King County

SEPA ENVIRONMENTAL CHECKLIST

CEDAR RIVER TRAIL 5 REVETMENT REPAIR AND PROGRESSIVE INVESTMENT LEVEE REMOVAL PROJECT

Purpose of checklist

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization, or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. **You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown.** You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to **all parts of your proposal,** even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for lead agencies

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the

applicable parts of sections A and B, plus the Supplemental Sheet for Nonproject Actions (Part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in “Part B: Environmental Elements” that do not contribute meaningfully to the analysis of the proposal.

A. Background

1. Name of proposed project, if applicable:

Cedar River Trail 5 (CRT5) Revetment Repair and Progressive Investment Levee Removal

2. Name of applicant:

King County Water and Land Resources Division (WLRD)

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

Thomas Bannister
tbannister@kingcounty.gov
201 South Jackson St., Ste. 5600
Seattle, WA 98104-3855
(206)263-6952

4. Date checklist prepared:

October 2025

5. Agency requesting checklist:

King County Water and Land Resources Division (WLRD)

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

The CRT5 repair is scheduled for construction in Summer 2027. The Progressive Investment Levee project is scheduled for Summer 2027.

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

No.

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

CRT5 Revetment Repair:

- Critical Area Report – Cedar River Trail Revetment 5 Project
- Cultural Resource Report – Cedar River Trail 5 Revetment and Progressive Investment
- 2023 Cedar River Trail 5 Geomorphic Design Investigation – Watershed Science & Engineering

- 2025 Geotechnical Engineering Report – Cedar River Trail 5 Revetment Repair – Shannon & Wilson

Progressive Investment Levee Removal:

- Effectiveness Monitoring and Adaptive Management Plan
- Critical Area Report – Progressive Investment Levee Removal Project
- Cultural Resources Report – Cedar River Trail 5 Revetment and Progressive Investment
- 2023 Geomorphic Analysis of Cedar River at Progressive Investment Levee by King County

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

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

Anticipated approvals / permits for Cedar River Trail 5 Revetment Repair:

- Washington Department of Ecology Construction Stormwater General Permit Coverage
- Washington Department of Fish and Wildlife Hydraulic Project Approval
- King County Department of Local Services – Permitting Division
    - Substantial Shoreline Development Permit
    - Clearing and Grading Permit
    - Floodplain Development Permit/Flood Hazard Certification
    - Special Use Authorization (KC Parks and Stormwater)

Anticipated approvals / permits for Progressive Investment Levee Removal:

- US Army Corps of Engineers Clean Water Act Section 404 permit
- Washington Department of Ecology Construction Stormwater General Permit Coverage
- Washington Department of Fish and Wildlife Hydraulic Project Approval
- King County Department of Local Services – Permitting Division
    - Substantial Shoreline Development Exemption
    - Clearing and Grading Permit
    - Floodplain Development Permit/Flood Hazard Certification
    - Special Use Authorization (KC Parks and Stormwater)

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.)

King County plans repairs to the Cedar River Trail 5 Revetment and, to compensate for impacts due to that repair, to remove the nearby Progressive Investment levee. The **Cedar River Trail 5 (CRT5) Revetment Repair**, near River Mile 9.4 on the Cedar River, was damaged during the February 2020 flood event on the Cedar River. The damage to the revetment is approximately 150-feet long; erosion and scour caused a loss of toe and bank rock, creating an over-steepened and undercut bank. There is risk that the undercut large trees may fall into the channel and further damage the bank. The CRT5 revetment protects critical infrastructure including the Maple Valley Highway (SR 169), Cedar River Trail, and a buried regional fiber optic trunk line. If unaddressed the damage will continue to expand, resulting in potential impacts to infrastructure and loss of public property.

The project will repair the damaged revetment by re-grading the revetment to more stable slope and repairing portions of the damage with rock riprap. Due to the constrained geometry of the site, a soldier beam retaining wall will be installed at the top of slope to support the Cedar River Trail and the buried fiber optic line. Above Ordinary High Water Mark (OHWM) elevation and waterward of the soldier beam retaining wall, the bank repair will transition from riprap to bioengineered vegetated coir lifts and native riparian vegetation.

The **Progressive Investment (PI) Levee Removal** is located downstream of CRT5 on land owned by King County Parks will be substantively removed to consistent with feedback from the Muckleshoot Indian Tribe Fisheries Division (MITFD). This project is consistent with the 2021 direction from the MITFD to King County to construct a project to compensate for repairs upstream on the Cedar River at the CRT5B Revetment (implemented 2022) and the CRT5 Revetment (to be implemented in 2027). The PI Levee does not provide protection for property, roads, buildings or other infrastructure, so removal of the facility will not increase flood risk. Removal of the PI Levee will help to restore natural riverine processes, add flood storage, and enhance floodplain connectivity. This will provide ecological benefits to salmonids and other riparian organisms.

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

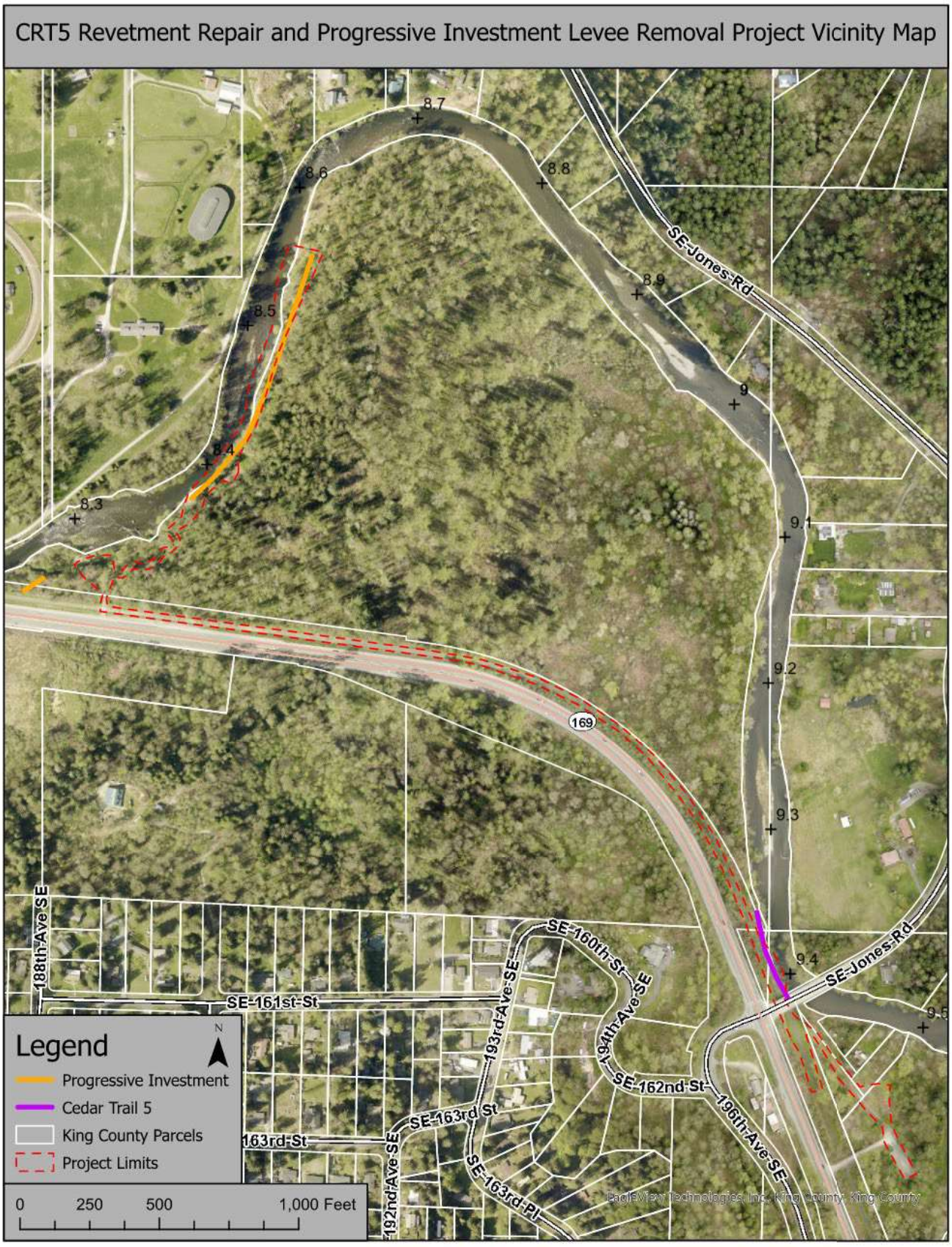
maps or detailed plans submitted with any permit applications related to this checklist.

Cedar River Trail 5 Revetment Repair

Closest address: Renton Maple Valley Rd (SR169) & SE Jones Rd, King County, WA 98058. Section 30, Township 23 N, Range 6 E and Section 29, Township 23 N, Range 6E. Unincorporated King County, left bank of the Cedar River, at river mile 9.4. It is near the intersection of State Route 169 (Renton Maple Valley Rd SE) and SE Jones Rd. and directly adjacent to the Cedar River Trail (located between SR169 and the Cedar River).

Progressive Investment Levee Removal

Closest address: Renton Maple Valley Rd (SR169) & SE Jones Rd, King County, WA 98058. Section 19, Township 23 N, Range 6 E. Unincorporated King County on the left bank of the Cedar River, between river mile 8.3 and 8.6 Progressive Investment is adjacent to the Cedar Grove Natural Area, and ties into the CRT4 revetment at the downstream end. It is near State Route 169 (Renton Maple Valley Rd SE) and adjacent to the Cedar River Trail.



B. Environmental Elements

1. Earth

General description of the site:

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

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

Cedar River Trail 5 Revetment Repair

Greater than 100%. Because of recent erosion, the CRT5 revetment is near vertical and undercut at the project site. Future slope failure is considered imminent. King County maps Steep Slope Hazard Areas (40% or greater slope with more than 10ft rise). The CRT5 revetment lies adjacent to mapped "potential steep slope hazard area" located between the Cedar River Trail and SR 169.

Progressive Investment Levee Removal

Greater than 100%. The Progressive Investment Levee also has steep slopes at the downstream eroded section and is near vertical. Where the levee is intact, the slopes are shallower than 1.5H:1V (<66%).

b. 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.

Cedar River Trail 5 Revetment Repair:

Alderwood and Kitsap soils - 57% - moderately well drained and consist of gravelly ashy sandy loam. (USGS Web Soil Survey)

Puyallup fine sandy loam - 43% - The Puyallup series consists of very deep, well drained soils formed in recent alluvium. (USGS Web Soil Survey)

King County also completed several geotechnical investigations that indicate historic fill and shallow bedrock within the CRT5 project area. Bedrock outcroppings are observable in the project vicinity.

Progressive Investment Levee Removal:

Pilchuck loamy fine sand - 72% - excessively drained and consists of loamy find sand and gravelly sand. (USGS Web Soil Survey)

Uban Land - 28% (USGS Web Soil Survey)

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

Yes. The riverbank is susceptible to erosion as shown by slumping and undercutting of facilities in both project sites.

d. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Cedar River Trail 5 Revetment Repair			
Purpose / type (clear, dredge, fill, pile drive, etc.)	*Impact location*	*Amount of material (cubic yards) to be placed in or removed from waterbody*	*Area (sq. ft. or linear ft.) of waterbody directly affected*
Excavation; rip rap	In-stream (Below OHWM)	425 cubic yards	220 LF
Fill; rip rap, quarry spalls	In-stream (Below OHWM)	450 cubic yards	220 LF
Brush Clearing	Bank (Above OHWM)	none	35,000 square feet brush clearing
Excavation; rip rap, soils	Bank (Above OHWM)	725 cubic yards	220 LF
Fill; topsoil, coir, gravel borrow, retaining wall	Bank (Above OHWM)	750 cubic yards	220 LF
Grading	Bank (Above OHWM)	none	220 LF
Progressive Investment Levee Removal			
Purpose/ type (clear, dredge, fill, pile drive, etc.)	*Impact location*	*Amount of material (cubic yards) to be placed in or removed from waterbody*	*Area (sq. ft. or linear ft.) of waterbody directly affected*
Excavation; rip rap	In-stream (Below OHWM)	1,290 cubic yards	1,000 linear feet
Excavation; rip rap	Bank (Above OHWM)	1,360 cubic yards	1,000 linear feet
Brush Clearing	Bank (Above OHWM)	60 trees placed adjacent or in waterbody	70,000 square feet brush clearing
Grading	Bank (Above OHWM)	Unknown at this time	25,800 square feet grading area

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

Yes, erosion could occur due to clearing, excavation, filling and construction activities at both sites.

Construction will be implemented with appropriate temporary erosion and sedimentation control measures to reduce potential erosion during construction. See section g below.

Cedar River Trail 5 Revetment Repair

No additional erosion expected following construction.

Progressive Investment Levee Removal

With the removal of rock armoring at the PI levee, erosion is expected along the left bank of the Cedar River as part of natural river processes. Behind the PI levee, on the left bank of the Cedar River is the Cedar Grove Natural Area and thus erosion is not expected to impact public or private infrastructure.

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

Cedar River Trail 5 Revetment Repair:

10% impervious surfaces

- 2,600sf asphalt trail will be temporarily removed and replaced in-kind.
- 6,500sf parking lot will be temporarily used for staging, no modifications planned.
- No additional impervious area will be added by the project.

Progressive Investment Levee Removal:

0% impervious surfaces will remain after removal of the levee.

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

King County will develop a temporary erosion and sediment control (TESC) plan to minimize impacts of erosion resulting from both project sites. The following mitigation measures and BMPs will be incorporated during construction to minimize the potential for erosion:

- Erosion-control best management practices and controls will be implemented as part of the required temporary erosion and sediment control plan. These include covering bare soil stockpiles, surrounding the staging area with straw bales or wattles and silt fencing to prevent discharge of sediment-laden runoff, using mulch berms for perimeter sediment control near aquatic areas, and establishing a stabilized construction entrance
- In-water work areas will be isolated to reduce turbidity discharge to river.

- Refueling will take place in designated areas more than 100 feet from surface waters where practical.
- Clearing will be phased as needed seasonally and limited to within the project area. Any areas cleared prior to summer construction will be temporarily stabilized, using measures such as erosion control fabric.
- Finished grade surfaces at CRT5 will be seeding or planted to stabilize with vegetation.
- All debris and spoil material will be transported off-site to an appropriate disposal facility.

Cedar River Trail 5 Revetment Repair

No additional measures.

Progressive Investment Levee Removal

Natural river processes are expected to occur, including erosion of the remaining bank following modification of the PI levee. Providing ecological improvement benefits and habitat enhancement is a goal of this project, and natural process such as erosion will be allowed following construction.

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.

Diesel emissions from heavy construction equipment and support vehicles would occur during construction at both project sites, in addition to embedded CO2 in materials to be procured (about 800,241lbs CO2 total) . Dust could be generated by construction equipment but would be controlled by previously mentioned BMPs (eg. water application and covering soil stockpiles). Any increase in emissions related to the proposed project would be temporary and primarily affect only the immediate work area. Post-project plantings are expected to sequester about 384,100lbs of CO2 35 years after planting. The Greenhouse Gas (GHG) Emissions Worksheet is attached to the end of this checklist.

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.

Water and/or coverings will be applied to disturbed surfaces and soils stockpiles will be covered during non-construction hours or when high winds are predicted. Clearing of vegetation will be minimized. Disturbed areas will be replanted with native vegetation where appropriate. Construction engines will not idle unnecessarily and will be kept in proper working order with filters and other emission control devices functional.

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.**

Cedar River Trail 5 Revetment Repair

The CRT5 project is located on the left bank of the Cedar River between RM 9.36 - RM 9.42. The Cedar River is a Shoreline of the State that flows into Lake Washington. Within a mile of the CRT5 project, river-adjacent wetlands exist upstream and downstream. Two small unnamed tributaries enter the Cedar River on the right bank, one within 100ft of the CRT5 project area, and one between the CRT5 and PI project area.

Progressive Investment Levee Removal

Progressive Investment is located on the left bank of the Cedar River between RM 8.38 - RM 8.5. The Cedar River is a Shoreline of the State that flows into Lake Washington. Wetlands exist on the upstream end PI Levee removal site.

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.

Cedar River Trail 5 Revetment Repair

Yes. At the CRT5 site, the project will require work in and adjacent to the described waters. 220 linear feet of revetment will be excavated and modified. Fill will be placed above and below OHWM and a soldier pile wall will be built. The Cedar River Trail will be demolished and a temporary trail installed.

Progressive Investment Levee Removal

At the PI site, 70,000 square feet of material will be removed from the bank of the Cedar River, both above and below OHWM. Plans are in development.

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.

Cedar River Trail 5 Revetment Repair

At CRT5, about 450 cy of fill will be placed below OHWM. This fill replaces excavated material and fits within the historic revetment footprint. Fill material below OHWM will be rip rap, quarry spalls, and alluvium fill. Fill material above OHWM will be riprap, quarry spalls, topsoil, gravel borrow, coir, and compost. The surface water affected is the Cedar River. Source of fill material, with the exception of coir, is within Washington State.

Progressive Investment Levee Removal

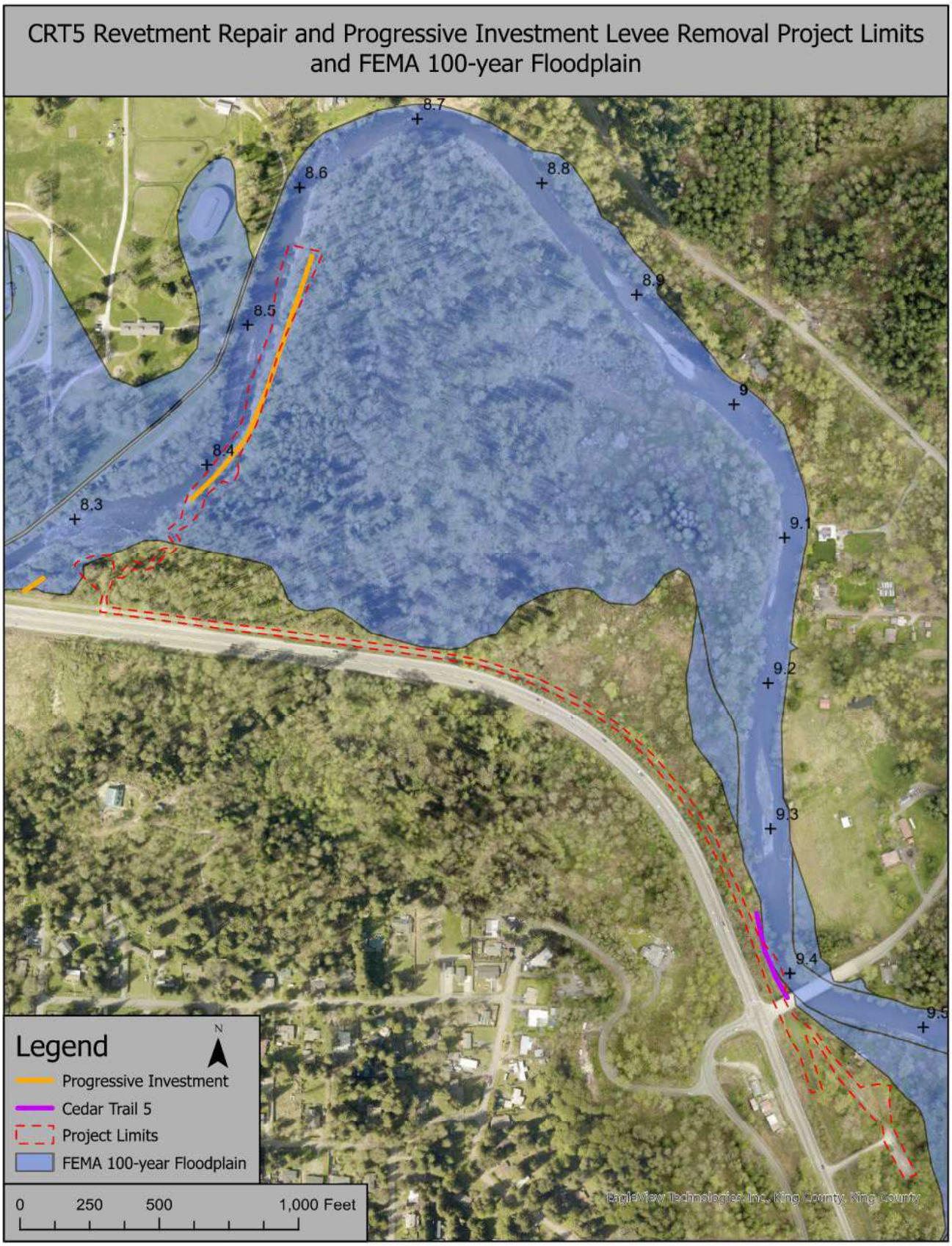
At PI, there will be no fill placed below OHWM. Existing riprap material will be removed below and above OHWM. Approximately 1,290 cubic yards of riprap and rock will be excavated from below OHWM of the Cedar River.

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

No.

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

Yes. Both projects are at least partially within the mapped FEMA 100-year floodplain and floodway of the Cedar River, see map.



6. Does the proposal involve any discharges of waste materials to surface waters? If so,

describe the type of waste and anticipated volume of discharge.

No. The proposed project does not involve discharges of waste materials to surface waters. Minimal turbidity discharges to the Cedar River will occur throughout construction. Temporary erosion and sediment controls will be designed, implemented and maintained to reduce turbidity from entering the Cedar River. Turbidity downstream of the project site will be monitored and work paused or stopped according to applicable water quality permits.

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.

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.**

None.

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.**

No alterations to drainage patterns or existing stormwater conveyances are proposed at either site. During construction, the contractor will implement TESC and a Stormwater Pollution Prevention Plan (SWPPP). Construction will likely result in temporary elevated turbidity levels in the Cedar River.

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

Cedar River Trail 5 Revetment Repair

Grout will be used during construction of the soldier pile wall and has the potential to enter surface waters. However, borings at the project site show the weathered Renton formation below the grout elevation. The weathered Renton formation is not expected to transmit grout. Additionally, water isolation and detention measures will be in place. A spill prevention and pollution control plan will be required of the contractor to prevent such an occurrence. Construction staff will be required to maintain spill kits that would be used in case of inadvertent release of waste or hazardous materials

including fuels, solvents, paint, asphalt cement, grout or uncured concrete.

Progressive Investment Levee Removal

No.

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

No.

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

While construction will occur during the normally dry season, temporary erosion and sediment control measures such as silt fences and straw wattles will be installed to intercept any runoff and accumulated sediment at both sites. During construction, the contractor will be required to adhere to the TESC elements contained in the Stormwater Pollution Prevention Plan (SWPPP).

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: salmonberry**
- ☒ **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: English Ivy, Himalayan Blackberry, Knotweed**

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

Cedar River Trail 5 Revetment Repair

Vegetation will be removed where necessary to repair the CRT5 revetment, and provide space for staging areas. Approximately 19 trees will be removed at the CRT5 site. In addition, shrubs and grasses will be cleared for construction and staging. Total clearing area will be about 0.8 acres. Staging areas and work areas will be replanted with native species, as appropriate.

Progressive Investment Levee Removal

Vegetation will be removed where necessary to remove the PI Levee and provide space for staging areas. Approximately 60 trees will be impacted at the PI site. Total clearing area will be about 1.6 acres. Staging and work areas will be replanted with native species, as appropriate.

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

None

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

Cedar River Trail 5 Revetment Repair

The CRT5 project planting plan includes installation of about 1,000 native plants in temporarily disturbed areas of the sites. About 40% of the planned planting area will be comprised of shrubs while about 60% will be comprised of trees. Plants to be installed include dogwood, and willow species to be planted in coir lifts to establish slope stability and provide streambank shading. Additionally, larger deciduous and evergreen trees (Western red cedar, big leaf maple, Douglas fir, etc.) will be planted on site in the riparian zone. Lastly, trailside areas will be hand seeded with low-stature native grass seed and maintained frequently to ensure trail user safety and to match other sections of the Cedar River Trail.

Progressive Investment Levee Removal

The PI design plans, including planting plan, are in development. Staging and work areas at the PI site will be replanted with similar native plants.

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

English ivy, Himalayan blackberry, and Japanese knotweed are present at both project sites.

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:**

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

The following federally threatened fish species are known to occur at or near both sites:

Puget Sound Fall-run Chinook salmon (*Oncorhynchus tshawytscha*): Endangered Species Act (ESA) listed Chinook salmon are found in the reach on a year-round basis and use the area for upstream and downstream migration, spawning, and juvenile rearing. A habitat suitability assessment prepared by King County found that most of the riverine habitat is low to moderate value, but some high value habitat is present.

Puget Sound Winter-run steelhead trout (*O. mykiss*): Steelhead trout are found infrequently in the reach, and primarily use the mainstem Cedar River for upstream and downstream migration.

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

Yes. Both sites are located in a narrow valley constriction and it is assumed that terrestrial animals, such as deer, commonly travel through the site. The Cedar River is spawning and rearing habitat for anadromous salmonids including Chinook and sockeye salmon, as well and trout species. Both sites are located on the Pacific Flyway and is used by waterfowl and other migratory bird species.

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

Both projects will be constructed during an approved summer fish window from WDFW, to minimize impacts to spawning fish in the reach. Construction in the summer also reduces opportunities for turbidity and pollution due to direct runoff from rainwater.

Cedar River Trail 5 Revetment Repair:

- Planting of native vegetation – restore riparian habitat, increase river shading, provide

foraging opportunities.
- Inclusion of natural materials – bioengineered coir lifts

Progressive Investment Levee Removal:
- Removal of angular rock – natural engagement of floodplain, flood energy dissipation, increase in overall riverine habitat area
- Planting of native vegetation – restore riparian habitat, increase river shading, provide foraging opportunities.

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

None known.

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 will use no energy.

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.

Not applicable.

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.

None known.

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

After reviewing Ecology's What's in My Neighborhood tool, no known contamination exists at the site.

a. 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.

Cedar River Trail 5 Revetment Repair

- No known liquid or gas transmission pipelines exist on the project site. A natural gas pipeline is located approximately 1,000 feet south of the CRT5 site and is not expected to influence design of the project.
- King County Solid Waste's Cedar Hills leachate line is located adjacent to the project area, within WSDOT's SR 169 right-of-way.
- The CRT5 project site contains at least 2 pieces of creosote treated wood.

Progressive Investment Levee Removal

- None.

b. 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.

Construction and some future maintenance activities would require petroleum, oil, lubricants, and wet concrete and other potentially hazardous materials to be transported to, temporarily stored on, and used at the project site, and could generate waste. All such materials will be handled in accordance with a Spill Prevention Control and Countermeasure Plan (SPCCP) that will be developed and implemented by the construction contractor. The SPCCP will specify how materials will be transported to the site, how they will be stored, handled, and disposed of, and will outline spill response procedures.

c. Describe special emergency services that might be required.

None.

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

The construction contractor will be responsible for the proper handling, storage, use, transport, disposal, and cleanup of hazardous substances, petroleum products, and waste. The construction contractor will be responsible for appropriately and accurately characterizing waste to determine whether it meets the criteria for hazardous waste. Safety Data Sheets for all relevant chemicals will be kept on-site and available for review by all site personnel, and all hazardous materials will be used and stored in accordance with the manufacturer's instructions and applicable regulations.

The construction-specific Spill Prevention Control and Countermeasures Plan (SPCCP) will be prepared by the construction contractor prior to construction to ensure that the routine transport, use, or disposal of hazardous materials during construction will be

done in compliance with federal, state, and local laws, ordinances, and regulations, and to help avoid and minimize potential accidents or spills during construction. The SPCCP will include a contingency plan and conform to applicable federal, state, and municipal laws, ordinances, and regulations and will detail relevant Best Management Practices. It will be implemented for the duration of the construction. The plan will be posted on-site during construction and will be distributed to all workers and managers prior to the start of construction.

b. Noise

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

   Traffic on State Route 169 generates high background noise in both project areas.

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)?**

   Noise associated with the construction of both projects will be created by the use of heavy machinery. Construction normally occurs during standard daylight construction hours when occasional loud noises are permitted. No residents are expected to be exposed to construction noise for a long duration; therefore, any extended disruption of normal activities is not expected. Provisions will be included in the plans and specifications that require the contractor to make every reasonable effort to minimize construction noise through abatement measures such as work-hour controls and proper maintenance of muffler systems. Construction noise will occur only during the hours allowed by King County in unincorporated areas.

   Normal and usual sounds created by construction are allowed during the following times: heavy equipment - 7am to 7pm weekdays, 9am to 7pm weekends; impact equipment (pile drivers, etc.) – 8am to 5pm weekdays, 9am to 5pm weekends; and all other construction activities – 7am to 10pm weekdays, 9am to 8pm weekends.

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

   Construction management protocols will include the following noise mitigation measures to minimize noise impacts at both project sites:

   - Maintain all construction tools and equipment in good operating order according to manufacturers' specifications.
   - Limit use of major excavating and earth moving machinery to daytime hours.
   - To the extent practicable, schedule construction activity during normal working hours on weekdays when higher sound levels are typically present and are found acceptable. Some limited activities, such as asphalt concrete construction, will be required to occur continuously until completion.
   - Equip machinery with properly operating mufflers that are free from rust, holes, and leaks.

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.

Cedar River Trail 5 Revetment Repair
The project is adjacent to the Cedar River, the Cedar River Trail and SR169. Staging areas are located adjacent to King County Parks-owned parcels and privately owned parcels, which contain a single residence. Other than the residence, the nearby area is forested land. This project will not result in any long-term land use changes.

Progressive Investment Levee Removal
The project is adjacent to the Cedar River, the Cedar River Trail, SR169 and the Cedar Grove Natural Area. Staging areas are located adjacent to King County Parks-owned parcels. The nearby area is open space and forested land. This project will not result in any long-term land use changes.

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?

No. The project area has not been used as working farmlands or working forest lands.

c. 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.

d. Describe any structures on the site.

Cedar River Trail 5 Revetment Repair

Structure	Description
SE Jones Rd. Bridge (Cedar Mountain Bridge 3165)	• King County bridge • Located immediately South of the CRT5 project area.
Single family residence	Parcel numbers: 292306-9049 and -9051 Within CRT5 project area

Progressive Investment Levee Removal
No structures are present at the Progressive Investment Levee Removal site.

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

No structures will be demolished.

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

Cedar River Trail 5 Revetment Repair
Zoning of the project site is mixed. All of the CRT5 project site is zoned "Rural Area" varying from one dwelling unit (DU) per 10 acres to one DU per 2.5-10 acres. Details below.

- 2923069021: RA 10 - Rural Area, 1 DU per 10 acres – Main CRT5 Project Site
- 3023069018: RA 5 - Rural Area, 1 DU per 5 acres – Main CRT5 Project Site
- 2923069050: RA 5 - Rural Area, 1 DU per 2.5 - 10acres – Staging area and access
- 2923069007: RA 5 - Rural Area, 1 DU per 2.5 - 10acres – Staging area and access
- 1923069012: RA 5 - Rural Area, 1 DU per 2.5 - 10acres – CRT5 Project Site
- 2923069052: RA 5 - Rural Area, 1 DU per 2.5 - 10acres - Staging area and access
- 192306HYDR: River parcel

Progressive Investment Levee Removal
Zoning of the project site is Rural Area with 1 DU per 2.5-10 acres. Details below.

- 1923069012: RA 5 - Rural Area, 1 DU per 2.5 - 10acres – Main PI Project Site
- 192306HYDR: River Parcel

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

Open space and rural area 2.5-10 DU/acre (King County 2022)

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

Cedar River Trail 5 Revetment Repair
Aquatic Shoreline, Rural Shoreline, Natural Shoreline, and Conservancy Shoreline.

Progressive Investment Levee Removal
Aquatic Shoreline, Rural Shoreline, and Natural Shoreline.

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

In addition to the Cedar River, a Class 1 stream and Shoreline of the State, both project sites contain areas mapped by King County as:

- Seismic Hazard Area
- Wildlife Network
- Severe and Moderate Channel Migration Hazard Areas
- Erosion Hazard Area
- Steep Slope Hazard Area

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

None

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

None

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

N/A

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

No changes to existing land use will occur. The CRT5 Revetment Repair will protect the Cedar River Trail along with vital utilities, which is consistent with existing and projected land use plans.

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

No impacts to agricultural and/or forest lands of long-term significance will be impacted.

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?

No structures are proposed. The project will repair an existing revetment facility (CRT5) and modify another existing levee (PI).

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

None

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

Disturbed areas will be restored and replanted with native vegetation, similar to current conditions. Public art will be included.

11. Light and Glare

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

None

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

No.

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

None

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

None. No light/glare impacts are anticipated.

12. Recreation

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

The Cedar River Trail is adjacent to both project sites and the Cedar River. The trail is paved and open to all non-motorized uses and is popular with bicyclists. Non-motorized boating, fishing, floating and other water-based recreation occurs in the Cedar River and along the shoreline. In 2012, 1900 individual water-based recreation users in 550 groups were seen through the summer on the Cedar River (Cedar River Recreational Use Study 2012).

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

Cedar River Trail 5 Revetment Repair

Temporary trail use impacts will occur during construction of CRT5. A temporary trail bypass will be constructed to facilitate recreational users crossing through the project site. Temporary trail closures will be needed during construction but trail will be opened as soon as practical. Water isolation will be necessary for some construction activities, but the river will remain navigable for recreational users. No recreational uses will be permanently displaced.

Progressive Investment Levee Removal

Temporary trail use impacts will occur during the PI levee removal. Flaggers will be utilized and trail closures may be needed. Water isolation will be necessary for some construction activities, but the river will remain navigable for recreational users. No recreational uses will be permanently displaced.

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 projects are not intended to provide recreation opportunities, nor will they limit them. After construction, the site will be open to recreation uses (fishing, walking, birding, biking, etc.). During construction, a 250 linear foot portion of the Cedar River Trail will be demolished and a temporary trail bypass will be established within the project area. Bike users may have to dismount and walk bikes. Intermittent temporary closures (less than 30 minutes) will need to occur due to equipment mobilization and access to staging areas in both the CRT5 and PI projects. Trail detour will be announced via signage, website alerts, and news releases. Flaggers will be present for temporary closures. Rafters float through the area during the summer months, but typically do not stop at either project site. For river users, King County cannot eliminate the inherent risk that recreational users face when in or around the river. Recreational users still need to take appropriate precautions, play close attention to river conditions, and make wise decisions consistent with their skills and abilities.

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.

Immediately adjacent to the project site is one single family home that was built in 1932 with no official listing on historic registers. Historic-aged archaeological sites are located within the project areas. The historic Columbia and Puget Sound Railroad, was located within the project site and is now utilized as a pedestrian trail – the Cedar River Trail. According to records on file with the Washington State Department of Archeological and Historic Preservation (DAHP), a segment of the site is part of the abandoned grade with rails and ties removed. The Cedar River Trail is paved within this segment. A collapsed historical mining structure also exists on the Southern edge of CRT5 project limits.

Lastly, the Cedar Mountain Coal Company Mine overlaps the southern part of the CRT5 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.

Cultural resources surveys within and adjacent to the project area did not identify any landmarks, features or other evidence of Native American or historic use or occupation. There are no recorded human burials or cemeteries within or near the vicinity of the project site. There are no recorded ethnographic placenames located within or adjacent to the project site. Surveys were performed in 2001, 2012, 2020, and 2022. A shovel probe in the 2012 survey contained historic artifacts. The project area was also reviewed by the King County Historic Preservation Program (HPP), which noted the historical migration of the Cedar River, which would limit archaeological resources near the main excavation zones. A shovel probe survey will be conducted at the PI project site.

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 HPP reviewed both the CRT5 Revetment Repair and PI Levee Removal project sites in June 2025 for the presence of archaeological and historical above-ground resources and for the probability of an inadvertent discovery of such resources during project construction. This screening included a review of historic registers, databases (including the King County Historic Resources Inventory database, Washington Department of Archaeology and Historic Preservation's "WISAARD"), historical maps and aerial photographs, and predictive GIS modeling.

HPP concluded that both project sites have a low probability of containing archaeological resources as much of the project area has been within historic Cedar River channel migration. Areas outside of historic channel migration have a High Probability of containing archaeological sites. Little extensive excavation will occur outside of the Cedar River channel, and thus there is a low probability of disturbing intact archaeological sites in these locations.

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.

County will provide on-site cultural resource monitoring during construction activities that include grading and will include a Monitoring and Incidental Discovery Plan specific to this project and site.

13. 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.

Cedar River Trail 5 Revetement Repair

From SR169, the project site is accessed via Cedar Mountain Place SE, which crosses over the Cedar River Trail via the Cedar Mountain Ramp Bridge (3165A). The North side of the project site can also be accessed from SR169, via the Cedar River Trail.

Progressive Investment Levee Removal

From SR169, the project site is accessed via a turnout and access road that crosses the Cedar River Trail.

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

The site is not served by public transit.

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).

Cedar River Trail 5 Revetement Repair

The CRT5 project will demolish and replace ~250 linear feet of the existing public Cedar River Trail.

Progressive Investment Levee Removal

No transportation facilities will be affected.

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

No

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?

No additional vehicle trips will be generated by the finished project.

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.

No

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

Cedar River Trail 5 Revetment Repair

During construction, a 250 linear foot portion of the Cedar River Trail will be demolished, and a temporary trail detour will be established within the project area. Bike users may have to dismount and walk bikes. Intermittent temporary closures (less than 30 minutes) will need to occur due to equipment mobilization and access to staging areas. Trail detours will be announced via signage, website alerts, and news releases. Flaggers will be present for temporary closures. Impacts to nearby SR169 will be minimal while trucks and equipment enter the site through expected roadways.

Progressive Investment Levee Removal

Intermittent temporary closures (less than 30 minutes) of the Cedar River Trail will need to occur due to equipment mobilization and access to staging areas. Trail impacts will be announced via signage, website alerts, and news releases. Flaggers will be present for temporary closures.

14. Public Services

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

No

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

N/A

16. Utilities

Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other: *fiber optic cable, stormwater culvert*

a. 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.

Cedar River Trail 5 Revetment Repair

A buried regional fiber optic line runs beneath the Cedar River Trail. The fiber optic cable is owned by Verizon/MCI. The fiber optic line will be relocated out of the project site for the duration of construction or permanently relocated prior to construction. Two existing

drainage culverts span the trail width. No permanent modifications will occur to either culvert. The upstream culvert will need temporary diversion and temporary stabilization near the outfall, but will be returned to existing conditions following construction.

Progressive Investment Levee Removal

None

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 Signed by: Thomas Bannister
55A648D44DE64CA...

Type name of signee: Thomas Bannister

Position and agency/organization: Environmental Scientist/King County

Date submitted: 12/18/2025

Greenhouse Gas (GHG) Emissions Worksheet

Project Name:	**Cedar River Trail 5 (CRT5) Revetment Repair and Progressive Investment Levee Removal**
Project Manager:	Mike Filizetti
Assessment Completed by:	Cole Jackson and Thomas Bannister
Date of completion:	11/2/2025
Project Description:	The purpose of the project is to repair ~150 linear feet of damage to the Cedar River Trail 5 Revetment caused by recent flood events and remove the Progressive Investment levee. Erosion from February 2020 floods damaged the existing revetment and further erosion threatens adjacent critical infrastructure.

Construction-related Greenhouse Gas Emissions

	Pounds	Metric tons
Emissions from fuel-burning activities (in CO2e):	456566.5834	207.153622
Emissions from embedded materials (in CO2e):	343679.55	155.93446
Emissions resulting from site impacts (in CO2e):	0	0
Total Emissions (in CO2e):	**800246.133**	**363.088**

Project-Related Carbon Sequestration

	Pounds	Metric tons
Total Carbon Sequestration 35 years after planting:	**384081.6**	**174.265699**