



**Snohomish County Public Works**

# **ENVIRONMENTAL CHECKLIST**

**Project Number: RC 1546**

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## **Purpose of Checklist:**

The State Environmental Policy Act (SEPA), Chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

## **SUMMARY**

### **A. BACKGROUND**

1. Name of proposed project:  
**North Creek Trail**
  
2. Name of applicant:  
**Snohomish County Public Works**
  
3. Address and phone number of applicant and contact person:  
**3000 Rockefeller Avenue, M/S 607  
Everett, WA 98201**  
  
**Contact Person: Stephanie Cotton, Senior Environmental Planner  
Transportation and Environmental Services Division  
(425) 388-3488 ext. 4687 or  
stephanie.cotton@snoco.org**
  
4. Date checklist prepared:  
**June 28, 2012**
  
5. Agency requesting checklist:  
**Snohomish County Public Works  
Transportation and Environmental Services Division**

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

**The North Creek trail project would occur in stages: (1) planning and design, (2) right-of-way acquisition for the trail, and (3) trail construction. The project is currently in the planning and design stage, with right-of-way acquisition scheduled for 2012-14. Trail construction would occur once the right-of-way has been acquired and the design is completed and the project permitted. Additional funding would also be needed for construction.**

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

**No other future additions, expansion, or further activities have been identified at this time.**

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

**Alternative Alignment Feasibility Study, March 2012  
Draft Design Report, May 2012  
Critical Area Study, to be prepared for Critical Area Certification  
Biological Assessment, to be prepared for Section 7 consultation**

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

**No applications are pending.**

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

**The following permits and approvals would be required:**

**Permit/Approval:**

**Required from:**

**Section 404 Authorization**

**U.S. Army Corps of Engineers**

**Section 7 Endangered  
Species Act Consultation**

**NOAA Fisheries and U.S. Fish and Wildlife Service**

**Section 106 National  
Historic Preservation Act**

**Federal Lead Agency (either Federal Highways  
Administration or Corps of Engineers)**

**Section 401 Water Quality  
Certification  
Coastal Zone Management  
Certification**

**WA State Department of Ecology  
WA State Department of Ecology**

**Hydraulic Project Approval**

**WA State Department of Fish and Wildlife**

**Flood hazard permit**

**Snohomish County Planning and Development Services**

**Land Disturbing Activity  
Certification**

**Snohomish County – Public Works**

|                                    |  |
|------------------------------------|--|
| <b>Critical Area Certification</b> | <b>Snohomish County – Public Works</b> |
| <b>Drainage Certification</b>      | <b>Snohomish County – Public Works</b> |
| <b>NPDES permit</b>                | <b>WA State Department of Ecology</b>  |

11. Location of proposal:

**The project site is located in unincorporated Snohomish County. The project extends from State Route 524 (208<sup>th</sup> Street SE) to 183<sup>rd</sup> Street SE, west of State Route 527, in Section 18, Township 27N, Range 5E, WM of Snohomish County (Figures 1 and 2).**

- **The proposed 2.8 mile trail would start at the intersection of SR 524 and Filbert Drive and go north along the west side of Filbert Drive as a sidepath. It would cross Greening and Filbert Creeks on the west side of Filbert Drive before crossing Filbert Drive at 3<sup>rd</sup> Drive SE (Figure 3).**
- **A separated trail would continue northeast through a power line easement and cross 4<sup>th</sup> Drive SE before turning into a sidepath along the south side of 196<sup>th</sup> Street SE and then continuing north along the east side of Winesap Road. The sidepath trail would cross Winesap Road at Sprague Drive and continue east along the south side of Sprague Drive to the unopened right-of-way at 192<sup>nd</sup> Street SE (Figure 4).**
- **An elevated trail structure would cross the wetland and North Creek through the unopened right-of-way (Figure 5).**
- **A separated trail would cross Waxen Road and continue through the power line easement, crossing 13<sup>th</sup> Avenue SE, and up to an existing private gravel path. The separated trail would generally follow the existing private gravel path behind 10<sup>th</sup> Avenue SE and then a sidepath along the west side of 9<sup>th</sup> Drive SE (Figure 5).**
- **An elevated trail structure would cross the ravine and continue as a sidepath trail on the west side of 9<sup>th</sup> Avenue SE. The trail would cross 183<sup>rd</sup> Street SE and end at North Creek Park (Figure 6).**

12. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site.

**Snohomish County Public Works proposes to purchase right-of-way and build a section of the North Creek Regional Trail between State Route 524 and North Creek Park at 183<sup>rd</sup> Street SE. The proposed 2.8 mile trail would provide the missing link in the planned coordinated regional system that would connect the Sammamish River/Burke-Gilman Trail in King County with the Snohomish County Regional Interurban Trail in Everett.**

**Currently, the gap between Mill Creek and Bothell in the North Creek Regional Trail forces users onto busy roadways without sidewalks or designated bicycle lanes. By filling in the gap, the trail would provide safe and continuous travel to users of all abilities.**

**The trail would be constructed adjacent to existing county roads, in residential neighborhoods, through overhead utility power line easements, and would cross North Creek.**

**The proposed trail would be a combination of separated trail and sidepath segments (Figure 7). A portion of the proposed trail would be on elevated structures or bridges to cross over and minimize impacts to wetlands and streams. A sidepath segment would include a 10 – 12 foot wide paved trail bounded by 2-foot wide gravel shoulders and curbing with a 5-foot wide planter separating the sidepath from the roadway. The separated trail would include a 10 – 12 foot wide paved trail with 2-foot gravel shoulders. The elevated concrete and steel structure segment would be 12 – 14 feet wide. The foundation of the elevated segment would be supported on pin piles. Bridge details are not available at this time. More specific designs for specific crossings, such as North Creek, would be developed as part of the final design. The project proposes approximately 30 new parallel parking spaces along the west side of Filbert Drive and approximately up to 22 new parking spaces in a proposed lot south of the intersection of Winesap Road and Sprague Drive.**

**The proposed trail is intended to safely accommodate bicyclists, pedestrians, runners, wheelchair users, in-line skaters, and other non-motorized users. It would be designed to meet the needs of different ages and skill levels within those groups. The trail would be ADA accessible. The trail would provide access to recreation, employment, and retail centers; improve local connections between communities and neighborhoods; provide an alternative to driving from one place to another, encourage physical activity; and connect to other existing trails and pedestrian facilities.**

**Snohomish County Public Works has completed the feasibility analysis for the 2.8 mile gap in the North Creek Regional Trail and has selected a preferred trail alignment based on the feasibility analysis and public input. The project is currently working on the design in order to move forward with right-of-way planning and acquisition and conducting the environmental review process. Brightwater funding has been secured for right-of-way purchase, scheduled for completion in 2015. Additional funding is needed to complete the design and for construction of the trail.**

**For more information, please visit the project webpage at [http://www1.co.snohomish.wa.us/Departments/Public\\_Works/Services/Roads/Projects/ncreektrail.htm](http://www1.co.snohomish.wa.us/Departments/Public_Works/Services/Roads/Projects/ncreektrail.htm)**

## B. ENVIRONMENTAL ELEMENTS

### 1. Earth

a. General description of the site (shown in **bold** type): *flat, rolling, hilly*, steep slopes, mountainous, other.

**The project site's topography varies with some flat areas, rolling hills, and steep slopes that drain into the North Creek Basin.**

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

**The steepest slope along the proposed trail is a 100-foot long side slope that is approximately 130 percent, in the unopened right of way between north end of Sprague Drive and Waxen Road.**

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 prime farmland.

**There are several soil types found within the project area. The dominant soil type is mapped as *Everett gravelly sandy loam*, 0 to 8 percent. This very deep, somewhat excessively drained soil is on terraces and outwash plains. It formed in glacial outwash.**

**Typically the surface layer, where mixed to a depth of about 6 inches, is dark brown gravelly sandy loam. The subsoil is dark brown very gravelly sandy loam about 12 inches thick. The upper part of the substratum is brown very gravelly loamy sand about 5 inches thick. The lower part to a depth of 60 inches or more is dark brown extremely gravelly sand. In some areas the substratum is weakly cemented. Permeability of this Everett soil is rapid. Available water capacity is low. Effective rooting depth is 60 inches or more. Runoff is slow, and the hazard of water erosion is slight.**

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

**A preliminary geotechnical investigation was conducted as part of the design report. The investigation identified two locations along the currently proposed trail alignment with potential slope stability issues. Special design considerations and drainage provisions may be required along the 400 to 500-ft section of trail that parallels the east side of Sprague Drive to address these issues. The section of trail behind the residences along 10<sup>th</sup> Avenue SE would require reconstruction of the existing bench.**

**Based on observations made during the reconnaissance, the other existing slopes along the currently proposed trail alignment appear to be generally stable. This observation is also generally consistent with mapped geology along the trail alignment, which is described as advance outwash soils. These soil types are susceptible to erosion and would require protection during and after construction. Typically, these soils would generally stand at slope inclinations of 2:1 (H:V) or shallower. Cuts and fills on existing slopes would need to be keyed into existing**

**slopes in order to maximize the stability of the slope. Introduction of water onto slopes generally results in a reduction in their stability. This pertains in particular to those segments of the trail that pass close to existing residential homes or developed areas where stormwater or roof runoff could potentially be directed onto the face of slopes.**

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

**The project would require approximately 4,950 cubic yards of select borrow for fill material; 2,200 tons of porous concrete for separated trail, sidepath, sidewalks, and parking lot; 2,400 tons of crushed surfacing base and top course; 7,900 tons of permeable crushed base course; and 500 cubic yards of topsoil. Snohomish County land disturbing activity (grading) regulations require that fill material be provided from a County approved source. Engineering certification of construction documents would assure fill is from an approved source. All structural fill would be compacted and placed in accordance with Washington State Department of Transportation (WSDOT) standards.**

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

**Minor amounts of erosion may occur during construction if appropriate erosion control practices are not utilized. Temporary Erosion and Sedimentation Control Best Management Practices (BMPs) would be used for temporary erosion and pollution control to minimize impacts from construction. No erosion would result from use of the completed improvements.**

g. About what percent of the site will be covered with impervious surfaces after project construction?

**The amount of new impervious surface area that would be created by this project totals approximately 0.56 acres. In addition, approximately 2.66 acres of porous pavement for the trail would be created. Approximately 0.34 acres of existing sidewalk would be replaced.**

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

**All project activity would be subject to Best Management Practices and would comply with the provisions of all applicable permits. Best Management Practices may include, but are not limited to the following:**

- **Where feasible, the trail would be constructed of pervious concrete pavement. The benefits of pervious concrete pavement include: directly recharge groundwater to maintain aquifer levels, channel more water to tree roots and landscaping, so there is less need for irrigation, reduce the amount of untreated runoff discharging into storm sewers, and eliminate hydrocarbon pollution from asphalt pavements and sealers. Pervious concrete pavements are also safer for pedestrians because pervious concrete absorbs water rather than allowing it to puddle.**

- For trail sections with slope stability issues, structural earth or gravity block walls would be installed. Final wall selection would be determined in the final design.
- For trail sections adjacent to wetlands, structural earth or gravity block walls would be installed to minimize fill impacts to the wetlands. To minimize impacts to North Creek Wetland K, a 12-foot wide elevated structure would be installed. To minimize impacts to stream crossings, box culverts, bridges, or elevated structures would be installed. Final structure selection would be determined in the final design.
- Protective covering would be placed over exposed soil areas to prevent sediments and other contaminants from entering the road side ditches, streams, and wetlands. Protective covering would be clear plastic sheeting, straw mulch, jute matting, or erosion control blanket per Department of Ecology requirements.
- A temporary erosion and sedimentation control plan would be implemented during construction.
- Erosion and sedimentation control measures would be routinely inspected, maintained and repaired. Damaged or inadequate erosion and sedimentation control measures would be corrected quickly.
- Any bare soil that may result from project activity would be reseeded with an appropriate erosion control seed mix immediately following construction.

## 2. Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile odors, and industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

**Construction equipment, construction-related activities, and vehicles carrying workers and equipment to and from the site would result in minor, temporary increases in emissions and dust. There would be no increase in emissions once construction is complete.**

**The completed trail would provide an alternative to driving from one place to another, potentially reducing emissions from automobiles.**

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

**No**

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

**During construction, equipment emissions would not exceed state and national air quality standards. The project would use only equipment and trucks in optimal operational condition. Dust control measures would be implemented to minimize airborne dust.**

### 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.

**North Creek, its tributaries (Greening Creek, Filbert Creek, and unnamed tributaries), and associated wetlands are within the project vicinity. North Creek flows into the Sammamish River that drains to Lake Washington.**

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

**Filbert Drive crosses Filbert Creek and Greening Creek. The proposed trail would cross these creeks on the west side of Filbert Drive. The existing road culverts may need to be lengthened, replaced, or a pedestrian bridge constructed over the creeks to accommodate the new trail. The project would require construction of a new bridge over North Creek. The trail would also be constructed adjacent to an unnamed tributary to North Creek. Impacts to streams would be minimized by installing fish passable culverts and bridges that span the width of the creek.**

**The trail would be constructed through wetlands associated with North Creek with an elevated trail structure as described in the project description. The elevated structure would minimize impacts to wetland functions by allowing vegetation to grow under the trail and by keeping the wetland hydrology connected.**

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.

**Construction of the proposed trail would result in approximately:**

- **0.13 acres of wetland fill and 0.40 acres of elevated trail structure on the floodplain/riparian wetland of North Creek.**
- **1.32 acres of wetland and stream buffer clearing.**
- **4 stream crossings would be impacted for a total of approximately 85 linear feet of impact. In addition, approximately 210 linear feet of braided stream channels, within the floodplain/riparian wetland of North Creek would also be impacted by construction of the elevated trail structure.**

**Final impact numbers would be determined in the final design.**



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

**The proposal would not require any surface water withdrawals or diversions.**

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

**A portion of the proposed trail lies within the North Creek 100-year floodplain. By constructing a bridge above the flood elevation, the trail would not impact the 100-year floodplain.**

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. Groundwater**

1) Will ground water be withdrawn, or will water be discharged to groundwater? If so, describe the type of waste and anticipated volume of discharge.

**No water would be withdrawn from or discharged to groundwater.**

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

**N/A**

#### **c. Water Runoff (including storm water)**

1) Describe the source of runoff (including stormwater) 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.

**Currently, stormwater runoff from existing roads flow into the roadside ditches via direct runoff or into existing storm drainage systems. Most of the separated trail and sidepath segments would be constructed of porous asphalt pavement. Flow control and water quality treatment for the parking areas would be regulated with a wet pond for the parallel parking spots on Filbert Drive and pervious concrete pavement with sand filters for the parking lot off of Winesap Road.**

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

**No**

3) Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

**Mitigation in accordance with Chapter 30.62A Snohomish County Code (SCC) and U.S. Army Corps of Engineers would be necessary. The prescribed sequence includes:**

- **Avoiding the impacts altogether by not taking a certain action or parts of an action,**
- **Minimizing impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts,**
- **Rectifying the impact by repairing, rehabilitating, or restoring the affected environment,**
- **Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action,**
- **Compensating for the impact by replacing, enhancing, or providing substitute resources or environments, or**
- **Monitoring the impact and taking appropriate corrective measures.**

**Mitigation for unavoidable impacts to streams, wetlands, and their buffers would be required. On-site mitigation areas (adjacent to the proposed trail and near North Creek) would be preferable, that have adequate opportunities to enhance North Creek, re-establish wetlands, and restore/enhance their buffers. Preliminary mitigation sites would need to be identified that meet these criteria and would be determined in the final design.**

**Based on the approximate impacts described in Section 3a 3, the project would require approximately 3.60 acres of buffer enhancement, approximately 6,000 square feet of wetland re-establishment, 3 acres of wetland enhancement, and 300 linear feet of stream channel restoration. This mitigation estimate is approximate and would be determined in the final design.**

**The project would comply with Snohomish County drainage regulations (Chapter 30.63A SCC) that regulate stormwater discharge from all new development and redevelopment. Flow control and quality treatment would be provided for the parking areas, a wet pond for the parallel parking spots on Filbert Drive, and porous pavement with sand filters for the parking lot off of Winesap Road. Best management practices would be used throughout construction, including working during low or no flow conditions (July-September) and placing protective covering over exposed soil areas.**

## **4. Plants**

- a. List the types of vegetation found on or in close proximity to the site:

**Deciduous trees: red alder, black cottonwood, big-leaf maple, Oregon ash, beaked hazelnut.**

**Evergreens: Western red cedar, Douglas fir, Western hemlock.**

**Shrubs: Indian plum, salmonberry, vine maple, elderberry, snowberry, thimbleberry, red huckleberry.**

**Grasses: bent grass, velvetgrass, tall fescue, orchard grass.**

**Wet soil plants: reed canarygrass, creeping buttercup, soft rush, sawbeak sedge, manna grass, American speedwell, lady fern, bird's-foot trefoil, cattail, skunk cabbage, horsetail, willowherb, largeleaf avens, hardstem bulrush, daggerleaf rush, paniced bulrush, Douglas spiraea, Pacific willow, Scouler's willow, Sitka willow, red-osier dogwood.**

**Other types of vegetation: Thistle, Himalayan blackberry, cutleaf blackberry, Scot's broom, trailing blackberry, vetch, sword fern, Japanese knotweed, false lily of the valley, deer fern, laurel, climbing nightshade, and other vegetation typical of Snohomish County.**

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

**Clearing and grading associated with the new trail alignment would occur within the project limits. Removal of existing trees, shrubs, and grass would be needed to accommodate construction of the new trail segments. The project would impact approximately 1.32 acres of wetland and stream buffer. Specific vegetation to be cleared includes species listed above in 4a.**

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

**None is known to be on or adjacent to the project site. If such plant species are found, all project work would comply with the requirements of the Endangered Species Act and other applicable regulations.**

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

**Planter strips are proposed to be constructed between the trail and adjacent roads and would be planted with appropriate trees and shrubs. Loss of, and disturbance to, vegetation would be minimized to the extent practicable. Clearing limits would be identified in project plans and highly visible fencing would mark the clearing limits during construction. Mitigation for impacts to streams, wetlands, and buffers are discussed in Section 3c 3.**

## **5. Animals**

a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site (shown in *bold* type):

**birds: hawks, heron, eagle, songbirds, owls, ducks, geese, woodpeckers, corvids, swallows, hummingbirds, kingfishers**

**mammals: blacktailed deer, bear, beaver, muskrat, opossum, raccoon, coyote, bobcat, bats, small rodents**

**fish: Chinook, steelhead, coho, chum, kokanee, sockeye, lamprey, sculpin, and other fish species common to streams in Snohomish County**

**other: mussels, garter snake, amphibians, and other wildlife typical of Snohomish County**

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

**Chinook salmon and steelhead are known to be on or near the site in North Creek.**

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

**Yes. The site is within the Pacific Flyway. Migratory waterfowl can be observed in the greater project vicinity.**

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

**Project construction would occur primarily during the summer months when rainfall is minimal. This would minimize erosion and prevent sedimentation of surface waters that might impact fish. Bare soil areas would be revegetated and planted after site grades have been established. Additional timing restrictions could also be applied if it is determined that the project could adversely affect eagles and other bird species in the project area. Mitigation for impacts to streams, wetlands, and buffers are discussed in Section 3c 3.**

## 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.

**No changes in energy use would result from the completed proposal. No energy is needed to meet the completed project's needs. However, during construction minor amounts of fuel would be used by construction equipment during site grading and paving activity.**

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:

**The trail would provide an alternative to driving from one place to another.**

## 7. Environmental Health

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

**There may be potentially hazardous materials at or in proximity to the proposed trail. Further evaluation would be needed in order to finalize the design.**

**Fuel spills and other construction equipment fluids could potentially occur during construction.**

1) Describe special emergency services that might be required.

**Emergency response vehicles may be required in the event of a construction accident. The completed project would not require any additional emergency services.**

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

**Spill control and clean-up material would be staged onsite. The crew leader or other designated person would have a spill control plan and be trained in spill prevention and clean up. All equipment would be well maintained and in good repair to prevent the loss of any petroleum products. Refueling and vehicle maintenance would generally occur off-site.**

**An Environmental Site Assessment would be prepared prior to the construction to address any potential soil contamination or other hazardous materials on site. If any hazardous materials are discovered during project construction, they would be handled and disposed of according to adopted Washington State and local codes governing their disposal.**

b. Noise

**No noise in the area would affect the proposed trail.**

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

**During construction (short-term) there would be increased noise levels generated by heavy equipment. These noise levels are likely to exceed existing background noise levels associated with surrounding residential properties.**

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.

**Typical noise associated with trails from users is expected. Trail hours are from dawn until dusk.**

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

**No additional measures to reduce or control noise impacts are proposed.**

## **8. Land and Shoreline Use**

a. What is the current use of the site and adjacent properties?

**The current land uses within the project site include state and county roads, residential and commercial properties, and utility easements. Land use in the area is residential with some commercial use.**

b. Has the site been used for agriculture? If so, describe.

**No**

c. Describe any structures on the site.

**There are no structures along the proposed trail alignment. However, there are overhead utility lines and there is a possibility that potential mitigation sites would have structures.**

- d. Will any structures be demolished? If so, what?  
**Currently, no structures would be demolished. As the design is finalized and mitigation sites are selected, structures may be demolished.**
- e. What is the current zoning classification of the site?  
**The current zoning within the project site includes Residential – 7,200, Residential – 9,600, Low Density Multiple Residential, and Planned Residential Development 9,600.**
- f. What is the current comprehensive plan designation of the site?  
**The current comprehensive plan designation within the project site includes Urban Low Density Residential, and Urban Medium Density Residential.**
- g. If applicable, what is the current shoreline master program designation of the site?  
**North of SR 524, North Creek is not a designated shoreline environment.**
- h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.  
**Snohomish County designates streams, wetlands, geologically hazardous areas (erosion, landslide, volcanic, seismic and mine hazard areas), and fish and wildlife habitat as critical areas. There are environmentally sensitive areas within the project site: streams, wetlands, and fish and wildlife habitat. North Creek, Greening Creek, Filbert Creek, and unnamed tributaries to North Creek have been identified within the project area. Seven wetlands have also been identified within the project area (Figures 3-6).**
- i. Approximately how many people would reside or work in the completed project?  
**None**
- j. Approximately how many people would the completed project displace?  
**None**
- k. Proposed measures to avoid or reduce displacement impacts, if any:  
**None**
- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:  
**This project is consistent with the Snohomish County Growth Management Act Comprehensive Plan – 2007 Comprehensive Park and Recreation Plan. It was also identified in the Snohomish County Transportation Improvement Plan for 2009-2014.**

## **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:

**N/A**

## **10. Aesthetics**

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

**The proposed trail includes retaining walls which range in height from approximately 0.5 feet to 12.5 feet, elevated trail structures, and a bridge over North Creek.**

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

**The proposed trail would permanently change views as a result of construction. Impacts are associated with views of the proposed trail and views from the trail.**

**The proposed sidepath trail segment would be separated from existing roads by a 5-foot vegetated strip of trees and shrubs. Motorists' views of the trail would not be obstructed by the trees and shrubs in the vegetated strip separating the road from the trail. The trail would be marked as described in Section 14d at road crossings to alert motorists and trail users.**

**In residential neighborhoods, the proposed trail would be a combination of sidepath and separated trail segments. The trail would be visible to most residences. In some cases the trail would be behind existing fences that would obstruct views of the trail for residences. Driveway crossings would be marked as described in Section 14d to alert residences and trail users.**

**New openings in the floodplain/riparian wetland and North Creek would be created by the clearing and trail grading and would give trail users views of natural areas.**

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

**The project would consider measures to reduce aesthetic impacts and would be limited to those that can be implemented within the proposed right-of-way. No new illumination or signals are currently proposed. Clearing of existing vegetation within the proposed right-of-way would be limited to that needed for construction.**

## **11. Light and Glare**

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

**No new illumination or signals are currently proposed on the trail. Directed lighting would be reviewed on a case-by-case basis as the final design is developed.**

b. Could light or glare from the finished project be a safety hazard or interfere with views?  
**The new trail would not pose a safety hazard or interfere with views.**

c. What existing off-site sources of light or glare may affect your proposal?  
**Existing off-site sources of light or glare would not affect the proposal.**

d. Proposed measures to reduce or control light and glare impacts, if any:  
**None**

## 12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?  
**North Creek Park is located to the north and Centennial Park is located to the south.**

b. Would the proposed project displace any existing recreational uses? If so, describe.  
**No existing recreational uses would be displaced. There are existing neighborhood paths in the northern part of the proposed trail between 192<sup>nd</sup> Street SE and 183<sup>rd</sup> Street SE. In general, the proposed trail would follow the existing paths. The paths would be improved to meet regional trail standards as described in Section A 12.**

**The proposed project would connect North Creek Park to Centennial Park and be part of a coordinated regional system that would eventually connect the Sammamish River/Burke-Gilman Trail in King County with the Snohomish County Regional Interurban Trail in Everett.**

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

## 13. Historic and Cultural Preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to this site? If so, generally describe.

**This site was screened by Public Works for proximity to known archaeological and cultural sites. There are no known recorded sites located where potential ground disturbance activities are anticipated.**

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

**None have been identified at this time.**

c. Proposed measure to reduce or control impacts, if any:

**Compliance with Section 106 National Historic Preservation Act would be required as part of the application for Army Corps of Engineers Section 404 authorization.**



Although no known archaeological sites are in close proximity to the project, there is still a possibility that cultural resources could be present. If, during construction, cultural resources are found, a systematic collection of artifacts would be made before proceeding with the work and the Department of Archaeology and Historic Preservation would be contacted. If artifacts are uncovered within the project area, work in that area would be stopped and a professional archaeologist would be brought in to examine them. During construction the contractor would monitor the site for potential cultural materials. If artifacts or human remains are uncovered within the project area, work would stop until a qualified archeologist can make an assessment.

#### **14. Transportation**

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

**State Route 527, State Route 524, Filbert Drive, 186<sup>th</sup> Street SE, 15<sup>th</sup> Avenue SE, and 183<sup>rd</sup> Street SE are all within the project site. The proposed trail would connect to existing parks as stated in Section 12 b.**

b. Is the site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

**Community Transit routes are located on State Route 527 and 524.**

c. How many parking spaces would the completed project have? How many would the project eliminate?

**The proposed project would create up to 30 additional parallel parking spaces along the west side of Filbert Drive, and up to 22 additional parking spaces in a proposed parking lot south of the intersection of Winesap Road and Sprague Drive. Existing parking is also available at both North Creek Park and Centennial Park.**

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

**The proposed project would not require any new roads or streets, however improvements to existing roads would be needed where there are trail crossings. The trail would have approximately 20 driveway crossings and 6 existing roadway intersection crossings.**

**General crossing treatments would include patterned concrete surfaces for the driveway crossings and advanced warning signs for trail users. For low-volume street crossings, treatment would include a painted line marking, contrasting colored pavement, and raised crosswalks. Other treatments would include bollards and bollard striping on the trail approaching driveways or road crossings and would be reviewed on a case-by-case basis. Pedestrian hybrid beacons would also be considered. For signalized intersections, the existing signal is recommended for crossing. The final crossing treatments would be determined during the final design.**

e. Will the project 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? If known, indicate when peak volumes would occur.

**No motorized vehicles would be allowed to use the completed trail. Users may access the trail by vehicle at North Creek Park, Centennial Park, and the new proposed parking areas described above in Section 14d. There would be vehicles driving to and from the new parking area. A traffic analysis would be completed as the final design is developed.**

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

**During construction of the trail adjacent to roadways, traffic control would be needed. A detailed traffic control plan would be developed.**

## **15. Public Services**

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

**No additional or increased need for public services would result from this project.**

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

**Traffic control during construction would be planned, sequenced, and administered to allow continuation of basic services during construction activities in the public right-of-way. The existing roadways in the project area would remain open to traffic during construction, although traffic may potentially be subject to one-lane closures during active construction to avoid conflicts with construction that could pose a safety hazard. There could be potential short-term closures of existing roadways.**

## **16. Utilities**

a. Utilities currently available at the site:

**Electricity, natural gas, water, refuse service, telephone, sanitary sewer, and cable.**

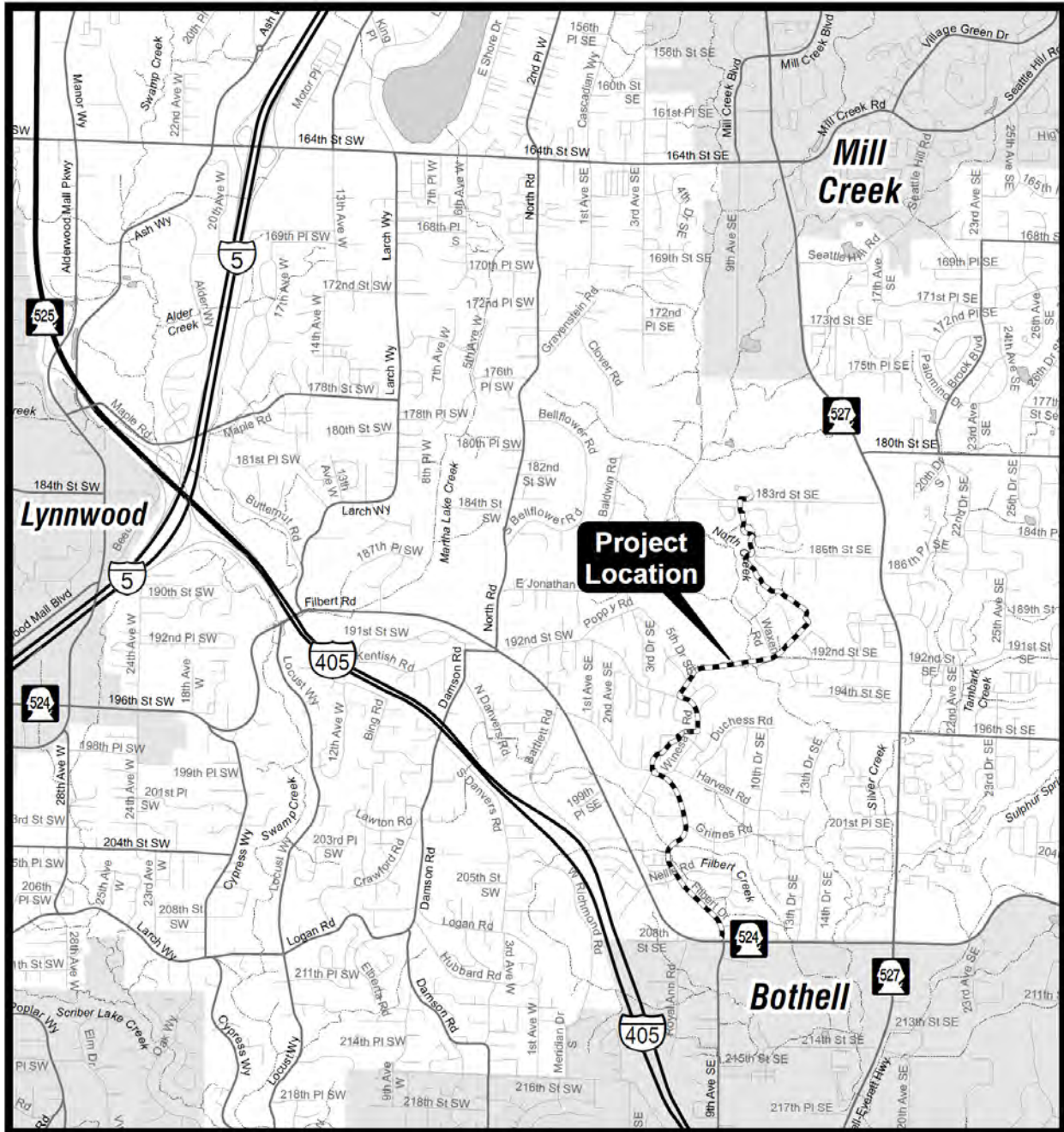
b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

**The project proposes no new utilities. Several aerial and underground utilities have been identified in the project area. Detailed information would be requested from each utility as the design is finalized. The design would be coordinated to minimize construction related service disruptions and utility relocations.**







**C. SIGNATURE**

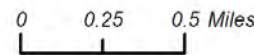
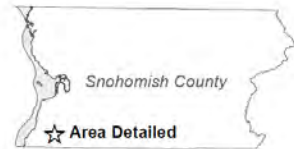
The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: Stephanie Cotton Date: 6/28/12  
**Stephanie Cotton, Senior Environmental Planner**

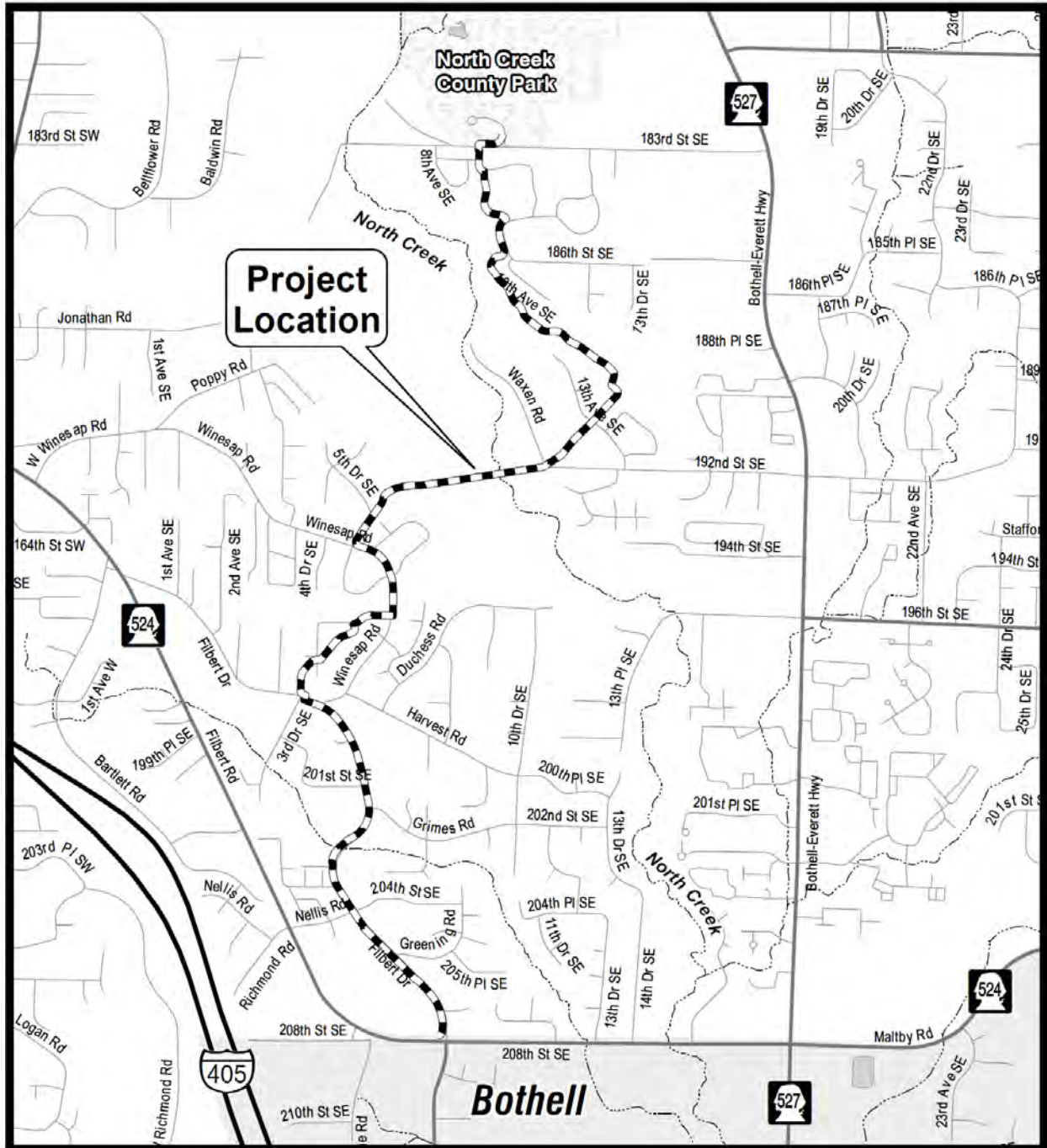


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
- |   |                  |   |                     |
|---|------------------|---|---------------------|
|  | Project Location |  | Local Roads         |
|  | Arterial Roads   |  | Streams             |
|  | Waterbodies      |  | Incorporated Cities |



**Figure 1: Vicinity Map**

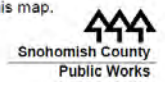


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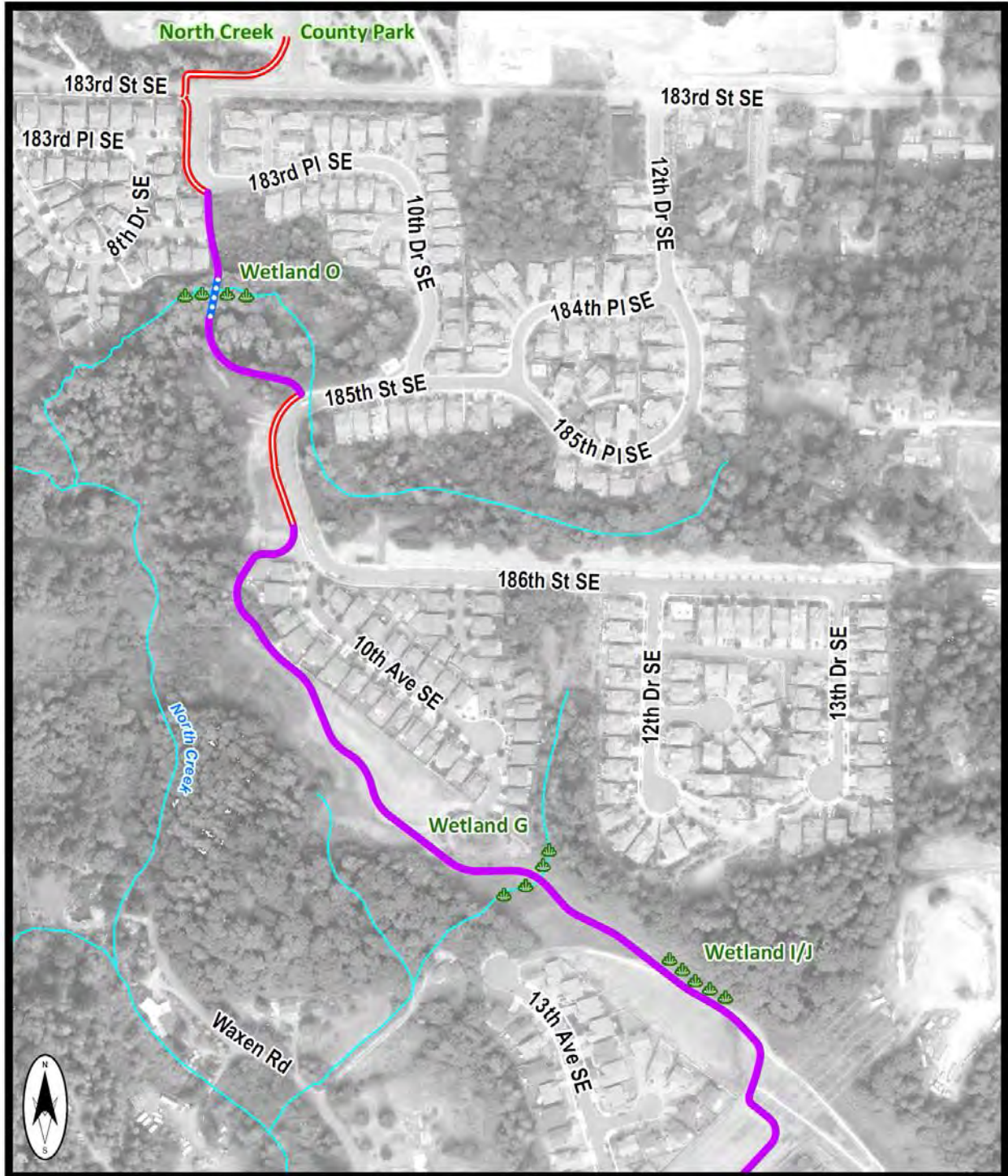
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|---|------------------|---|-------------|
|  | Project Location |  | Freeways    |
|  | Arterial Roads   |  | Local Roads |
|  | Waterbodies      |  | Streams     |
|  | Cities           |   |             |



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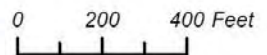
**Figure 2: Project Area**



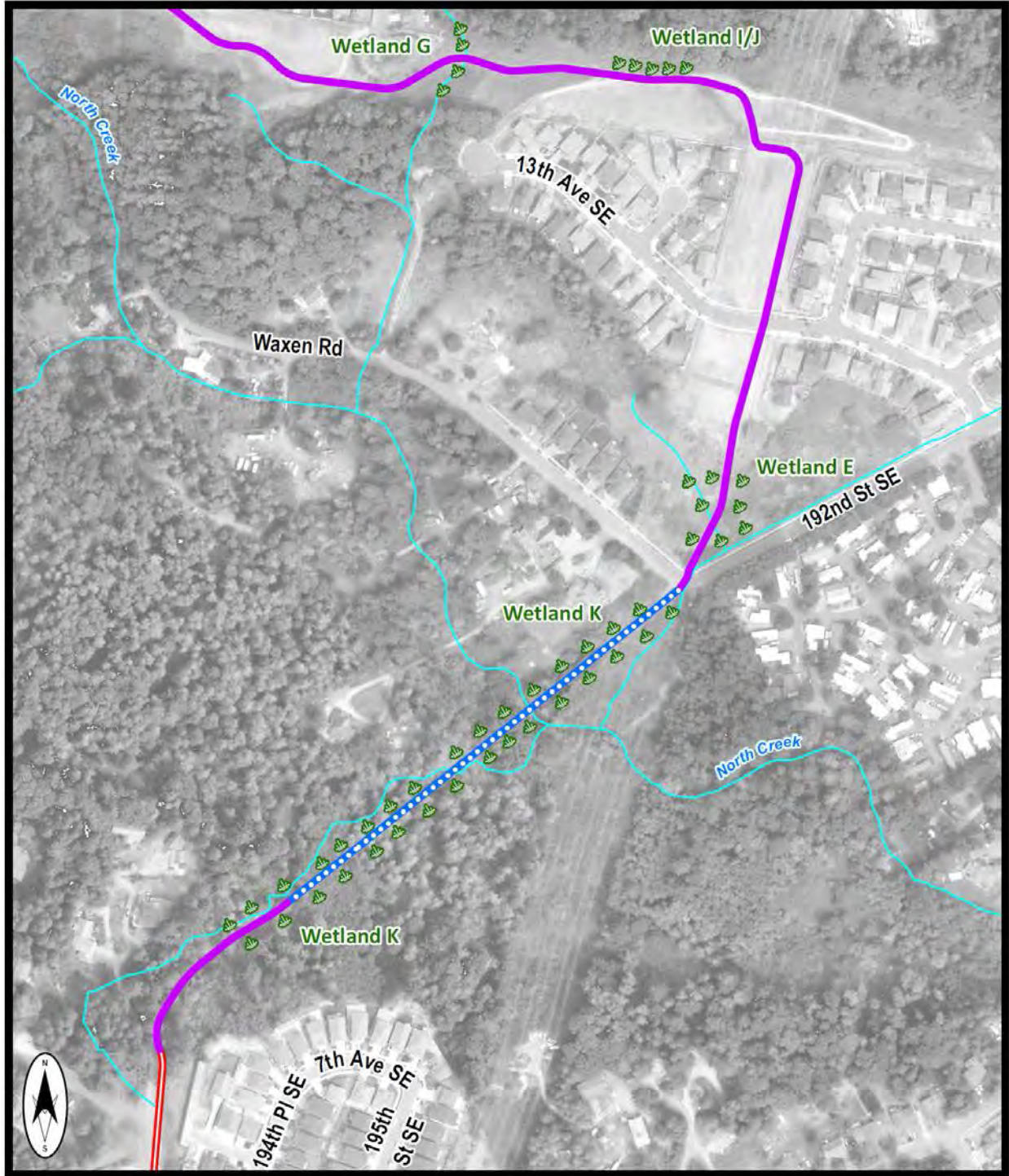
**Key to Features:**

- Elevated Structure
- Separated Trail
- Sidepath
- Streams

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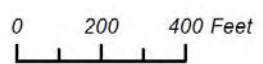
**Figure 3. North Creek Trail Alignment**



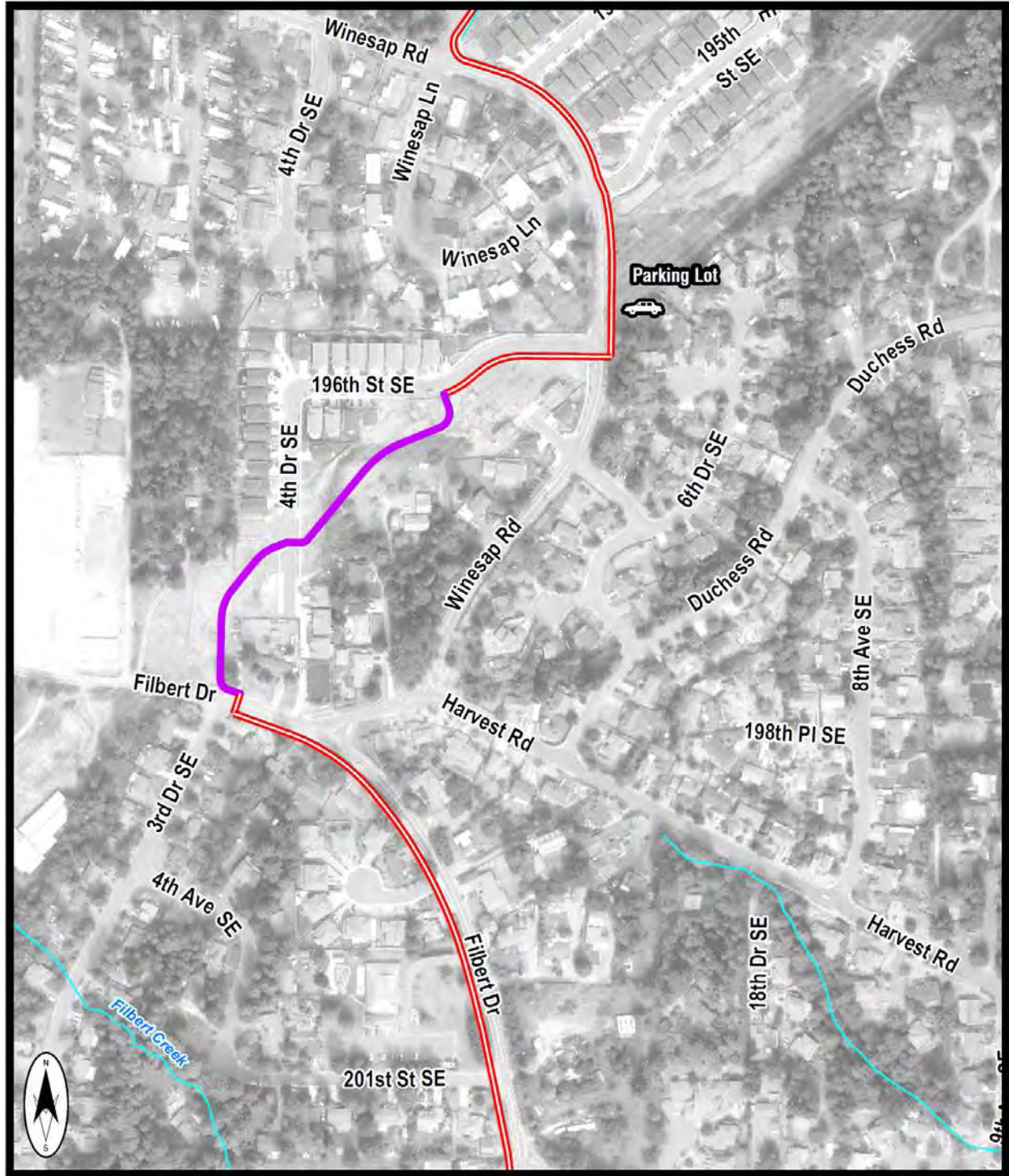
**Key to Features:**

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- ▬▬▬▬ Separated Trail
- ▬▬▬▬ Sidepath
- ▬▬▬▬ Streams

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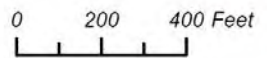
**Figure 4. North Creek Trail Alignment**



**Key to Features:**

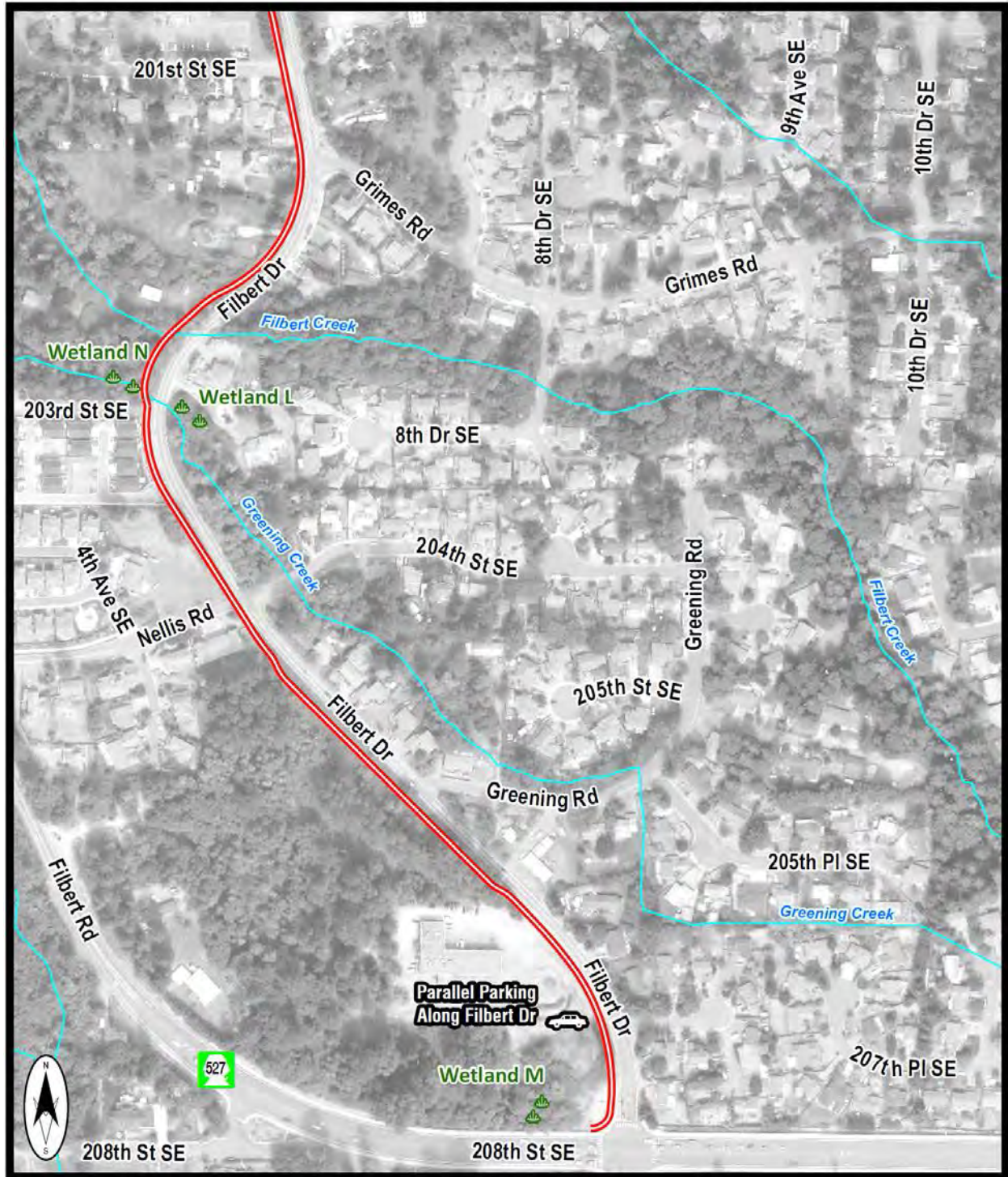
- ▬▬▬▬ Elevated Structure
- ▬▬▬▬ Separated Trail
- ▬▬▬▬ Sidepath
- ▬▬▬▬ Streams

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**Figure 5. North Creek Trail Alignment**

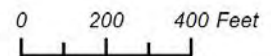




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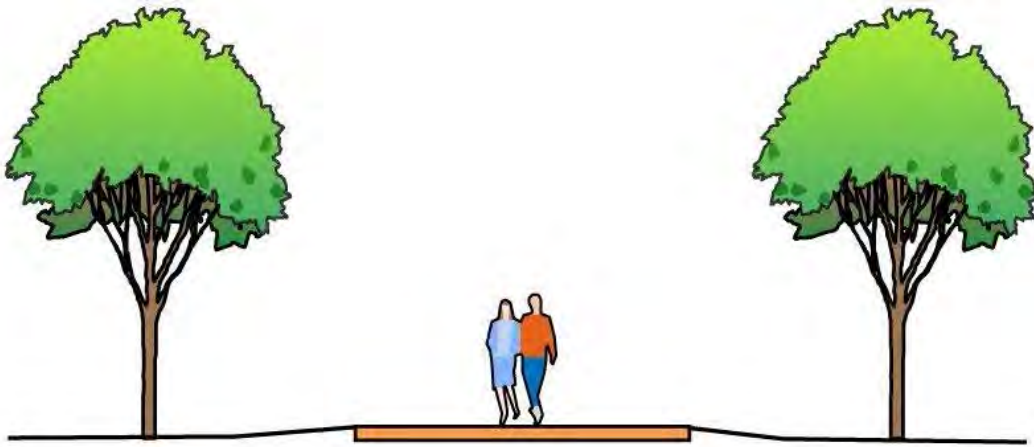
- ▬▬▬▬ Elevated Structure
- ▬▬▬▬ Sidepath
- ▬▬▬▬ Separated Trail
- ▬▬▬▬ Streams

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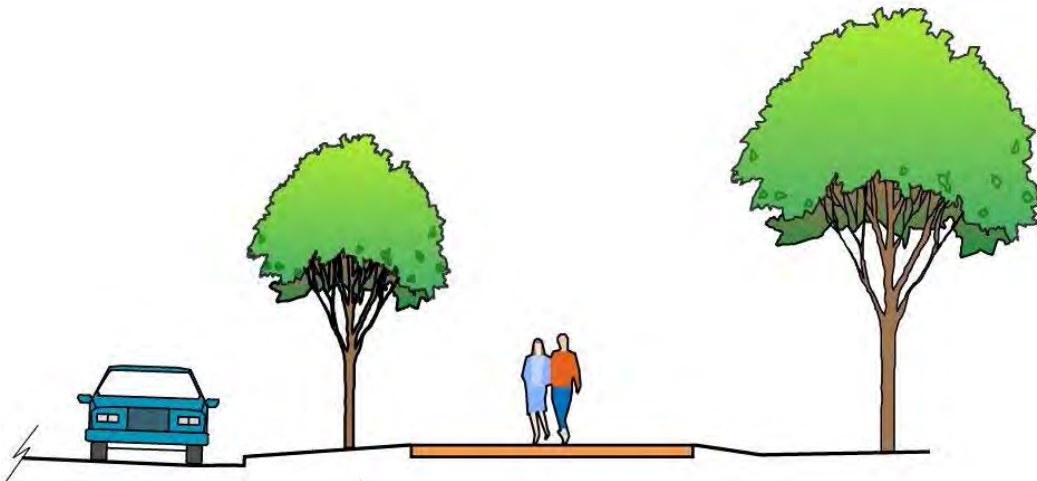


**Figure 6. North Creek Trail Alignment**

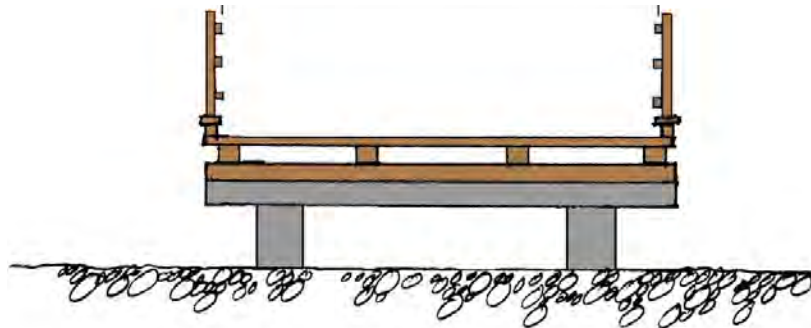
Separated Trail



Sidepath



Elevated Structure



**Figure 7. Proposed North Creek Trail Configurations**