestle or bridges historically significant, but Parks should consult with DAHP. King County Parks followed this recommendation and is contacting DAHP.

- 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.

No. A desktop review of the project area that included search of DAHP's WISAARD database of historic and archaeological resources indicated there are no significant recorded cultural resources in the immediate vicinity of the bridges. Sub-surface investigations have not occurred in the project area because proposed ground disturbance is shallow and limited to previously disturbed deposits within the rail bed prism.

- 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 desktop review of the project area that included searching DAHP's WISAARD database of recorded historical and archaeological resources was used to assess the potential impacts to cultural and historic resources on or near the project area.

This project was submitted for review by the KC HPP. HPP concluded that no archaeological investigations are necessary as long as work crews have been trained in recognizing archaeological materials and in the appropriate procedures they should follow in the event any such materials are discovered during the project. King County Parks will follow this recommendation.

King County contacted the Duwamish Indian Tribal Community, the Muckleshoot Indian Tribe, the Snoqualmie Tribe, the Stillaguamish Tribe, and the Tulalip Tribes to provide them with information about the project and to solicit concerns and other background information. Moving forward, the King County Parks' Archeologist will continue to inform the appropriate Tribes of project updates as the design for maintenance of the three bridges develops.

- 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.

There is low potential to affect significant cultural resources with this project area. The project intends to retrofit the existing bridge structures and ground disturbance will be limited to the temporary excavation for removal of timber wingwalls and backwalls.

King County Parks maintains an inadvertent discovery plan that will be distributed to the project contractor for use during upcoming construction phases. The plan has been submitted to and generally approved for use by DAHP and the affected Tribes. The plan addresses the discovery of archaeological materials during construction and includes all pertinent process and procedures for notification, halting work in the vicinity, and inspection and assessment in regard to using NRHP criteria.

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.

This proposal is located west of highway I-405. Access to the bridges is via highway I-405, exit 10 towards Lake Washington Blvd SE.

- 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 nearest public transit is located approximately 520 feet south of the project site at the Coal Creek Parkway Freeway Station. The stop is served by King County Metro buses 114, 886, and 887.

1.2 miles south at N 30th St and I-405 (King County Metro buses 167, 342, 560, 566, 952)

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

None.

- 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).

The project includes improvements to the ERC trail system for pedestrian use by installing new bridge decking on the three bridges.

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

No.

- 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?

None above existing.

- 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.

No.

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

None. Not applicable.

15. Public Services

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

No.

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

Not applicable. There will be no direct impacts to any public services.

16. Utilities

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


Overhead power lines are located outside of the project area on the west side of the ERC trail embankment. No other utilities are known to be present on or within the vicinity of the project area.

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.

There are no utilities needed for this proposal.

C. Signature

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

Signature: 

Name of signee William (Chris) Erickson

Position and Agency/Organization Project Manager, King County Parks

Date Submitted: 12/20/19