King County
Department of Natural Resources and Parks
Parks and Recreation Division
King Street Center
201 South Jackson Street, Suite 5702
Seattle, WA 98104
http://www.kingcounty.gov/parks

SEPA ENVIRONMENTAL CHECKLIST

A. Background

1. Name of proposed project, if applicable:

Green River Trail North Extension

2. Name of applicant:

King County Department of Natural Resources and Parks

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

David Shaw, Capital Project Manager IV
King County Parks and Recreation Division
201 South Jackson Street, Room 5702
Seattle, WA 98104
206-477-7372 (SEPA)
KCParks.SEPA@kingcounty.gov

4. Date checklist prepared:

March 6, 2024

5. Agency requesting checklist:

King County Department of Natural Resources and Parks

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

Construction is expected to occur between July 2025 and December 2026. No phasing is expected for this project.

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

There are no plans for future additions, expansion, or further activity related or connected with this project.

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 has been prepared directly related to this proposal:

- Critical Areas Assessment (Parametrix 2018)
- Critical Areas Report (Parametrix 2023)
- Cultural Resources Report (Statistical Research, Inc. 2021)
- Hazardous Materials Technical Review Technical Memorandum (Parametrix 2017)
- Preliminary Geotechnical Engineering Services Report (Icicle Creek Engineers (2017)
- Geotechnical Services for Preliminary Evaluation of Stormwater Disposal (Icicle Creek Engineers 2020)
- Conceptual Stormwater Technical Memorandum (Parametrix 2020)
- 2019 Traffic Study Update Technical Memorandum (Parametrix 2020)
- Speed Study (Parametrix 2021)

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.

Portions of the trail alignment occur along W Marginal Pl S, a local road which is within Washington State Department of Transportation (WSDOT) right of way. WSDOT intends to turn back this right of way to the local jurisdictions (King County and the City of Tukwila).

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

The following government approvals/permits will be needed for this proposal:

- Right-of-Way Permit (City of Tukwila and King County)
- Clearing and Grading Permit (City of Tukwila and King County)
- Shoreline Substantial Development Permit (City of Tukwila and possibly King County)
- General construction permit (WSDOT)
- Lease agreement (WSDOT)
- Channelization plan approval; possible limited access review (WSDOT)

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

The Parks Division of the Department of Natural Resources and Parks (DNRP) of King County, Washington, plans to extend the Green River Trail with the construction of a new, 1.55-mile-long (2.5-km-long) separated nonmotorized trail east of State Route (SR) 99 and west of the Duwamish River between Cecil Moses Memorial Park and the southern city limit of Seattle. More specifically, the conversion will link South 102nd Street with South 96th Street. Elements include:

- From the park to about 1,000 feet north of S 102nd St, the project will improve the existing trail by widening it to standard trail widths and making accessibility improvements at the signalized intersection crossing.
- For the next approximately 2,000 feet (to S 96th St), the northbound lane of W Marginal Pl S will be reconfigured, utilizing a combination of removal/replacement, use of existing pavement, and new pavement, for the exclusive use of pedestrian and bicycle traffic. To accommodate the revised traffic flows, the northbound termini of SR 99 at 14th Ave S will be converted to a roundabout.
- The remainder of the project, north to S Director St, adds a new trail adjacent to the east side of W Marginal Pl S / 14th Ave S and within the road right of way.

The goal of this project is to establish a safe and continuous trail north from Cecil Moses Memorial Park along W Marginal Pl S and 14th Ave S, and into South Park, where trail users would connect to/from Seattle's bike network.

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.

King County is proposing to extend the Green River Trail from its current terminus north of Cecil Moses Memorial Park northerly along the Duwamish River, terminating at South Director Street. The Green River Trail North Extension will create a north-south trail connection from Cecil Moses Memorial Park in Tukwila north to the Seattle city limits. The legal description of the project area is Section 4, Township 23N, Range 4E, and Section 32, Township 24N, Range 4E. The trail extension corridor is parallel to W Marginal Pl S, a route that is constrained by the Duwamish River on the east and by SR 99 on the west.

B. Environmental Elements

1. Earth

a. General description of the site:

The terrain in the project area slopes gently from the southeast to the northwest along the Duwamish River. Topography is nearly flat in the project area, except for wetlands, streams, ditches, and stormwater features, which tend to occur in areas that have not been filled or have been excavated to draw water off adjacent properties.

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

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

The steepest slope is approximately 3 percent. Slopes increase as the landscape approaches the river bank, however the trail alignment does not overlap the bank of the river.

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 Natural Resource Conservation Service (NRCS) Web Soil Survey, accessed on July 18, 2023, identifies the following soil types along the southern section of the project alignment:

- Urban land, 0 to 5 percent slopes
- Urban land-Alderwood complex, 12 to 35 percent slopes

Soils in some sections of the project area have not been previously mapped by the NRCS (USDA NRCS 2020). Based on adjacent areas that are located in similar geomorphic positioning that have been mapped (south Tukwila), soils in the project area are assumed to be urban soils and with small amounts of spoil materials. Generally, urban soils include heavily disturbed and impacted soils, including imported fill material. The geotechnical report prepared for this project corroborates this soil mapping information (Icicle Creek Engineers 2017). Information collected during test borings indicates the presence of 6 or more feet of fill material that was placed in the majority of the study area during the development of the harbor and associated industrial areas along the river.

The property does not lie within agricultural land of long-term commercial significance. Construction of the project will not significantly remove any existing soils.

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

Modeling performed by the Washington Department of Natural Resources (WDNR) indicates that the proposed alignment lies within an area mapped as having moderate to high risks of liquefaction during a major earthquake. There are no other indications or history of unstable soils according to the WDNR Natural Hazards map available at: https://www.dnr.wa.gov/geologyportal.

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.

The project would require moderate filling, excavation, and grading to develop the trail and establish grades (estimated as approximately 2,100 cubic yards of cut and 700 cubic yards of fill, based on the 30-percent design). Minimal erosion and sedimentation may occur across the sites as a result of this minor ground disturbance.

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

Removal of vegetation shall be limited to only what is required for development of the trail. Some erosion could occur as a result of construction staging and access. Minor wind erosion and/or stormwater runoff could occur during construction, however, Best Management Practices (BMP) will be used to control wind and/or water erosion on site. Additional site specific and weather specific mitigation measures will be implemented during construction, as per an approved Erosion and Sedimentation Control Plan.

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

The trail alignment is within road right of way, using existing impervious surfaces to the extent practicable. The project will repurpose existing impervious surfaces for the proposed trail and roadway reconfiguration, as well as install gravel shoulders on both sides of the new trail. A minimal amount of roadway widening will occur in the most constrained areas to meet required minimum County standards. The amount of new impervious surface is 34,500SF or 0.79 acres. The existing impervious surfaces in the road rights of way are estimated to cover at least 60 percent of the right of way area. With the trail improvements, the impervious surface cover may go up a percentage or two.

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

Wherever possible, construction staging, and access would be located on existing paved or graveled areas. Best Management Practices (BMPs) consistent with both King County and City of Tukwila stormwater management regulations and construction standard requirements would be used to manage construction disturbance and stormwater runoff to minimize erosion and sedimentation. All project construction work would be performed in accordance with an approved temporary erosion and sedimentation control plan. Any disturbed vegetated areas would be revegetated.

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, emissions would occur from vehicles and mobile and stationary equipment that combust gasoline and diesel fuels, such as crew vehicles, trucks, and construction equipment. Those emissions would include oxides of nitrogen, carbon monoxide, particulate matter, and smoke, un-combusted hydrocarbons, hydrogen sulfide, carbon dioxide, and water vapor. Construction would generate greenhouse gas emissions via gasoline from the transport of materials, equipment, and workers to and from the site. A King County DLS Permitting greenhouse gas emissions worksheet was prepared to identify total project emissions, which are estimated at 1,725 MTCO2e).

The increase in emissions from construction would be temporary and mitigation measures would be used to control the generation of dust (e.g., spraying water over disturbed soil areas during dry weather). The temporary increase in emissions is not anticipated to cause an adverse impact on air quality. Upon completion, the project will be utilized by pedestrians and cyclists which are not expected to increase i greenhouse gas or other air emissions.

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

There are no known off-site sources of emissions or odor that would affect the trail construction.

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

During construction, impacts to air quality would be reduced and controlled through implementation of standard federal, state, and local emission control criteria and King County construction practices. These would include requiring contractors to use best available control technologies, develop a dust control plan, ensure proper vehicle maintenance, and minimize vehicle and equipment idling.

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.

A total of 11 wetlands (Wetlands A, B, C, D, E, F, G, H, I, North Fork Hamm Creek Wetland, and South Fork Hamm Creek Wetland) were observed in the study area.

Two streams are located within the project area and include the following:

- Duwamish River, which flows into the Duwamish Waterway and empties into Elliott Bay
- Hamm Creek, two forks of Hamm Creek that converge and flow into the Duwammish River

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

The project would require work within 200-feet of surface waters in some sections. No in-water or over-water work will occur.

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.

Limited excavation will be conducted, and approved fill material will be sourced for stormwater infiltration. No fill or dredge material would be placed in or removed from surface water or wetlands.

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

The project would not require surface water withdrawals or diversions.

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

No. According to King County iMap and the FEMA Flood Map GIS site, the project is adjacent to the 100-year floodplain and floodway associated with the Duwamish River (FEMA Firm Panel No. 53033C0645G).

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 would 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 a general description, purpose, and approximate quantities if known.

No groundwater would be withdrawn from a well for drinking water or other purposes, and no water would be discharged to groundwater. If it is determined during final design that dewatering is needed during construction, the Contractor will be required to submit a dewatering plan for approval.

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

This project would not discharge waste material from septic tanks or other sources into groundwater.

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.

Larger areas that contribute stormwater to the trail corridor are generally located west of the crown for northbound SR 99 / W Marginal Way S. Stormwater from these areas enter into existing conveyance systems that route stormwater under the trail and may connect to existing systems that also receives surface runoff from the trail corridor. There are no known large offsite areas that contribute surface water runoff directly to the trail surface.

There are smaller areas adjacent to the trail that can contribute surface water runoff to the trail surface. These areas are generally located along the easterly side of SR 99 / W Marginal Way S, the easterly side of W Marginal Pl S, and where there are grade breaks between right-of-way and privately owned parcels on the easterly side of the trail.

For Threshhold Discharge Areas (TDA) 1, 3, 4, 5, 6, 7 and 9, surface water flows toward the trail surface will be addressed as design proceeds by including such areas in analysis and design of new conveyance systems where needed for the proposed trail improvements.

For TDAs 2 and 8, separating sheet flow from offsite surface tributary areas will be required to avoid impacts to the size of the infiltration BMPs.

- For TDA 2 where the project widens the existing trail adjacent to SR 99 / W Marginal Way S, there are existing drainage structures located between SR 99 and the existing trail. Those drainage structures would continue to be used. Also, the project includes the use of geotextile to preclude offsite stormwater from entering the gravel shoulder as groundwater. On the north portion of TDA 2, where the trail diverges from SR 99, new sections of trail can be constructed higher than existing ground so that trail grading can preclude offsite stormwater from entering the trail's infiltration system. Where the existing trail will be widened in the north portion of TDA 2, ditches or vertical curbs with drainage structures or trench drains and piping will likely be needed to preclude offsite sheet flow from entering the trail's infiltration BMPs.
- TDA 8 would use of ditches or curbs along the outside of the gravel shoulders to preclude offsite surface flows from entering the infiltration system. The use of ditches is preferred. However, to limit

the grading impacts associated with ditches, vertical curbs may be needed.

BMPs will be implemented to minimize erosion and runoff during construction. Stormwater is expected to be the only source of water runoff from this site. If any stormwater runoff or groundwater is encountered during construction activities, it would be withdrawn and discharged according to all applicable federal, state, and local laws and regulations.

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

It is unlikely that waste materials would enter ground or surface waters, however BMPs would be installed and maintained throughout construction to manage any waste materials so they do not enter ground or surface waters. The completed project will not cause any waste materials to enter surface waters.

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

Existing drainage patterns in the vicinity would not be altered by the proposed project.

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

BMPs would be implemented to reduce or control surface, ground, runoff water, and drainage pattern impacts during construction. These BMPs will supplement the installation and maintenance of erosion and sediment control measures according to the 2019 Stormwater Management Manual for Western Washington and the Construction Stormwater Pollution Prevention Plan. If any stormwater runoff or groundwater is encountered during construction activities, it would be withdrawn and discharged according to all applicable federal, state, and local laws and regulations.

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?

The project anticipates surficial ground-disturbance to remove or cut back vegetation for the construction of the proposed project. According to the CAR report, the trail impacts to vegetation are largely sparse grass and weedy areas. Areas of temporary impact to vegetation will be replanted with native vegetation after project completion.

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

Information from the Washington Natural Heritage Program (WNHP) Data Explorer online Geographic

Information System (GIS) application (Assessed on 09/06/2023) indicates that no ESA-listed or state-listed threatened or endangered plants are known to occur within 1 mile of the project area.

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

All vegetated areas temporarily impacted due to construction will be restored to preconstruction conditions with native plants, with the overall intent of maintaining or improving habitat.

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

The King County Noxious Weed Program (available at King County iMap interactive online mapping program, http://gismaps.kingcounty.gov/iMap/) identifies Spotted Knapweed, Tansy Ragwort, Dalmatian Toadflax, Perennial Pepperweed, Common Reed, Bohemian Knotweed, and Giant Hogweed, to be near the project site.

5. Animals

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

Examples include:

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

The Duwamish River and Hamm Creek are identified as fish-bearing water bodies by WDNR and WDFW. According to Priority Habitats and Species (PHS) on the Web (https://geodataservices.wdfw.wa.gov/hp/phs/ accessed on 09/06/23) The following fish species are known or presumed to be present in creeks in the project area:

- Sockeye salmon
- Winter Steelhead
- Coho salmon
- Chum salmon
- Chinook salmon
- Bull trout

Three of the fish species known or expected to be present in the study area are protected under the Endangered Species Act (ESA). These are bull trout, Chinook salmon, and steelhead, all of which are listed as Threatened. The Duwamish River in the study area has been designated as critical habitat for all three of these species.

The trail development does not require any work within the Duwamish River. However, the trail will be in close proximity to the river along one particular segment.

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

Information from Priority Habitats and Species (PHS) on the Web (https://geodataservices.wdfw.wa.gov/hp/phs/ accessed on 09/06/23) and the U.S. Fish & Wildlife Service IPaC (https://ipac.ecosphere.fws.gov/ assessed 09/06/2023) indicates that ESA-listed or state-listed threatened or endangered animals are known to occur within 1 mile of the project area. The following species are potentially affected by activities in this location:

- Marbled Murrelet Threatened
- Yellow-billed Cuckoo Threatened
- Streaked Horned Lark Threatened
- Bull Trout Threatened
- Chinook Threatened
- Steelhead Threatened

Given the limited impacts of the project and the developed nature of the project corridor, the proposed project is not anticipated to have any measurable effects to listed species.

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

The project site is located within the Pacific Flyway, which is a major north-south route of travel for migratory birds in America, extending from Alaska to Patagonia. Migrating and nesting birds within the project area will be protected under the Migratory Bird Treaty Act.

Given the limited impacts of the project and the developed nature of the project corridor, the proposed project is not anticipated to have any measurable effects to migratory birds.

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

All removed turf and shrubs would be restored as required where there are temporary impacts. Project work would be performed in accordance with applicable King County regulations, permit conditions, and construction BMPs

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

No prohibited, regulated, or invasive species (per WAC 220-640) are known to be present in the project area.

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.

The completed project does not require any energy needs.

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

The project would not affect the potential use of solar energy by 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.

As the project would not impact energy or natural resources, there are no conservation features or proposed measures to reduce or control energy impacts.

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 because of this proposal? If so, describe.

Under normal construction operating conditions, no environmental health hazards are present. There are no environmental health hazards expected to occur during the operational life of the project.

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

The proposed project lies in a residential and commercial area with associated roadways and streets. Sources of possible contamination include oil, gasoline, diesel fuel, and solvents associated with businesses, vehicles, and roadways.

Parametrix (DNRP's design consultant) conducted a hazardous materials technical review in an effort to identify potential hazardous materials that might be encountered during the construction of the Green River Trail Extension Project. A brief field survey was also conducted. Washington State Department of Ecology's list of contaminated sites was also reviewed for known or possible contaminated sites in the vicinity of the project.

Twenty-one sites listed in the database report were identified as having a potential to generate contaminated soils or groundwater. The majority of these sites were considered to have low potential to impact the project study area. However, three sites were identified with potential to impact the project study area. These three sites are listed below.

- Warner's Auto Repair (Map ID #10) is located at 9001 14th Avenue South. This site is located approximately 0.01 miles north of the alignment and within the project study area. This site has been a gasoline and service station since at least 1930. A LUST was reported to Ecology on July 1, 2011. This site is listed as Awaiting Cleanup for gasoline and other petroleum product confirmed above the cleanup level in soil, and for benzene suspected in soil. On July 1, 2015, this site was ranked a 5 on Ecology's estimation of the potential threat to human health and/or the environment. A 5 represents the lowest relative risk. Based on the proximity to the trail extension, history of the use of the site, and regulatory status, this site has the potential to impact conditions near the project.
- The Shell Des Moines/Gerald Richards site (Cleanup Site ID 6751; Map ID #33) is located at 12666 Des Moines Way South. This site is located approximately 0.125 miles south-southeast of the project study area at a higher elevation. This site was a former Shell service station that included a station building, two dispenser islands, two 4,000-gallon gasoline USTs, one 6,000-gallon gasoline storage tank, one 8,000-gallon gasoline UST, one heating-oil UST, and one waste-oil UST. A LUST notification was received in July 1989. The service station was decommissioned in 1991. According to Ecology, a petroleum release impacting soil and groundwater was reported on June 1, 1995 (LUST #4892). Benzene and gasoline have both been confirmed above cleanup level in soil, as well as in groundwater. This site is under the Shell Multi-Site Agreement in Ecology's Voluntary Cleanup Program. This site is listed as Cleanup Started. Based on the proximity, status, and higher elevation, this site has potential to impact the project.
- The Hamm Creek Basin Property (South 96th Street; Map ID #29; ACRES ID 11730) is located approximately 0.10 miles east-southeast of the project study area at a lower elevation. This site is listed as having been a metal plating, trucking, and asphalt manufacturing business, and was identified in the brownfields database. Groundwater has been affected, but no further details are known. Based on the contaminated media, and no additional details, this site has potential to impact the project.

Risk for impacts to the project increase for alternatives which include excavation in the vicinity of known contamination.

One site, the former Dick's Towing (10140 W Marginal Pl S), was noted during the field survey as having the potential to affect the project. The site is immediately adjacent to the trail to the northeast and until recently was used as a yard for vehicle storage, many of which were wrecked or disabled. Due to the potential presence of hydrocarbons and other leaked fluids, the absence of additional information, and the proximity to the trail, this site has the potential to impact the project.

Several of the sites identified have the potential to affect the project study area. Therefore additional Ecology file reviews will be conducted on all sites identified with the potential to generate contaminated soils or groundwater. The mitigation strategy will involve preparation of a health and safety plan (HASP) and a contaminated media management plan (CMMP). In the event that construction, excavation, or grading generates significant excess soils, it is recommended that those soils be characterized so that they can be handled and managed accordingly. Please refer to the Hazmat Memo for additional information.

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.

Based on a review of data from the National Pipeline Mapping System, one hazardous liquid pipeline under the jurisdiction of the U.S. Department of Transportation Pipeline and Hazardous Materials Safety Administration is 1.4-miles from the project area. It is located east of I-5. Due to the relative distance, it is not anticipated to affect the project area.

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.

Gas or diesel-powered vehicles may be used such as crew vehicles, trucks, and construction equipment. They may also include petroleum products including fuel, lubricants, hydraulic fluids. No toxic or hazardous chemicals would be stored, used, or produced at any time during the operating life of the constructed project.

4) Describe special emergency services that might be required.

No special emergency services associated with environmental health are expected to be required. The construction crews will operate in accordance with applicable BMPs.

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

BMPs will be in place for construction activities during construction. A safety plan may be prepared outlining procedures and responsibilities to identify, assess, and handling of environmental hazards that might be encountered during construction activities. These BMPs will supplement the installation and maintenance of erosion and sediment control measures according to the 2019 Stormwater Management Manual for Western Washington and the Construction Stormwater Pollution Prevention Plan.

b. Noise

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

Vehicle traffic is the primary source of noise in the project area. Noise is not expected to affect project construction or operation.

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)?

Existing noise within the project vicinity is generally generated by commercial and suburban/residential activities along with traffic from adjacent roadways. Construction activities would generate short-term noise levels. Such activities would be limited to daytime hours, between 7:00 a.m. and 7:00 p.m. Post-construction, no increase of noise from present levels will occur.

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

Construction activities would conform to the applicable noise ordinance for both time of day and maximum noise limits.

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.

Land use in the study area is primarily industrial and commercial facilities and paved transportation corridors. The entire project area is zoned industrial, except for the public recreation overlay for Cecil Moses Memorial Park. The project area includes the regional transportation arterial SR 99.

The proposal will not affect current land uses on nearby or adjacent properties. However, people accessing several adjacent businesses frequently park within the road right of way. Trail development will eliminate use of the right of way for parking. These businesses have other parking options available. The project may also involve the reconstruction and/or relocation of several private driveways. Access will be maintained to these properties during construction.

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

The project site has not been used as working farmlands or working forest lands. No agricultural or forest land of long-term commercial significance will be converted. No resource lands are designated. No acres in farmland or forest land tax status will be concerted to non-farm or non-forest use.

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 working farm or forest land business operation would affect or be affected by the project, and no pesticides application, tilling, or harvesting would affect or be affected by the project

c. Describe any structures on the site.

There are no structures on the project site.

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

No structures would be demolished as a result of this project.

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

The entire project area is zoned industrial, except for the public recreation overlay for Cecil Moses Memorial Park.

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

The current comprehensive plan designation of land within the project area is zoned industrial.

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

The current shoreline master program designation of the site is High Intensity Shoreline Environment.

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

King County planning and critical areas designations (available at King County iMap interactive online mapping program, http://gismaps.kingcounty.gov/iMap/) indicates that the proposed trail alignment is outside of the 100-year flood zone. The following critical areas for the trail alignment that extends into the county's jurisdiction include:

- Seismic hazards
- Wetlands
- Stream

City of Tukwila critical areas designations (available at City of Tukwila interactive online mapping program, https://tuk.maps.arcgis.com/apps/webappviewer/index.html?id=7ca122cdae08429e974f57c148ad887e) indicates the following critical areas for the southern portion of the trail that extends into the city's jurisdiction.:

- Seismic hazards
- Fish and Wildlife habitat
- Shoreline Jurisdiction

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

No people would reside or work in the completed project.

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

The completed project would not result in any displacement.

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

The project will not cause displacement, therefore, no measures to avoid or reduce displacements are proposed.

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

The project would be compatible with existing and projected land uses and plans; therefore, no measures are proposed.

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

The proposal would not impact agricultural or forest lands of long-term significance; therefore, no measures are proposed.

9. Housing

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

The proposal would not create any housing units.

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

The proposal would not eliminate any housing units.

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

The proposal would not impact housing; therefore, no mitigation measures are proposed.

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?

No structures are proposed for this project.

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

No views would be altered or obstructed.

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

All disturbed areas will be replanted with native vegetation where there are temporary impacts.

11. Light and Glare

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

The proposal will have no sources of glare. Temporary lighting may be needed during early morning, late afternoon, and evening for construction activities that require lighting for safety purposes. No permanent increase to light or glare will occur.

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

No light or glare would be produced by the completed project.

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

There are no existing off-site sources of light or glare that would affect this proposal.

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

No measures are needed to reduce or control light and glare impacts because no impacts would occur. If any work takes place after-dark, portable lighting would be adjusted as feasible to minimize glare

12. Recreation

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

Recreational opportunities in the area include Cecil Moses Memorial Park, Rainier Golf and Country Club, Glen Acres Golf and Country Club, and Hamm Creek Recreation Area.

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

No recreation features are expected to be affected by the project. Access to these recreational uses may be enhanced.

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

There will be no impacts to recreation, therefore, no special measures are proposed to reduce or control impacts on recreation.

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.

There are no buildings, structures, or sites that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers in or adjacent to the project area.

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.

There are no known landmarks, features, burials, cemeteries, or identified evidence of Indian or historic use or occupation of the project area; however, the King County Historic Preservation Program reviewed the project to assess the potential to impact significant cultural resources and determined there is high risk for encountering yet unidentified buried cultural resources in the project area based on the sensitive natural and cultural setting.

The project sits along the Duwamish River in an area that was naturally and artificially filled in during the later Holocene and early historical period, which indicates archaeological materials may be preserved within stable surfaces at depth below fill. There are several geographic features with ethnographic place names near the project. Of note is *gʷəx̌ʷalʔtxʷ,* the name for a distributary of Hamm Creek, which was interpreted as "string house" and "untie the house" by ethnographers (Bortleson et al. 1980; Hilbert et al. 2001; Waterman 1922). The many place names are evidence that the project area was used by (and is still important to) native people and that buried pre-contact archaeological deposits may be present. An early General Land Office map shows

the north two-thirds of the project alignment in John Buckley's historic claims, so the project area could also contain historical archaeological materials. Other historical maps show parts of the project alignment, such as the area east of S 104th Street in the middle of the project area, being part of the historical river channel. Areas once in the river are unlikely to contain preserved significant cultural resources.

Very little of the project alignment has been tested by systematic sub-surface archaeological survey techniques apart from a study completed for the adjacent SR 99 Intelligent Transportation System Improvements Project (Foutch et al. 2009; NADB: 1353867). During that study, six probes were excavated to between 30 and 140 centimeters (1 and 4.6 feet) deep at S 102nd Street, the outlet of Hamm Creek, and 14th Avenue S. Fill extended up to 105 centimeters (3.4 feet) below the surface. Most of what else we know about the vicinity comes from archaeological monitoring of geotechnical investigations and available borelog data. Jolivette & Van Galder (2017) monitored six geotechnical borings to between 1.5 and 18 meters (4.9 and 59 feet) deep in the central part of the trail alignment and documented 1.8 to 5.5 meters (6 to 18 feet) of fill atop naturally deposited tideflat sediments. McIntosh (2021) monitored a boring to 1.8 meters (6 feet) deep in the south trail alignment and documented 45 centimeters (1.5 feet) of fill above tideflat sediments. Geoprobes drilled along the project alignment demonstrate fill extends from the surface up to 4.6 meters (15 feet) deep (Converse Consultants 1985 [ID: 10972]; URS Engineers 1985 [ID: 10971). As demonstrated, the fill thickness varies significantly along the project alignment and the depth to the bottom of the fill may not exceed the maximum depth of planned project ground disturbance.

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 King County Historic Preservation Program maintains a cultural resources sensitivity model in GIS that pulls from many different proxies to assign an archaeological sensitivity, or risk, rating. The model includes information from historical maps, geomorphological landforms, soils, proximity to resources, slope, aspect, past archaeological investigations, and other sources of applicable information. In addition, the King County Historic Preservation Program reviewed the state's Washington Information System for Architectural and Archeological Records Data (WISAARD) database for similar information when assessing potential impacts to cultural resources in or adjacent to the project area.

Based on the high-risk determination for this project, the King County Historic Preservation Program recommended a sub-surface survey of the project area prior to construction. Tribal consultation with interested Tribes who claim the project area as part of their traditional territory is also recommended. This SEPA checklist and notification are the first step in what will be a consultation process between Parks, the Tribes, and other cultural resources professionals throughout the life of this project.

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.

Parks will hire a professional archaeologist to excavate shovel probes at 20-meter (60-foot) intervals in all areas of ground disturbance, except those areas where project ground disturbance will be entirely in artificial fill. Wherever possible, shovel/auger probes will be excavated to 20 centimeters (8 inches) below the depth of planned ground disturbance. Archaeological monitoring will be used to study areas where ground disturbance will reach below the extent of conventional shovel/auger testing and/or in areas where probing results suggest potential for encountering significant archaeological deposits. The results of these investigations and any subsequent monitoring will be reported on, and the report shared with consulting parties.

No cultural resources permits are currently required for the project. If significant cultural resources are identified at any point during the project, the Parks planners will attempt to avoid negative impacts to the identified resource(s) through redesign or modification of construction means and methods. If negative impacts cannot be avoided, then work will proceed only after recording the archaeological material(s) as a site,

evaluating the site for register eligibility, and consultation with the Tribes, state Department of Archaeology and Historic Preservation, and the King County Historic Preservation Program on appropriate treatment and mitigation measures.

In addition, work crews shall be trained in recognizing archaeological materials and in the appropriate procedures they should follow in the event any such materials are discovered during project construction, following an Inadvertent Discovery Plan.

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 site is accessed via SR 99 and W Marginal Pl S.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The site is not directly served by public transit. The nearest transit stop is serviced by King County Metro Route 132 (14th Ave S and S Henderson St) or Route 124 (Tukwila International Blvd and S 112th St), which provide all day routes.

c. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

The project will provide new and improvements to existing public bicycle and pedestrian facilities. The project extends north from Cecil Moses Memorial Park in the City of Tukwila (existing trail to be widened) then crosses into unincorporated King County (new trail) to S Director St.

The northbound lane of W Marginal Pl S will be reconfigured for the exclusive use of pedestrian and bicycle traffic. A traffic study was completed to study the effects of modifying W Marginal Place S to southbound traffic only between S 96th St and S 102nd St and converting the all-way stop-controlled 14th Ave S/SR 99 northbound off-ramp intersection to a roundabout. To determine the impacts of this project on the roadway network, this study analyzed intersection level of service, queue lengths, changes in travel time, highway level of service, and safety.

For intersection level of service (LOS), travel time, and safety, the Build Condition operates the same or better than the No Build Condition. In fact, the roundabout at the 14th Ave S/SR 99 Northbound Off-Ramp intersection is expected to improve traffic operations and safety compared to the existing intersection control. For queue lengths the Build Condition operates slightly worse than No Build. During the AM peak hour, queue lengths at the 14th Ave S/SR 99 Northbound Off-Ramp intersection would increase from 350 feet to 525 feet. This exceeds the existing storage length of 360 feet, between the intersection the SR 99 northbound off-ramp, during the peak 15 minutes of the peak hour.

Finally, highway level of service along SR 99 in the study area is forecasted to decrease during the 2022 AM peak hour, from LOS C to LOS D, though this segment would continue to operate within WSDOT LOS standards of LOS E.

Please refer to the 2019 Traffic Study Update Technical Memo for further information

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

The proposed project would not use water, rail, or air transportation. The project occurs in the vicinity of the Duwamish River, light rail (King County Metro), and air transportation from Boeing Field/King County International Airport.

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

The completed project will not generate vehicular trips.

f. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

The proposal is not expected to interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area.

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

The project plans and specifications will require a Traffic Control Plan (TCP) which will include measures to address impacts related to any necessary project detours and lane restrictions during construction. Advanced notice for construction delays will be provided with variable message signs and public notifications. Access for emergency-response vehicles would be maintained at all times. Alternative routes would be identified and clearly signed, as needed. These potential impacts are expected to be short term in duration and transitory as construction moves along the project alignment.

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 project would not result in any increased need for public services.

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

Since the project would not result in any increased need for public services, no measures are proposed.

16. Utilities

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

No utilities services are available at the project site.

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.

The completed project would not require any additional utilities. However, some utilities would require relocation. These needs will be refined during final design. The County will coordinate with the utility providers to minimize disruption to these utilities during construction.

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.

X DocuSigned by:

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Type name of signee: David Shaw

Position and agency/organization: Capital Project Manger IV, King County Parks and Recreation Division

Date signed: 3/6/2024 | 2:54 PM PST