

DETERMINATION OF NON-SIGNIFICANCE

Description of proposal: **Cheasty Greenspace Pedestrian and Bicycle Trails** – Seattle Parks and Recreation is proposing to construct a bicycle and pedestrian loop trail system comprised of three (3) shared trail segments and two (2) bicycle only one-way segments in the Cheasty Greenspace. Limited grading is proposed; no significant trees are proposed for removal. There are identified Environmentally Critical Areas – Steep Slope, Potential and Known Slide Areas, Wetland and Wildlife Habitat located on the site. Note that the proposed trail alignment has been reconfigured from the 2015 proposal to avoid the large wetland complex and steep slope area in the middle of the site.

Proponent: **Seattle Parks and Recreation**

Location of proposal: **2627 South Andover Street , Seattle, WA 98144**

Lead agency: **Seattle Parks and Recreation**

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

☐ There is no comment period for this DNS.

☒ This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for 14 days from the date of publication (OCT. 15, 2018). Comments must be submitted by OCTOBER 29, 2018.

Responsible official: **Christopher Williams**

Position/title: **Interim Superintendent, Seattle Parks and Recreation**

Phone: **206-684-8022**

Address: **100 Dexter Avenue North, Seattle, WA 98109**

Date: 10/10/18 Signature: 

Please contact: David Graves, Strategic Advisor, Seattle Parks & Recreation if you have questions or comments about this determination. **Phone:** (206) 684-7048; **Fax:** (206) 233-3949; or, **e-mail:** david.graves@seattle.gov.

You may appeal this determination to **Office of the Hearing Examiner** at PO Box 94729, Seattle, WA 98124-4729 or 700 Fifth Avenue, Suite 4000, Seattle, WA 98104 no later than 5:00 pm on November 5, 2018 by Appeal Letter and \$85.00 fee. You should be prepared to make specific factual objection. Contact the Seattle Examiner to read or ask about the procedures for SEPA appeals.

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City of Seattle

ANALYSIS AND DECISION OF THE SUPERINTENDENT
OF SEATTLE PARKS AND RECREATION

Proposal Name: **Cheasty Greenspace Pedestrian and Bicycle Trails**

Address of Proposal: **2627 South Andover Street, Seattle, WA 98144**

SUMMARY OF PROPOSED ACTION

Seattle Parks and Recreation is proposing to construct a bicycle and pedestrian loop trail system comprised of three (3) shared trail segments and two (2) bicycle only one-way segments in the Cheasty Greenspace. Limited grading is proposed; no significant trees are proposed for removal. There are identified Environmentally Critical Areas – Steep Slope, Potential and Known Slide Areas, Wetland and Wildlife Habitat located on the site. Note that the proposed trail alignment has been reconfigured from the 2015 proposal to avoid the large wetland complex and steep slope area in the middle of the site.

SEPA DETERMINATION: Determination of Non-Significance (DNS)

BACKGROUND

Cheasty Greenspace (“Cheasty”) is a natural area located on the east side of Beacon Hill, below Jefferson Park Golf Course and Cheasty Boulevard and directly above the Rainier Valley and Martin Luther King Way. The greenspace stretches along a 1.5-mile north-south axis between South Bayview Street on the north boundary to South Angeline Street at the south extent. The subject proposal extends from South Andover Street to South Columbian Way. The parcel(s) making up Cheasty Greenspace that are the subject of the current proposal were transferred to Seattle Parks and Recreation (SPR) from the Executive Services Department (now Seattle FAS) in 2000 with the only limitation being that they be used for “[o]pen space, park and recreation purposes.” These parcels total approximately twenty-eight (28) acres.

A vegetation management plan (VMP) was prepared by SPR for Cheasty in 2003. Since that time, forest restoration has been undertaken by volunteers, most recently through the Green Seattle Partnership. Cheasty Greenspace is characterized as a maturing upland deciduous forest consisting mainly of Bigleaf maple with Red alder and Black cottonwood in moister areas. Conifers are virtually absent. Snags and coarse woody debris present in the greenspace generally reflect the small-medium tree size found there as well. Non-native Norway and Sycamore maples are present in most of the greenspace both in the canopy as mature trees and more abundantly as saplings and seedlings in the understory/shrub layer. The understory is also invaded to varying degrees by the typical suite of non-native species found in Seattle’s urban forests, English ivy is by far the most prevalent, followed by Himalayan blackberry.

Despite the presence of these non-native species, Cheasty greenspace has a fairly intact native shrub layer, both in terms of diversity and cover. Common native understory

dominants found in the greenspace include: hazelnut, indian plum, snowberry, vine maple, red elderberry, rose, low Oregon grape, and oceanspray. Dump sites, encampments, and social trails are numerous. The VMP also noted that the site has wildlife value.

Cheasty Greenspace has no official SPR constructed and sanctioned trails, but is crisscrossed by numerous social trails, many of which lead to encampments or dumping sites. Human use of the greenspace is evident in the number of encampments and quantity of yard waste and trash. Roadside dumping is also a common practice.

Within Cheasty are identified Environmentally Critical Areas (ECAs) – Steep Slope, Potential and Known Slide Areas associated with the sidehill aspect of the site sloping downward from west to east; Wetland due to the presence of hillside seeps/wetlands; and Wildlife Habitat due to the undeveloped and forested nature of the site.

PROPOSAL DESCRIPTION

SPR is proposing the construction of a bicycle and pedestrian trail system in the Cheasty Greenspace. SPR will oversee and manage the construction of the project and it will be constructed to SPR's standards. The actual construction will be undertaken using a combination of volunteers and trail contractor(s), with funds from a variety of grants and other sources. The bicycle trail is a fifteen-month pilot project. Its usage and durability will be monitored for a fifteen-month period, starting once construction is completed. At the end of the monitoring period, SPR will make a decision as to whether the trail will remain open for bicycle usage. The original schematic design proposed in 2015 consisted of soft-surface bicycle (mountain bike) and pedestrian trails in a single loop around the whole perimeter of the greenspace. The trails crossed wetlands, steep slopes and a drainage corridor. Since the Hearing Examiner decision on the original Determination of Non-significance, SPR has hired a consultant to delineate wetlands, conduct additional wildlife surveys at the site, conduct a literature survey of the potential impacts mountain bikes on wildlife, and realigned the proposed trails to completely avoid the large steep slope area and large wetland complex located towards the center of the site.

The proposed redesigned layout is a two-loop trail system, still with six entry points to allow public access. The east-west portions of the system will be 4-foot wide multi-use shared trails built to standard SPR trail design standards. The mountain bike portions of the loop trail system will be 18-inch wide one-way bike trails (See attached Cheasty Trails map). The bicycle trail will be soft surface, on native mineral soils and the multi-use trail will be crushed gravel. A bridge is proposed where the trail crosses a watercourse (See attached trail map). The trail system has been designed as two loops to avoid crossing any wetlands and minimize impacts to wetland buffers. It also avoids crossing the steepest slope to the north and east of the materials yard (a fenced, open maintenance yard in the west-central portion of the greenspace operated by SPR). The two loops can be joined by traveling along 28th Avenue South to the east of the greenspace and Cheasty Boulevard South to the west. The segment of Cheasty Boulevard adjacent to the site is a planned Neighborhood Greenway. The trail segments will be located on existing social trails where possible. The trail system would total 2.2 miles long, with 1.1 miles of shared multi-use trail and 1.1 miles of one-way mountain bike only trail. The trails will not run parallel to each other to minimize the width of the disturbed areas.

Due to the presence of Steep Slope ECAs, the proposed work has been reviewed by a Geotechnical Engineer. As noted above the trail layout has been redesigned to avoid the large wetland complex and to stay off of the large steep slope area towards the middle of the site. The large wetland complex provides valuable habitat for a number of birds and animals. Avoiding this area will minimize the potential for habitat disturbance. Other areas of the site where the trails will be located are typical of the Puget Sound mixed coniferous deciduous forest, used by a variety of native and non-native birds and animals. Limiting the width of the trails and limiting the mountain bike trails to one-way minimizes the area of the greenspace that is actively being used by humans. Trail users tend to stay on the trails, particularly mountain bikes – traveling off trail on a bicycle is discouraged and it is also difficult on the west side of the Cascades due to the understory present.

ANALYSIS – SEPA

Initial disclosure of potential impacts from this project was made in the applicant's environmental checklist, dated September 2018. The basis for this analysis and decision is formed from information in the checklist, graphics and additional studies attached to it, familiarity with the site and the lead agency's experience with review of similar projects.

The SEPA Overview Policy (SMC 25.05.665) discusses the relationship between the City's code/policies and environmental review. The Overview Policy states, in part, "[w]here City regulations have been adopted to address an environmental impact; it shall be presumed that such regulations are adequate to achieve sufficient mitigation". The Policies also discuss in SMC 25.05.665 D1-7, that in certain circumstances it may be appropriate to deny or mitigate a project based on adverse environmental impacts. This may be specified otherwise in the policies for specific elements of the environment found in SMC 25.05.675. In consideration of these policies, a more detailed discussion of some of the potential impacts is appropriate.

Short Term Impacts

The following temporary or construction-related impacts are expected: hydrocarbon emissions from construction vehicles and equipment; increased dust caused by construction activities; potential soil erosion and potential disturbance to subsurface soils during site work; increased traffic from construction equipment and personnel; increased noise; consumption of renewable and non-renewable resources and greenhouse gas emissions.

Adopted codes and/or ordinances provide appropriate mitigation for the identified impacts. The Stormwater, Grading and Drainage Control Codes require that soil erosion control techniques be initiated for the duration of construction. Erosion will be minimized by implementation of the required Temporary Erosion Control and Sedimentation Plan. Best Management Practices, such as mulching and seeding will be implemented at the site to minimize erosion during construction. Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The Noise Ordinance regulates the time and amount of construction noise that is permitted in the city. Compliance with the requirements of the City's Environmentally Critical Areas Ordinance will address any potential impacts to the identified critical areas. Required construction permit(s) also afford an additional opportunity to impose conditions on the project to address the potential site impacts. Construction activities will follow the recommendations contained in the Geotech report to minimize the potential for construction related impacts to the steep slope areas. Compliance with these codes and/or ordinances will minimize the potential for any environmental impacts associated with the construction of the proposed project.

Construction Traffic and Parking

Construction parking can be accommodated in the adjacent maintenance yard. New landscape and fill materials may need to be imported over the course of the construction period. The site is close to Beacon Avenue South, a city arterial which provides truck access consistent with the requirements of the Street Use Ordinance. Recent (2013) Seattle Department of Transportation information notes 9,400 Average Annual Daily Traffic (AADT) trips on Beacon Avenue¹. Approximately 300 cu.yds. of gravel may be required for the construction of the pedestrian trail. Assuming 5 cu.yds. per truck, there could be 60 truck trips over the course of the project. Since the proposal calls for minimal truck trips for importing or exporting materials from the site, the likely additional construction truck trips are not anticipated to perceptibly decrease the Level of Service (LOS) on the street network. Construction traffic and haul route(s) will be designated, and notices and signage will alert pedestrians and drivers to times of day and peak activities as part of SPR's standard specifications.

Trail Construction

As noted in the Checklist, the project will follow applicable State and local standards to reduce and control erosion during construction such as the required use of silt fencing, wattles, and/or gravel filter berms. The project will also follow the Seattle Parks and Recreation Pedestrian Trail Standards and the International Mountain Bicycling Association (IMBA) Mountain Bike Trail Standards during design and construction to reduce the potential for site erosion and yield trails that withstand the weather and usage with minimal maintenance.

ECA

Across the project site are areas which are considered Environmentally Critical Areas associated with the steepness of the hillside (Steep Slope, Potential and Known Slide Areas); hillside seeps/wetlands (Wetlands); and Wildlife Habitat due to the undeveloped and forested nature of the site. The trail construction methods will be implemented to minimize the disturbance of the subject ECAs and limit the potential for stormwater to adversely affect the site stability and the ECAs. The Geotechnical Engineering Report identifies the following general strategies related to avoiding, minimizing and/or mitigating the potential impacts to steep slope areas due to construction and/or stormwater:

- Avoiding wetlands and their buffers,
- Routing the trail outside of the identified areas of instability,
- Avoiding steep slopes (greater than 40 percent, or 2.5H:1V) where possible,
- Avoiding ground water seepage zones where possible,
- Minimizing cut heights where the trails must traverse steep slopes,
- Minimizing steepness of trail grades, and
- Installing and maintaining suitable drainage features.

The report further identifies specific strategies which will be implemented during the trail construction.

¹ Average Annual Daily Traffic (AADT) (5-day, 24-hour) for that section of roadway - Seattle Department of Transportation.

The wetlands located on the site have been classified as Category III or IV wetlands. To minimize the potential for impacts to the wetland areas, the multi-use and bicycle trails will be split into two loops, completely avoiding the largest wetland complex of approximately 93,000 square feet and avoiding all the other wetlands and wetland buffers with the exception of a small wetland located in the northwest corner of the site adjacent to Cheasty Boulevard. The northerly multi-use trail at the Andover Street entry will cross the wetland buffer. Mitigation for the buffer impacts will be by enhancing the buffer with native plantings and invasive species removal in adjacent areas of the subject wetland buffer and in other wetland buffer areas across the site. The mountain bike trail will also span the water course on a bridge structure to minimize potential impacts to the water course. The water course is regulated by the Washington State Department of Fish and Wildlife (WDFW) and construction of the bridge will require the review and approval by WDFW.

Compliance with applicable codes, ordinances and regulations will be adequate to achieve sufficient mitigation. No further conditioning is warranted.

Long Term Impacts

Noise

Once the project is completed, noise emanating from the site will likely be limited to low level sounds by individuals and groups of park users. Bicycles are not significant noise generators and their use on the trails is not anticipated to generate any long-term adverse noise impacts.

ECA

As noted above, the project site are areas which are considered Environmentally Critical Areas: Steep Slope, Potential and Known Slide Areas, Wetlands, and Wildlife Habitat. The principal associated with impacts to ECAs is first to avoid any impacts, then minimize the potential for any impacts and finally to mitigate for any potential impacts. The trail locations have been designed to avoid all the wetlands on the site and all but one of the wetland buffers. The trails avoid the largest wetland/buffer and most valuable from a wildlife habitat perspective. Most of the steepest slopes have also been avoided. Other steep slope areas are crossed by trails but the potential for impacts will be minimized by following the recommendations contained in the Geotechnical Engineering Report. Unavoidable impacts to the one wetland buffer will be mitigated by enhancing other adjacent buffers by removing invasive species and planting native plants in an area larger than the area of the impacts. No long term adverse ECA related impacts from the trail use are anticipated.

Historic Resources

Cheasty Boulevard, located to the west of the Cheasty Greenspace was designed by the Olmsted Brothers and is a City Landmark. The proposal connects to existing crossings on the boulevard. Three access points to the trail system are proposed along the east side of Cheasty Boulevard. No changes to the west side of Cheasty Boulevard or the sidewalk are proposed as part of this project. As this is a two-loop trail system, users may walk or cycle along Cheasty Boulevard between the Jefferson and 24th Place entries to join the two loops. There would be minimal excavation for trail construction and most construction will be done by hand. No long term adverse impacts to this historic resource are anticipated. Any proposed changes to the boulevard would require review and approval by the City's Landmark's Preservation Board and/or staff.

General Impacts


Cheasty Once the construction activities are complete, Beacon Hill and Columbia City residents and visitors will have additional recreational opportunities in the neighborhood with the development of the new trail system. Ongoing reforestation activities will continue to benefit the overall health of the site and provide additional tree canopy. The park will serve predominantly local residents without the need for on-site parking. There is on-street parking adjacent to the park and at the nearby Jefferson Park. The area is also well served by many forms of public transportation. No long term adverse environmental impacts are anticipated and thus no conditioning is necessary or warranted.

DECISION

This decision was made after the responsible official, on behalf of the lead agency, reviewed a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and final decision on application of SEPA's substantive authority and mitigation provisions. The intent of this declaration is to satisfy the requirement of the State Environmental Policy Act (RCW 43.21.C), including the requirement to inform the public of agency decisions pursuant to SEPA.

- (X) Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030(2)(C).
- () Determination of Significance. This proposal has or may have a significant adverse impact upon the environment. AN EIS is required under RCW 43.21C.030(2)(C).

Signature: _____


David Graves, AICP
Strategic Advisor
Planning and Development Division
Seattle Parks and Recreation

Date: October 2, 2018

Cheasty Greenspace Trail Project

SEPA Checklist

September 2018

PREPARED FOR:

SEATTLE PARKS AND RECREATION
100 DEXTER AVENUE NORTH
SEATTLE, WASHINGTON 98109

PREPARED BY:

ESA
5309 SHILSHOLE AVENUE NW, STE. 200
SEATTLE, WA 98107

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Figure 1. Project Vicinity

Figure 2. Wetland Delineation and Trail Design

Figure 3. Geologic Hazard Areas

Attachment 1. Cheasty Trail Design

Attachment 2. Geotechnical Engineering Report

**Attachment 3. Cheasty Greenspace Trail – Critical Areas Study
and Conceptual Mitigation Plan**

Attachment 4. Arborist Report

Attachment 5. Inadvertent Discovery Plan

ENVIRONMENTAL CHECKLIST

A. BACKGROUND

1. Name of the proposed project, if applicable:

Cheasty Greenspace Trail Project

2. Name of Applicant:

Seattle Parks and Recreation
100 Dexter Avenue North
Seattle, Washington 98109
(206) 684-4075

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

Seattle Parks and Recreation Project Contacts:

Jon Jainga, Planning and Development Supervisor
Natural Resources Unit / Green Seattle Partnership
1600 South Dakota Street
Seattle, Washington 98108
(206) 684-4113
jon.jainga@seattle.gov

4. Date checklist prepared:

September 2018

5. Agency requesting checklist:

Lead Agency - Seattle Parks and Recreation

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

Trail design and permitting completed – Fall 2018

Trail construction –Winter 2018 (Pending secured funding)

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

- The construction and use of mountain bikes on soft surface trails is a 15-month pilot project that will start once the mountain bike trails are open. The pilot project involves monitoring the monitoring the mountain bike trails over the 15-month period, evaluating impacts to wetlands, erosion control, habitat disturbance, parking impacts, litter, safety and maintenance. If the pilot is deemed unsuccessful, the trails could be removed or converted to pedestrian use. SPR will make that decision at the end of the pilot along with any necessary environmental review.

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

Attached to this Environmental Checklist are:

- Attachment 1. Cheasty Trail Design
- Attachment 2. Geotechnical Engineering Report
- Attachment 3. Cheasty Greenspace Trail – Critical Areas Study and Conceptual Mitigation Plan
- Attachment 4. Arborist Report
- Attachment 5. Inadvertent Discovery Plan

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 that directly affect Cheasty Greenspace.

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

Seattle Department of Construction and Inspections (SDCI) – Grading Permit (which includes critical areas review)

Washington State Department of Fish and Wildlife (WDFW) – Hydraulic Project Approval for the construction of the bridge over the watercourse

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page.

The proposal is to construct a 2.2-mile, two-loop trail in Cheasty Greenspace, with six entry points to allow public access. The greenspace is located in the Beacon Hill neighborhood of Seattle (Figure 1). The current proposal has been redesigned from the 2015 proposal to avoid impacts to wetlands, and minimize impacts to steep slopes, wetland buffers, the watercourse, and the riparian management area (watercourse buffer). The east-west segments of the trail will be multi-use shared trails with 4-foot wide standard park design trails. The mountain bike sections of the trails will be 18-inch wide one-way trails. The bicycle trails will be soft surface, with native mineral soils and the pedestrian trail will be crushed gravel. A bridge is proposed where the trail would cross a watercourse (Figure 2). The trail has been designed as two loops to avoid crossing any wetlands and minimize impacts to wetland buffers. It also avoids crossing the steepest slope to the north of the materials yard (a fenced, open maintenance yard in the west-central portion of the greenspace operated by SPR, as shown on Figure 2). The two loops can be joined by traveling along 28th Avenue South to the east of the greenspace and Cheasty Boulevard South to the west. The trail would be located on existing social trails where possible. The trail would be 2.2 miles long, with 1.1 miles of shared trail and 1.1 miles of mountain bike only (single track) to serve the neighborhood. The 1.1 miles of mountain bike trails are for beginners and are not anticipated to be a mountain biking destination. Attachment 1 contains the proposed trail loop plans, trail designs for different types of trail and bridge design.

	Length (Linear Feet)	Width (Feet)	Area (SqFt)
Multiuse	5,567	4	22,250
Single track	5,662	1.5	8,494
Total	11,229		30,744

Trail construction will be conducted by volunteer trail building crews, directed by SPR. Work will be primarily by hand, due to accessibility. However, a diesel or gas-powered small engine grader or tractor may be used in limited areas close to the road. The trail may be constructed in phases.

Cheasty Greenspace is 28.4 acres in size and owned by SPR. The trail and greenspace will be open dawn to dusk, like other Seattle parks. After construction, SPR will monitor the success of the trail pilot project, including how trail construction and use are affecting drainage. After 15 months, SPR will decide if they will continue to allow mountain bikes in Cheasty Greenspace.

- 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.**

See Figure 1, Project Vicinity, and Attachment 1, which includes location and topographic details.

Parcel #1624049161

Site address: 1635 S Columbian Way, Seattle, WA 98108

Assessor Legal Description: POR OF W 1/2 OF SE 1/4 LY ELY OF CHEASTY BLVD NLY OF COLUMBIAN WAY & WLY OF LN BEG AT PT ON NLY MGN OF COLUMBIAN WAY 511.57 FT NELY OF S LN OF SUBDTH N 22-23-11 W 668.36 FT TH N 09-21-54 E 1745.96 FT TO N LN OF SUBD PLAT BLOCK: PLAT LOT

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (underline):

Flat, rolling, hilly, steep slopes, mountainous, other _____

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

The steepest observed slopes were inclined at approximately 100% (1H:1V) to 40 % (2½H:1V) with heights of 15 to 25 feet, where fill was pushed out from the top of the slope at the materials yard and lawn areas to the south of the yard. The majority of slopes are 10–30%. See Figure 3 and Attachment 2,

Geotechnical Engineering Investigation (HWA, 2018), which shows mapped steep slopes on the site. The trail has been aligned to avoid the steepest slopes on the site.

c. What general types of soils are found on the site (for example clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

According to the Geotechnical Engineering Report (HWA, 2018) (Attachment 2), Cheasty Greenspace is underlain by the typical glacial sequence of the Vashon Stade of the Fraser Glaciation. Preliminary subsurface explorations in 2015 were focused on the three proposed structures on the Site and Exploration Plan. In 2018 four handholes were dug on steep existing fill slopes in the southern portion of the site; another was advanced on a steep existing cut slope by Columbian Way; and two were advanced in the northern portion of the site to assess typical soil conditions for the upper and lower slopes of that area. Soils encountered in our explorations and in existing geotechnical explorations are listed below, see Attachment 2 for details.

Surficial soils as observed and probed predominantly consisted of loose grading to medium dense, brown, silty, gravelly sand. Silt and clay soils were observed in the lower slope, particularly north of the large ravine to the north end of the site, which includes a 2003 slide area retained by a soldier pile wall. A portion of the fill east of the maintenance yard consisted of clay as well. Rubble consisting of concrete, asphalt paving, and crushed rock were present on and within the granular fill slope to the southeast of the maintenance yard.

Probing depths ranged from 0.5 to 3 feet in the portion of the site south of the materials yard, 1 to 3.5 feet on slopes elsewhere, and 2 to 3 feet in wetland and riparian areas. The soil at the surface in most slope areas was not a rich topsoil, nor was much duff accumulated. This lack of organic accumulation and topsoil formation is indicative of persistent erosion or slope instability, which may date to logging before the 1930s. In some areas a portion of critical (over 40%) slopes had surficial soil consisting of gray, plastic silt or clay. This material appears to be fill that was spread over the plateau and its edges, spilling downslope to the north and northeast. Soils encountered in geotechnical field explorations at the site are listed below and described in Attachment 2.

- Buried topsoil
- Fill
- Topsoil
- Organic Silt
- Course Grained Alluvium
- Colluvium
- Weathered Till
- Weathered Advance Outwash
- Advance Outwash
- Lawton Clay
- Glacial Till

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

Yes, the majority of the site is mapped as having mass wasting deposits at the surface, consisting of colluvium, landslide deposits, and alluvium from small streams. The majority of the surficial soils on-site appear to be loose colluvium, typically to depths of 1 to 3 feet. Three areas of recent slope instability were observed. Only the New Rainier Vista Slide, which occurred in 2003, is located in close proximity of the proposed trail alignment. The other observed slide areas are located a significant distance from the proposed trail and will not affect the trail, nor will the trail affect the slope stability at those locations; see Site and Exploration Plans, Figures 2A and 2B, in the Geotechnical Engineering Report for details.

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

The multi-use trails will be built to SPR trail standards which includes a 4-inch thick surface of crushed rock. The mountain bike trail will be exposed, natural mineral soil. Surface duff would be removed and there would be some grading for shaping of the trail, in particular at switchbacks to prevent erosion. See notes and drawings in the attached Cheasty Trail Design plans (Attachment 1) for details. The total area of trail is approximately 30,744 sq ft, including areas where existing trails would be used. The area of trail grading would be approximately 31,000 sq. ft. Additional clearing of approximately 15,000 sq.ft. may be required to construct the switchbacks on the multi-use and mountain bike trails. The total import/fill of 5/8" - crushed rock for the multi-use trail surface will be approximately 300 cu.yds.

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

Trail construction could result in erosion. Standard erosion and sediment controls measures will be implemented during construction. The trails will be designed to minimize erosion both during construction and while being used. (see notes and drawings in Attachment 1 for details).

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

There would be no paved surfaces or buildings. The trail would be compacted native mineral soil with a total area of approximately 30,744 sq. ft, or approximately 2.5% of Cheasty Greenspace. Compacted trail would be less pervious than existing conditions but would not be considered an impervious surface.

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

The project will follow the Stormwater Management Manual for Western Washington (Ecology, 2014) and the City of Seattle Stormwater Manual (2016b) to reduce and control erosion during 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.

The majority of the trail is planned to be built by hand with hand tools. A small engine grader or tractor could potentially be used to help clear portions of the trail near South Columbian Way.

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.

Not applicable.

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.

There are 10 wetlands on-site; four are Category III wetlands with buffers ranging from 60 to 110 feet depending on the habitat score, and six are Category IV wetlands with buffers of 0 to 50 feet depending on habitat score. Category IV wetlands smaller than 1,000 square feet do not require a buffer (see Attachment 3). All are slope wetlands, and two are also depressional (slope/depressional wetlands). A watercourse (referred to as Watercourse 1) also crosses the width of the greenspace from west to east. See Attachment 3, Critical Areas Study and Conceptual Mitigation Plan (ESA, 2018) for details of the surface water features and their buffers.

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

The trail would cross Watercourse 1 and its buffer, as well as a portion of the buffer of Wetland 8 (see Figure 2 and Attachment 1). All other wetlands and their buffers would be avoided; the trail would not cross any wetlands. Watercourse 1 would be crossed with bridge with pile supports located outside of the ordinary high watermark (see bridge design in Attachment 1).

- 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.**

There would be no filling or dredging of any wetlands or streams for this project.

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

No; there would be no surface water withdrawals or diversions.

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

No; the project is not within 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; there would be no discharge of waste material to surface waters from the project.

b. Groundwater:

- 1. Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses, and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.**

No; there would be no withdrawal of groundwater for the project.

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

No waste material would be discharged into the ground from any source for the project.

c. Water Runoff (including stormwater):

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.**

Existing runoff flows into Cheasty Greenspace from residential areas to the west and exits through culverts and storm drains on the east. Culverts discharge into Cheasty Greenspace from a ditch that runs along Cheasty Blvd S on the west edge of the park. The ditch collects stormwater from the adjacent residential area and golf course.

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

No; waste materials would not enter the ground or surface water as part of the project.

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

No; the trails have been designed and will be located to minimize potential changes to drainage within Cheasty Greenspace.

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

The trails will be constructed without using full bench-cut. Partial bench-cut may be used in some areas along the multi-use trails, particularly at the switchbacks. The trail will be constructed such that it outslopes so that rainfall drains off the side of the trail rather than along it. In addition, flat areas would be avoided to prevent creating collection basins for water.

4. Plants

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

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

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

In Cheasty Greenspace, trees are “exceptional” based on species, size, condition and/or if it contributes to part of a grove¹. Table 1 lists exceptional trees with/near the proposed trail corridors, and they are shown on Figure 2. SPR’s arborists surveyed trees greater than 6 inches in diameter within 6 feet on either side of the center line of the trails (12 feet total).

Table 1. Summary of Number of Exceptional Trees near the Trail

Species	Exceptional Based on Size (DBH) or Location (Grove)		
	Size	Grove	Total
Bigleaf Maple (<i>Acer macrophyllum</i>)	33	61	94
Red alder (<i>Alnus rubra</i>)	0	4	4
Apple species (<i>Malus sp.</i>)	1	0	1
Black cottonwood (<i>Populus balsamifera ssp. Trichocarpa</i>)	0	5	5
Bitter cherry (<i>Prunus emarginata</i>)	0	1	1
Total	34	71	105

Understory vegetation (shrubs, herbs, invasive species, and small trees) would be removed along the trail alignment and up to one foot on either side if needed. Tree branches which may overhang the proposed trail would be removed for safety up to a height of 8 feet above the trail. No exceptional trees (as defined in Director’s Rule 16-2008) would be removed. Trees larger than 6 inches DBH along the proposed trail alignment have been professionally surveyed, survey results are noted above in Table 1 and the trail will be “field-fit” to avoid exceptional trees and trees larger than 6 inches DBH. See Section 4.6 Tree in the Critical Areas Study and Conceptual Mitigation Plan (ESA, 2018) (Attachment 3) and see Figure 2 and Attachment 1 for the proposed trail

¹ An “exceptional” tree is a tree or group of trees that because of its unique historical, ecological, or aesthetic value constitutes an important community resource (as defined in SDCI’s Director’s Rule 16-2008 and SMC ch. 25.11).

alignment. The area of trails would be 30,744 sq. ft., but some existing trails would be utilized. Up to 31,000 sq. ft. of understory vegetation could be removed for the actual trail construction with an additional 15,000 sq.ft. of vegetation removed as switchbacks are constructed. Areas outside the trails where vegetation is removed or otherwise disturbed during construction will be replanted. Invasive species would also be removed within wetland and stream buffers as part of the mitigation plan. No exceptional trees will be adversely impacted during trail construction and subsequent trail usage.

Some soil compaction would occur with trail construction and use. The response of trees to added disturbance will depend on plant health, age, soil moisture and the presence of native decay organisms. Soil compaction caused by bikes is no more damaging than soil compaction caused by foot traffic, horses or other types of trail usage. Plant roots are damaged by soil compaction when the pore space in the soil is compressed to the point where air and water cannot be retained in the soil for the tree to use or when soils are compressed, and tree root growth is restricted. See the Arborist Report in Attachment 4 for more information.

There are approximately 125 miles of trails in SPR parks, many are adjacent to large (including exceptional) trees. Soil compaction on adjacent trails has not contributed to tree mortality or poor health. A large portion of this greenspace has already been impacted by people recreating through the area, illegal activities, and forest restoration efforts. See Attachment 4 for more information.

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

No listed threatened or endangered plant species are known within or adjacent to Cheasty Greenspace.

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

All vegetation planted will be native plants. Buffer enhancement will also include the removal of invasive species from Cheasty Greenspace. The buffer mitigation plan is described in the Critical Areas Study and Conceptual Mitigation Plan (ESA, 2018) (Attachment 3). Mitigation will be coordinated with ongoing enhancement work in the greenspace being conducted independently by SPR.

Table 2. Wetland and Watercourse Buffer Impacts and Mitigation

	Impact (square feet)	Mitigation (square feet)
Wetland 8 buffer	327	327
Watercourse 1 buffer	1,833	1,833

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

- Himalayan blackberry
- English ivy
- English holly
- Cherry laurel
- Bull thistle
- Scotch broom
- Herb Robert
- English hawthorn
- Poison hemlock
- Hedge bindweed

5. Animals

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

birds: hawk, heron, eagle, songbirds, other _____

mammals: deer, bear, elk, beaver, other _rodents, coyote__

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

Wildlife habitat and wildlife species use in the Cheasty Greenspace and vicinity were evaluated in the field during 3 days over the winter and spring seasons. See the Cheasty Critical Areas Study and Conceptual Mitigation Plan (ESA, 2018) (Attachment 3) for results of the wildlife surveys.

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

No listed threatened or endangered species are known within or adjacent to Cheasty Greenspace.

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

Yes, the west coast of north America is on the Pacific flyway.

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

Removal of invasive species and planting of native species as part of the project would contribute to ongoing restoration within the greenspace which is helping to enhance wildlife. See the literature review in the Cheasty Critical Areas Study and Conceptual Mitigation Plan (ESA, 2018) (Attachment 3).

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

Eastern gray squirrel, domestic cats, and European starling.

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.

A diesel or gas-powered small engine grader or tractor may be used for some trail construction. However, this would be limited to areas close to the road to

avoid impacting vegetation along the trail. There would be no energy needs associated with the completed trail project.

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

No; there would be no change in the potential use of solar energy by adjacent properties.

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

The majority of construction would occur by hand. Small trucks would be used to transport materials, such as building materials for the bridge. The completed trail project would not require energy; thus, no energy conservation is proposed.

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.

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

There are no known contaminants at the site from present or past uses. However, the site has a history of illegal dumping of household items and of homeless encampments. There are currently no known encampments.

2. Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

There are no known hazardous chemical/conditions on-site.

3. Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Most trail construction would occur by hand. However, diesel or gas would be used to power a small engine grader or tractor if used for trail construction in limited areas. No toxic or hazardous chemicals would be used after construction.

4. Describe special emergency services that might be required.

No special emergency services would be required.

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

The City of Seattle (City) will work with the community to discourage illegal dumping of household items. The City is developing strategies to address encampments in parks, as part of a larger effort to address homelessness.

b. Noise:

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

The greenspace is in an urban area, and traffic noise can be heard throughout the park. However, this would not negatively affect the project. The trail is intended in part to provide respite from the adjacent urban area.

2. What types and levels of noise would be created by or associated with the project on a short-term or long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Some noise would be associated with a diesel or gas-powered small engine grader or tractor if used for trail construction. There would be noise (i.e., voices) associated with people using the trail.

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

Trail construction would occur during daylight hours, approximately 7:00 a.m. to 5:00 p.m. which would be within the times allowed under SMC 25.08.425: 7:00 a.m. — 10:00 p.m., weekdays, and between 9 a.m. and 10 p.m. on weekends and legal holidays. No additional measures would be needed to reduce or control construction noise. Noise generated by users once the trails are constructed is not expected to exceed that allowed by the SMC.

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.

Cheasty Greenspace is an undeveloped park with some informal trails in the Beacon Hill Neighborhood. It is part of the Cheasty Greenbelt, which extends to the north and south, and is zoned Single Family (SF) 5000. The site is currently undergoing restoration through the Green Seattle Partnership program. The SPR materials yard is located near the southwest corner of the park. The site is adjacent to Cheasty Blvd S and residential development and a golf course to the west, and Seattle Housing Authority property (the Rainier Vista development) to

the east. S Columbian Way runs along the southern boundary, but the greenspace continues to the south on the other side of S Columbian Way (Cheasty Greenspace at Mt. View). To the north is a mix of a greenspace and residential development.

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

Cheasty Greenspace is not known to have been used as working farmland or forestlands. However, it was logged at one time during the development of this area of Seattle. There would be no conversion of farmland or forestland of commercial significance to another use. The greenspace is part of the City's urban forest restoration efforts through the Green Seattle Partnership.

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

There are no working farms or forest lands near the greenspace.

- c. Describe any structures on the site.**

There are no structures on the site.

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

No structures will be demolished.

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

Single Family (SF) 5000.

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

Cheasty Greenspace is designated as City-owned Open Space in the comprehensive plan (City of Seattle, 2016b).

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

Cheasty Greenspace is not within a designated shoreline area.

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

Yes; the City has mapped the following critical areas in the greenspace:

- Steep slopes
- Potential and known slide areas

- Wetlands
- Fish and Wildlife Habitat Conservation Areas

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

No people would reside or work in the completed project.

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

No people would be displaced by the completed project.

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

No people would be displaced.

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

The proposed trail project is compatible with the existing urban forested parkland and will comply with critical areas regulations. The project meets and follows the Parks Design and Construction Standards (City of Seattle, 2017), and will also follow the IMBA Bike Trail Standards (IMBA, 2004, 2007). Cycling is not currently permitted on unpaved trails in Seattle parks. However, the Board of Park Commissioners reviewed and accepted this pilot project for a pedestrian and bicycle trail in May 2015.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

There are no nearby agriculture or forestry operations. The trail would be constructed to avoid the removal of any exceptional trees and trees greater than 6 inches DBH (Diameter at Breast Height).

9. Housing

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

No housing would be provided as part of the project.

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

No housing would be eliminated as part of the project.

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

There would be no impacts to housing.

10. Aesthetics

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

The tallest structure would be the bridge crossing the watercourse and signs. The bridge would be constructed out of wood and left unpainted (see attached Cheasty Trail Design plans). The design and construction will follow SPR's Design and Construction Standards (City of Seattle, 2017). Signs would be erected for directional purposes.

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

No views in the vicinity would be altered or obstructed.

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

Bridges, trails, and signage will be designed to be appealing and natural in appearance. The design and construction of the bridge and signs will follow SPR's Design and Construction Standards (City of Seattle, 2017).

11. Light and Glare

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

No lighting is associated with the project, and thus there would be no light or glare.

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

No lighting is associated with the project, and thus there would be no light or glare.

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

Light or glare from adjacent residential properties would be minimal and would have no effect on the project.

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

No measures would be needed to reduce or control light or glare.

12. Recreation

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

Cheasty Greenspace is an undeveloped park with no designated recreation facilities; however, it has informal recreation trails that are used by some members of the public and for passive recreation activities.

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

There would be no displacement of existing recreational uses.

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

The project would not negatively impact recreation. The project would increase recreation opportunities by providing pedestrian and mountain bike trails to the neighborhood. The trails would be 2.1 miles long, with 1.1 miles of shared trail and 1.1 miles of mountain bike only (single track). The mountain bike trail would be intended for beginners and have no special mountain bike trail features.

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 located on or near the site? If so, specifically describe.**

Cheasty Boulevard is a designated City of Seattle Landmark. It was designated in 2003 based on meeting four criteria for listing (Gordon, 2003). Its historical significance is derived from its association with Seattle's Olmsted Boulevard System, which was designed to connect Jefferson Park and Beacon Avenue South, with Mount Baker Boulevard and the Lake Washington Boulevard System. The Seattle Boulevard System was designed by the Olmsted brothers, notable landscape architects, in 1903.

No other buildings, structures, or sites are located in or near Cheasty Greenspace that are listed in or eligible for listing in national, state, or local preservation registers.

- 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.**

As mentioned in 13(a) above, Cheasty Boulevard is a designated City of Seattle Landmark.

There are no recorded cemeteries, archaeological sites, register-eligible properties, or traditional cultural places within or abutting Cheasty Greenspace. No recorded ethnographic places are located in or abutting Cheasty Greenspace (Thrush, 2007). Cheasty Greenspace is within the traditional territory of the Duwamish, whose descendants are members of the federally recognized Muckleshoot Indian Tribe and Suquamish Tribe.

No cultural resources assessments have been conducted within Cheasty Greenspace.

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

A review of the Department of Archaeology and Historic Preservation's secure database (Washington Information System for Architectural and Archaeological Records Data [WISAARD]) and Statewide Predictive Model (DAHP, 2010, 2017) for known and potential archaeological resources; published ethnographic studies; and historical park records, maps, and aerials was conducted.

- 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.**

Because the trail entrances along Cheasty Blvd S are in the right-of-way of a designated landmark (Cheasty Blvd S), SPR has consulted with the Seattle Landmarks Preservation Board staff to determine if a Certificate of Approval will be required to identify any adverse impacts on the designated landmark. Three access points to the trail are proposed along the east side of Cheasty Boulevard South. No changes to the west side of boulevard or the sidewalk are proposed as part of this project (see Figure 2). As this is a two-loop trail, users may walk or cycle along Cheasty Boulevard between the Jefferson and 24th Place entries to join the two loops.

There would be minimal excavation for trail construction and most construction will be done by hand. If cultural resources are inadvertently identified during project construction, SPR will comply with state laws requiring the protection of cultural resources and human remains (Revised Code of Washington [RCW] 27.53, RCW 27.44, RCW 68.50, and RCW 68.60). SPR will temporarily halt work in the immediate vicinity of the identified potential resources and notify DAHP and affected Tribes to negotiate mitigation and/or avoidance measures (see the Inadvertent Discovery Plan in Attachment 5).

14. Transportation

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.**

Cheasty Blvd S is located to the west, with residential streets to the east, and Martin Luther King Jr. Way S, a little farther to the east. S Columbia Way is to the south of the greenbelt, and residential streets continue to the north. The trail would be accessible from six locations, three on Cheasty Blvd S and three from the residential streets to the east (see Figure 2 and Attachment 1).

- 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?**

Buses run along S Columbian Way, Beacon Ave S, and Martin Luther King Jr. Way S. Additionally, light rail runs along Martin Luther King Jr. Way S. The Columbia City Light Rail Station is approximately 0.3 mile southeast of Cheasty Greenspace.

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

No additional parking is associated with the project, and no parking would be eliminated. This is a neighborhood park rather than a destination park, and no parking is provided.

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

The project would not require new roads or improvements to existing roads, sidewalks, or existing bicycle facilities. The project itself is a new 2.2-mile shared (1.1 mile) and mountain bicycle trail (1.1mile).

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

The Cheasty site is close enough to the Beacon Hill Light Rail station such that trail users could access the site via light rail.

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

The project is not expected to generate vehicular trips; no parking is provided within the greenspace but there is some on street parking available around the site and parking is available at the nearby Jefferson Park. Six entrances to the trails provide multiple entrance and exit points and will serve to disperse visitors. The trail at Cheasty are expected to primarily serve the surrounding neighborhood. For the most part, park users are expected to walk or bike to the trails. Based on SPR's experience with the I-5 Colonnade mountain bike trails which relied solely on on-street parking, some individuals may drive to the trails at Cheasty, but most will access the trails on foot or by bicycle. It is not expected that the trail users will significantly affect traffic, parking or generate additional vehicular trips beyond existing conditions.

During construction SPR's adjacent maintenance yard can be used for construction parking and equipment and materials staging.

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

No; the project is not near agricultural or forestry, nor would it generate associated traffic.

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

Additional vehicular trips to the site are not anticipated from the project; thus, no measures to control transportation impacts are proposed.

15. Public Services

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

No; the project would not increase the need for public services.

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

No measures are proposed to reduce or control direct impacts on public services.

16. Utilities**a. Underline utilities currently available at the site:**

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____.

No utilities are available within the greenspace. At the northern end of Cheasty Greenspace, a transmission line runs along the S Andover St right-of-way.

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

No utilities are proposed as part of the project.

C. SIGNATURE

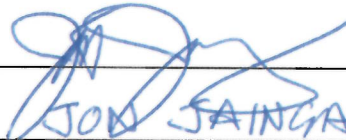
The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Name of Signee: _____

Position and
Agency/Organization: _____

Date Submitted: _____



SEATTLE PARKS & RECREATION

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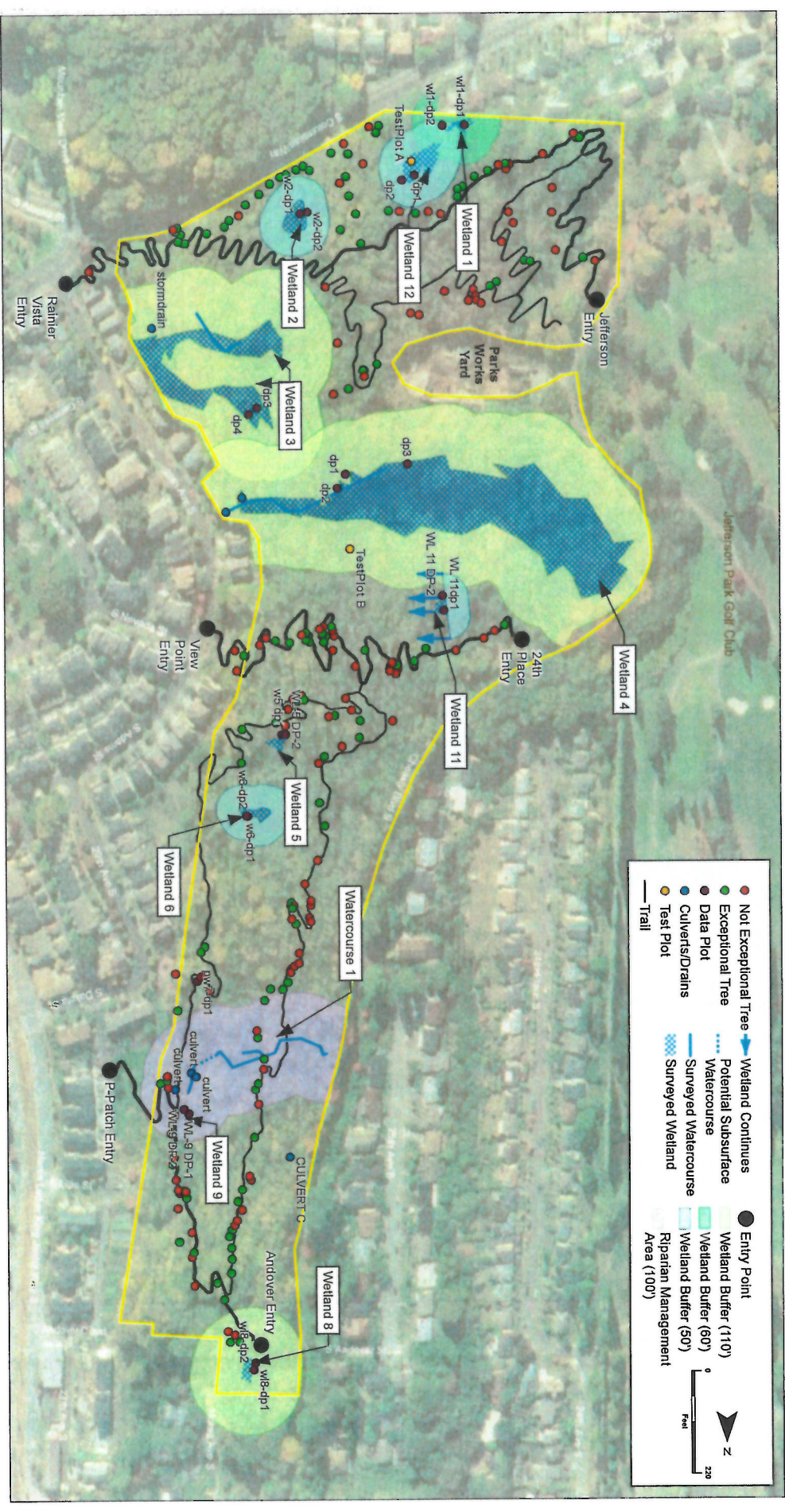
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Figures



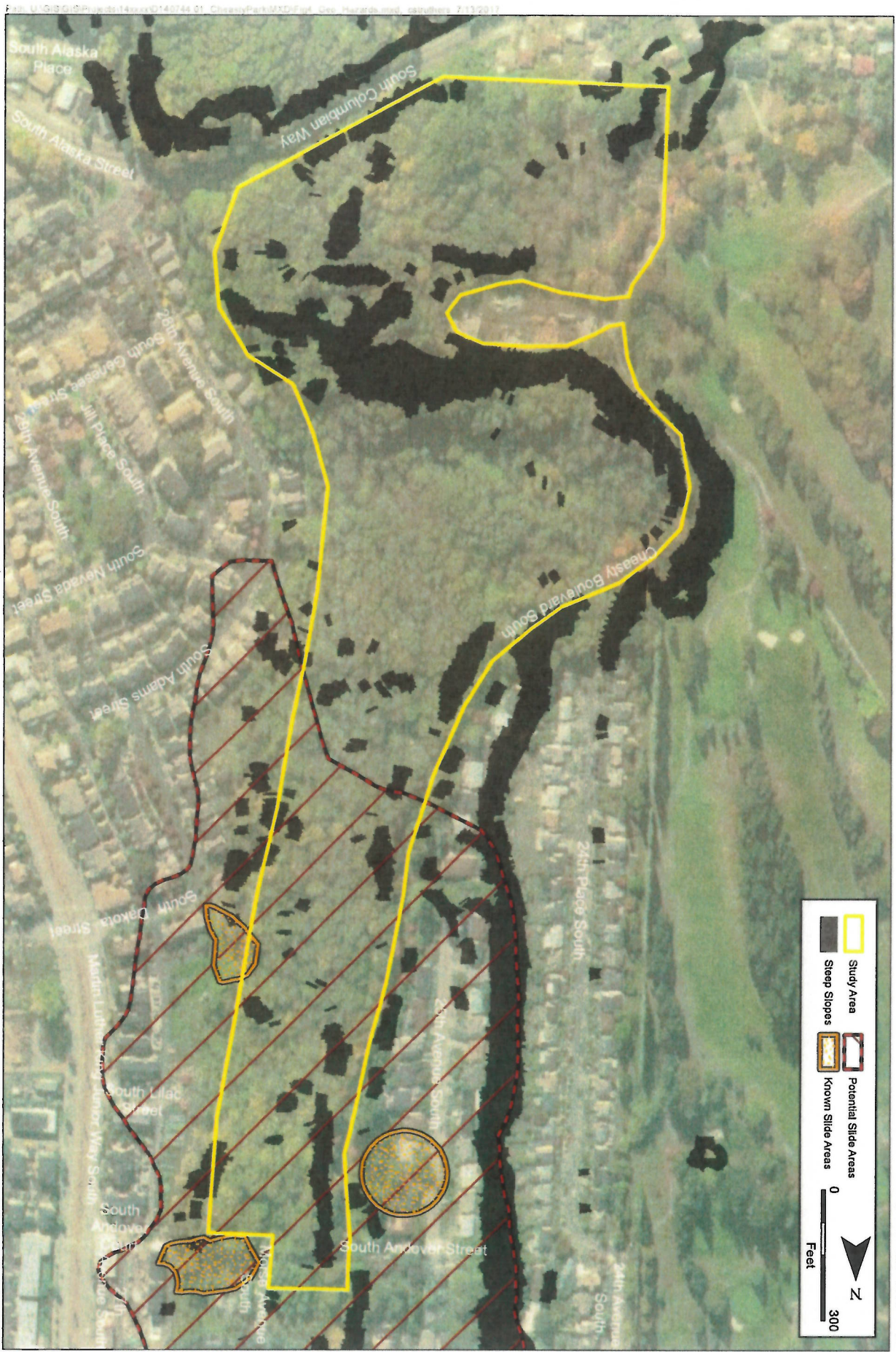
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SOURCE: NADP, 2015; ESA 2017; OSN 2014

Cheasty Trail Environmental Review, 140744.01
Figure 2
Wetland Delineation and Trail Design

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SOURCE: NAIIP, 2015, ESA 2017, OSM 2014

Cheasty Trail Environmental Review

Figure 3

Geologic Hazard Areas

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Attachments

Available Electronically

At

<http://www.seattle.gov/parks/about-us/current-projects/cheasty-mountain-bike/pedestrian-trail-pilot-project>

