



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:
Lake to Sound Trail – Segment C
2. Name of applicant:
King County Parks and Recreation Division
3. Address and phone number of applicant and contact person:
Jason Rich, Capital Project Manager
King County Parks and Recreation Division
201 South Jackson Street, Room 700
Seattle, WA 98104
206-477-7372 (SEPA)
KCParks.SEPA@kingcounty.gov
4. Date checklist prepared:
May 9, 2017
5. Agency requesting checklist:
King County Parks and Recreation Division
City of Burien
City of SeaTac
6. Proposed timing or schedule (including phasing, if applicable):
Construction late 2018 into 2019
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Segment C is one segment of the longer Lake to Sound Trail. Some segments have already been constructed and others will be designed and constructed in the future. Each future segment will have independent utility and undergo separate environmental review.

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

[SR 509 Environmental Impact Statement](#) (WSDOT 2003)

[Other SR 509 Section 4\(f\) documents](#) (WSDOT 2003)

[Wetland and Stream Discipline Report](#) (Parametrix 2017)

[Preliminary Stormwater Approach Technical Memorandum](#) (Parametrix 2016)

[Traffic Analysis Technical Memorandum](#) (Parametrix 2017)

[Draft Preliminary Geotechnical Report](#) (HWA 2016)

[Alternatives Analysis Technical Memorandum](#) (Parametrix 2017)

Documentation is available to download towards the bottom of the project website at:

www.kingcounty.gov/laketosoundtrail

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.

Washington State Department of Transportation (WSDOT) is planning to extend State Route (SR) 509. The trail alignment occurs within WSDOT right-of-way and will be constructed independently from the 509 project.

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

Funding agreement between King County and WSDOT

Trail lease agreement with WSDOT

Interlocal agreement between King County and the City of Burien

Interlocal agreement between King County and the City of SeaTac

City of SeaTac vacation of a portion of S 196th Street and 18th Avenue S

Local permits from the cities of Burien and SeaTac

Construction Stormwater General Permit from the Washington Department of Ecology

Section 404 Nationwide Permit #14 from the U.S. Army Corps of Engineers

Section 401 Water Quality Certification from the Washington Department of Ecology

Endangered Species Act, No Effects Checklist

Section 106 of the Historic Preservation Act Consultation

Hydraulic Project Approval from the Washington Department of Fish and Wildlife

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 Lake to Sound Trail—Segment C project is an approximately 2.2-mile (11,420 linear feet) component of what will ultimately be the 16-mile Lake to Sound Trail. Segment C would provide non-motorized access to recreation and employment centers and complete a link in the Regional Trail System network. The trail is intended to safely accommodate a variety of groups such as bicyclists, pedestrians, runners, wheelchair users, and skaters. Trail design standards will safely accommodate different ages and skill levels within those groups.

The trail design for Segment C is in accordance with American Association of State Highway and Transportation Officials' (AASHTO) guidelines. Features typically include:

- A 12-foot-wide paved trail with soft-surface (gravel) shoulders
- Separation of the trail from the adjacent road with a 3-foot planter strip
- Relocation of above-ground utilities
- Drainage improvements related to the trail as well as conveyance of stormwater from the adjacent road across the trail
- Retaining walls in some places to reduce the cut-and-fill areas needed for the trail
- Three 16-18 foot-wide boardwalk sections through wetlands
- Vacation of two sections of roadway
- Signal modifications at major intersections
- Wetland mitigation (4.22 acres) and stream/wetland buffer mitigation (1.51 acres)

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.

Segment C would connect the southern terminus of the Lake to Sound Trail—Segment B (near the southwest corner of Seattle-Tacoma International Airport) in Burien with the Des Moines Creek Trail, located at S 200th Street in SeaTac, Washington. The Segment C project area is a linear corridor that occurs mostly within the existing road rights-of-way for State Route (SR) 509 and Des Moines Memorial Drive (Figure 1). The project is located in Sections 4 and 5, Township 22 North, Range 4 East & Section 32, Township 23 North, Range 4 East.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site:

The terrain in the study area generally slopes from the north to the south. This trend is interrupted south of S 186th Lane where a steep eastward slope borders the trail alignment, and east of 18th Avenue S where the study area slopes eastward toward Des Moines Creek. Elevations along the

proposed trail alignment range from approximately 320 feet at the northern terminus to 240 feet at the southern terminus.

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

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

The steepest slope within 30 feet of the proposed alignment is 60%.

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.

Existing geologic maps of the area indicate that the surficial geology of the site consists of Vashon recessional outwash over glacial till. Recessional outwash in the vicinity consists of glacial meltwater deposits of stratified sand with variable gravel and silt content.

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

None identified

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.

Approximately 3.3 acre of areas will be cleared and grubbed for the trail footprint. Approximately 9,400 cubic yards of excavation and 3,600 cubic yards of fill will be needed. If excavated material is not suitable for reuse as fill, the fill material will be imported from an approved source.

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

In the absence of temporary erosion and sediment controls (TESC) during construction, exposed earth could erode into adjacent lower lying wetlands or the municipal storm sewer system.

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

In the areas where the trail is within existing road right-of-way, close to 100 percent of the right-of-way will be impervious after project construction. In the area where the trail traverses the right-of-way for the future SR 509 extension, a much smaller percentage of the right-of-way will be impervious (approximately 15 percent), until WSDOT constructs the SR509 highway extension.

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

TESC Best Management Practices will be implemented during construction. These measures could include stabilized construction entrances, temporary and permanent seeding, mulching,

plastic covering, check dams, silt fences, storm drain inlet protection, sediment traps, and construction stormwater infiltration.

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.

Greenhouse Gas (GHG) Emissions from construction equipment will generate approximately 46 MTCO₂ Eq. The emissions from ongoing maintenance for this non-motorized trail is considered negligible. The embodied GHG contained within the concrete and asphalt used to construct the trail is estimated at 395 MTCO₂ Eq.

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

None identified.

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

During construction, equipment emissions will not exceed state and national air quality standards. Construction BMPs will be implemented to control dust and limit impacts to air quality. These could include wetting down dust on the site; removing excess dirt, dust, and debris from adjacent roadways when necessary; and maintaining construction equipment in good working condition.

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 Wetland and Stream Discipline Report (Parametrix 2017) provides detailed information about the wetlands and streams that occur in the project vicinity. Information from that report is summarized below.

Wetlands were rated using the *Washington State Wetland Rating System for Western Washington: 2014 Update*, which is the rating system adopted by the Cities of Seatac and Burien. Eight wetlands occur in the vicinity of the project:

- Wetland A is a Category II wetland positioned south of S 186th Lane, and between 8th Avenue S and Des Moines Memorial Drive (Figure 3-1). It is an approximately 10.46-acre wetland that is hydrologically connected to Wetland C and Des Moines Creek.
- Wetland B is a Category IV wetland occupying 0.22 acre near the intersection of Des Moines Memorial Drive S and S Normandy Road (Figure 3-2).
- Wetland C is a Category I wetland to the north of S 196th Street and to the east of Des Moines Memorial Drive (Figure 3-3). It is an approximately 30-acre wetland system.

- Wetland D is a Category III wetland occupying 0.50 acre, north of S 200th Street and west of 20th Avenue S (Figure 3-4).
- Wetland E is a Category II wetland occupying 0.76 acre at the southern end of the study area positioned north of S 200th Street (see Figure 3-4).
- Wetland F is Category IV wetland occupying approximately 0.01 acre, south of S 196th Street and west of 18th Avenue S (see Figure 3-3).
- Wetland G is a 0.06-acre Category IV wetland positioned between the SR 509 interchange and 8th Avenue S (Figure 3-5).
- Wetland H is a Category IV 0.13-acre wetland approximately 150 feet south of Wetland G, positioned between the SR 509 interchange and 8th Avenue S (see Figure 3-5).

The West Branch of Des Moines Creek, which originates near 8th Avenue S and S 186th Lane, is a 6- to 8-foot-wide intermittent stream that runs southward along gradual slopes through dense shrubs under a mature forested canopy (see Figure 3-1 and Wetland A description above). This intermittent section is classified as a “Type Ns Water” according to WAC 222-16-031 – Interim Water Typing System, and meets the definition of a Class 3 stream which, according to Seatac Municipal Code (SMC) 15.700.015, requires a 25-foot buffer.

The main channel of Des Moines Creek is an approximately 15- to 20-foot-wide perennial stream within the vacated Tye Valley Golf Course (Figure 3-1). Based on the channel width and gradient, as well as the presence of resident coastal cutthroat trout (salmonid), Des Moines Creek is classified as a “Type F Water” according to WAC 222-16-031 – Interim Water Typing System (see Figure B-8, Appendix B) (DNR 2016). This perennial section of the West Branch of Des Moines Creek meets the definition of a Class 2 stream used by salmonids which, according to SMC 15.700.015, requires a 100-foot buffer.

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, development of the trail will result in temporary and permanent impacts to wetlands, wetland buffers, and streams, as described in the table below. These impacts are minimized by constructing three sections of boardwalk instead of placing fill. The boardwalks will maintain the hydrologic functions of these resources, but will have shading impacts.

Aquatic Resource	Rating	Resource Impact Area (acres)		Buffer Impact Area (acres)		Impact Location (Project Station)
		Temporary	Permanent	Temporary	Permanent	
Wetland A	II	0.10	Fill = 0 Veg removal and shading = 0.29	0.08	0.58	161-182
Wetland B	IV	0.01	0.05	Less than 0.01	0.09	210-213
Wetland C	I	0	0	0.06	0.23	135-140
Wetland D	III	0	0	0	0	110
Wetland E	II	Less than 0.01	0.02	0.03	0.25	100-105
Wetland F	IV	0	0	0	0	125

Wetland G	IV	Less than 0.01	0.06	0.02	0.05	190- 192+50
Wetland H	IV	0.01	0.07	0.02	0.05	184- 187+50
Total Wetland Impacts		0.12	Fill =0.20 Shading = 0.29	0.21	1.25	
West Branch Des Moines Creek		0	0.01 (shading)	N/A (buffer area would be within Wetland A – impacts are calculated for the wetland)	N/A	170

- 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.

As shown in the table above, fill would be placed in portions of four wetlands, totaling 0.20 acre. Fill will likely be imported from approved sources and be a combination of select borrow and crushed rock aggregates.

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

No

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

No

- 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. The trail is non-pollutant generating, and BMPs are expected to prevent hazardous or waste materials from entering the stormwater conveyance system 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.

No.

- 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 to ground.

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.

Within the 2.2-mile alignment, there are 7 threshold discharge areas. The stormwater pattern and proposed management of stormwater is detailed in the [Preliminary Stormwater Approach Technical Memorandum](#) (Parametrix 2016). This document can be accessed on the project website (<http://www.kingcounty.gov/laketosoundtrail>). The design proposes a combination of permeable pavement and trenches to infiltrate stormwater where feasible, and otherwise conveys stormwater through existing conveyance and existing flow control facilities prior to discharge.

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

No

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

No. The proposed stormwater management approach follows existing drainage patterns.

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

The project design avoided impacts on wetlands in several areas. Most resources near the project were avoided by designing the trail to occur on already paved or unvegetated surfaces (i.e., road shoulders [e.g., Station 195 to 210], roadways to be abandoned [e.g., Station 113 to 135]). In areas where wetlands, streams, or their buffers are located, the project made every attempt to limit impacts on these resources by realignment to avoid impacts (i.e., Wetland D, Station 110), and design upgrades such as elevated boardwalks (i.e., Wetland A, Station 166 to 178) to limit impact areas and fill volumes.

All areas where temporary vegetation removal is required for project construction will be restored to their original condition (if native plants) or better using a suitable native plant community. There would be 0.01 acre of temporary impacts on wetlands and 0.21 acre of temporary impacts on wetland and stream buffers. Those areas would be restored as part of the project.

To compensate for unavoidable impacts, the project proposes to construct permittee-responsible compensatory mitigation to create or re-establish 0.20 acre of wetland, enhance 4.22 acres of wetland, and enhance 1.51 acres of wetland and stream buffer in the same watershed.

4. Plants

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

- _x_ deciduous tree: alder, maple, aspen, other
- _x_ evergreen tree: fir, cedar, pine, other
- _x_ shrubs
- _x_ grass
- ___ pasture
- ___ crop or grain
- ___ Orchards, vineyards or other permanent crops.
- _x_ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- _x_ water plants: water lily, eelgrass, milfoil, other
- _x_ other types of vegetation

Much of the proposed project footprint is dominated by native trees (north), dense thickets of shrubby wetland (middle), and open grass fields (south). In the vicinity of wetlands, the following species were observed: big leaf maple, black cottonwood trees, Pacific willow, red alder, Scouler's willow, cherry laurel, red elderberry, red-osier dogwood, red-twig dogwood, salmonberry, reed canarygrass, giant horsetail, Himalayan blackberry, Japanese knotweed, Scotch broom, western sword fern, yellow skunk cabbage, bittersweet nightshade, hedge bindweed, Kentucky bluegrass non- and native golf course grasses.

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

Where the trail occurs in Des Moines Memorial Drive ROW, street trees and landscaping are impacted. Where the trail traverses the SR 509 right of way, a mix of the native species identified above will be removed.

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

Data from Washington Department of Natural Resources (accessed October 2016) indicate no species are on or near the site.

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

Areas that are temporarily disturbed during construction will be restored with native plants and grasses.

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

Himalayan blackberry, reed canarygrass, creeping buttercup, Japanese knotweed, Scotch broom, English holly, and 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 _____

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

Data from Washington Department of Fish and Wildlife Priority and Habitat Species Website (accessed November 2016) indicate that no priority species are present within the study area. The closest priority species is resident coastal cutthroat trout, which are mapped in Des Moines Creek, 300 feet east of the southern terminus of the Lake to Sound Trail—Segment C.

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

The project area is part of a larger migration route for birds; the Pacific flyway.

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

Mitigation for critical area impacts will provide wildlife habitat.

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

None identified

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

- 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:

Segment C offers a nonmotorized transportation alternative.

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.

None identified

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

None identified

- 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.

None identified

- 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.

None identified

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

None identified

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

None identified

b. Noise

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

Portions of Segment C are on the landing approach to SeaTac International Airport. The airplane noise may be a deterrent to some people who would otherwise use the trail.

- 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, installation of piles for the boardwalk, and operation of equipment, will generate short-term noise during construction. Construction will comply with local code requirements:

- SMC 8.05.30: 8 - Sounds originating from construction sites, including but not limited to sounds from construction equipment, power tools and hammering are prohibited between the hours of 10:00 p.m. and 7:00 a.m. on weekdays and 10:00 p.m. and 9:00 a.m. on weekends.
- BMC 15.10.030 - Sounds originating from construction sites, including but not limited to sound from construction equipment, power tools and hammering, are prohibited between the hours of 10:00 p.m. to 7:00 a.m. on weekdays and 10:00 p.m. to 9:00 a.m. on weekends.

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

None identified

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 Segment C project area is a linear corridor that occurs mostly within the existing road rights-of-way (ROW). At the north end, where the trail occurs in the Des Moines Memorial Drive ROW, adjacent uses are storage facility, a sand and gravel company, and airport parking. At the south end, where the trail occurs in the Des Moines Memorial Drive ROW, adjacent uses are warehouses and business parks. Development of the trail will require a few feet of ROW acquisition in some of these areas. The acquisition does not change the use of the adjacent properties, but affects perimeter landscaping and parking configuration.

Where the trail alignment occurs in the SR 509 ROW, WSDOT has reviewed the plans to ensure compatibility with the future highway extension.

- 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?

No

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

No

- c. Describe any structures on the site.

One abandoned building, formerly a garage, is located within the SR 509 right of way. The structure was used at one time by Washington State Highway Patrol.

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

No

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

At the north end of the study area, the primary land uses in the areas surrounding the project are industrial and commercial (Intersection Commercial and Industrial), with a small amount of Urban Low Density Residential. Moving south, land use includes commercial (Community Business and Business Park), Industrial, and Aviation Operations. The airport facilities along S 196th Street and 18th Avenue S were once zoned for residential housing, but have since been vacated to accommodate the development of Sea-Tac Airport.

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

Mostly commercial, industrial, and aviation operations, with a small area of residential.

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

Not applicable.

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

Yes. Please see previous description of wetlands and streams in the project vicinity.

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:

Project design has been coordinated with WSDOT's SR 509 extension plans.

m. Proposed measures to reduce or control impacts to 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.

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:

Not Applicable.

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?

Not applicable

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

None

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

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

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

Not applicable.

12. Recreation

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

At the north end, Segment C connects into the recently completed Segment B of the Lake to Sound Trail. At the south end, Segment C connects to Des Moines Creek Park and the Des Moines Creek Trail.

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

No. Segment C would be an enhancement to these existing recreational uses.

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

Not applicable. The project will enhance and expand recreational opportunities.

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.

A small stretch of this project coincides with the historic route of Des Moines Memorial Drive, which is an undesignated historic resource. Key features of the historic route are elm trees planted along the alignment.

- 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.

None identified.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

The project was screened by the King County Historic Preservation Program (KCHPP) for the presence of archaeological and historic resources within the project area and the probability of an inadvertent discovery of cultural resources during project construction. This screening included a review of historic registers, databases including the Washington Department of Archaeology and Historic Preservation's (DAHP) records database ("WISAARD"), historic maps and reports, and predictive GIS modeling.

- 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.

Inspection staff will be familiar with the KCHPP's Archaeological Resources in King County so that they can recognize archaeological materials and understand and follow proper procedures should archaeological materials or human remains be found during the project. Parks will ensure that an inadvertent discovery plan is in effect for all ground-disturbing activities. Design for the section of the alignment that coincides with historic Des Moines Memorial Drive will consider any remaining historic elm trees, and other significant features, and will coordinate with the Des Moines Memorial Drive Preservation Association.

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.

The existing transportation system includes the existing SR 509, future extension of SR 509, Des Moines Memorial Drive, Normandy Road, 8th Avenue S, S 192nd Street, S 196th Street, 18th Avenue S, and S 200th Street.

- 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?

Most of the proposed route is not served by transit. Bus routes operating at the north end and in the project vicinity are Metro Routes 122 and 156. The Angle Lake Light Rail station is located 10 blocks east of the project on S 200th Street at 28th Avenue S.

- 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).

Segment C will add a multi-use trail to the existing road ROW in two stretches of Des Moines Memorial Drive.

Segment C requires the vacation of S 196th Street and 18th Avenue S between Des Moines Memorial Drive and S 200th Street. This vacation will route additional traffic through the signalized intersection of Des Moines Memorial Drive and S 200th Street. A traffic analysis shows that drivers will experience approximately a 6-second increase in delay during the evening rush hour compared to current conditions (Parametrix 2017). Based on AutoTurn modeling, very large vehicles (six-axle multi-trailer trucks) that are rerouted through the existing signal at Des Moines Memorial Drive / S 200th Street will have difficulty making the westbound to northbound turn within the existing intersection radii. These vehicles account for less than 1 percent of daily traffic.

From Des Moines Creek Park to 350 feet west of the Park, the project will restripe this portion of S 200th Street. A roadway ditch on the south will be impacted and restored.

- 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?

The completed project is not expected to generate additional vehicular trips. Instead, it could reduce vehicular trips by offering a nonmotorized transportation alternative.

- 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 proposed

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.

None proposed

16. Utilities

a. Circle utilities currently available at the site:

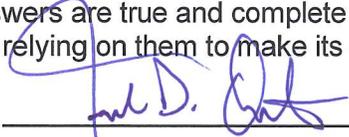
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,
other storm drains

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.

No utilities are proposed. Some utilities within the existing road ROW will have to be relocated to accommodate the trail.

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: Frank Overton

Position and Agency/Organization: Capital Projects Manager Supervisor

Date Submitted: 5/18/17