

ENVIRONMENTAL CHECKLIST

Purpose of Checklist:

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

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring the preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the question from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

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 the proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or to provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (Part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project, if applicable:

Reiter Foothills Forest Recreation Motorized Trail System, Phases 1 and 2

2. Name of applicant:

Washington State Department of Natural Resources

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

Contact: Stan Kurowski
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4. Date checklist prepared:

December 20, 2010

5. Agency requesting checklist:

Washington State Department of Natural Resources

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

The project is organized into two construction phases:

- **Phase 1 is planned to begin in Spring 2011 and by completed in Fall 2012.**
- **Phase 2 is planned to begin in Spring 2012 and by completed in Winter 2014.**

The availability of funding and resources may accelerate (if full funding becomes available) or cause delays (should funding be unavailable) to construction schedule.

See discussions in A.11 and A.12 for descriptions of Phase 1 and Phase 2.

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

Recreation trail systems in Reiter Foothills forest have been divided into motorized and non-motorized areas. This project is part of the implementation of the motorized trail system for the Reiter Foothills Forest Recreation Plan. For a map of the project, see map:

Proposed_Motor_Trail_System_Reiter_SEPA.

For a Reiter Foothills Forest vicinity map, see map: Vicinity_Reiter_Map.

Motorized implementation includes the trails proposed in both Phases 1 and 2 of this SEPA, as well as future construction projects of the motorized trail system, which would likely take place from 2014 - 2020. Future projects (not part of phase 1 or 2) may include the creation of a motorized campground to accommodate long-term camping needs associated with use of the motorized trail system created by this project. In addition to the campground, additional motorized trail miles (approximately 2.5 miles single track, 1 mile 4 x 4 trail, and an additional 4 x 4 challenge area) are expected to be developed in the future.

A non-motorized trail system is planned for development nearby, in the northwest portion of the Reiter Foothills Forest. These trails will include opportunities for hiking, mountain biking and equestrian riding. A non-motorized trailhead will also be developed in the northwest area of the forest. Restoration activities are planned for in both the southeast and northwest portions of the Reiter Forest. Non-motorized trail system development and restoration activities are planned to occur during implementation of the motorized trail system.

The trails proposed in phase 1 and 2 are planned to be operated as a day-use trail system. All future construction phases are dependent on available funding and resources. See accompanying map: Proposed Future Construction Phases and discussion in A.12 for further details.

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

The following documents are available for public review at DNR NW Region office and at the Natural Resources Building in Olympia during regular business hours:

- **Draft and Final Environmental Impact Statement on the Policy for Sustainable Forests** (Department of Natural Resources, June 2005 and June 2006). This document discusses the potential environmental impacts of 26 policies guiding the management of 2.1 million acres of forested state

trust lands. If interested specifically in public access and recreation information, see pages 3-132 through 3-145. In addition, the policy document, **Policy for Sustainable Forests** (Department of Natural Resources, Dec 2006), is available. See pages 40-42 if interested in specific public access and recreation information.

www.dnr.wa.gov/ResearchScience/Topics/StateTrustLandsForestManagement/Pages/policy_for_sustainable_forests.aspx

- **Draft Environmental Impact Statement Habitat Conservation Plan** (Department of Natural Resources, 1996) and **Final Environmental Impact Statement Habitat Conservation Plan** (Department of Natural Resources, 1997). These documents discuss the potential environmental impacts of implementing conservation strategies to protect threatened and endangered species on forested state trust lands. It applies to all forest management uses, including public recreation. See page IV-199 of the Plan.
www.dnr.wa.gov/ResearchScience/Topics/TrustLandsHCP/Pages/trust_lands_hcp.aspx
- **Draft and Final Environmental Impact Statements on Alternatives for Sustainable Forest Management of State Trust Lands in Western Washington** (Department of Natural Resources, 2004). These documents discuss the environmental impacts associated with the sustainable harvest level for each planning area for each decade in Western Washington.
- **Final Environmental Impact Statement on Alternatives for the Forest Practices Rules for Aquatic and Riparian Resources** (Washington Forest Practices Board, 2001). This document discusses the environmental impacts of forest practices activities on aquatic and riparian habitat on private and forested state trust lands, as well as habitat protection for salmonid species which are listed as threatened or endangered under the Endangered Species Act. If interested specifically in public access or recreation information, see pages 4-177 through 4-179.
http://www.dnr.wa.gov/BusinessPermits/Topics/ForestPracticesHCP/Pages/fp_hcp_feis.aspx
- **Final Forest Practices HCP, December 2005 and 2006 Final Environmental Impact Statement for the Proposed Issuance of Multiple Species Incidental Take Permits or 4(d) Rules for the Washington State Forest Practices HCP.** Forest road construction, maintenance, and abandonment requirements help assure protection of all Threatened and Endangered species on all DNR forest lands, not just DNR HCP lands. These same standards apply to all DNR forest road systems, whether the use is recreation or timber management.
- **Department of Natural Resources Noise Planning for Motorized Recreation Uses** (June 25, 2009). Prepared for Washington State Department of Natural Resources. Prepared by Patrick Skillings, Skillings Connolly Inc.
- **Recreation Land Suitability Assessment for the Reiter State Forest Recreation Plan:** (Biology, Geology and Soils, and Management Criteria). A broad scale GIS mapping exercise that identified environmental and management factors in order to help planning efforts and identify appropriate areas for facility and trail planning efforts.
Biology:
http://www.dnr.wa.gov/Publications/amp_rec_reiter_suitability_presentation_bio_criteria.pdf
Geology and Soil:
http://www.dnr.wa.gov/Publications/amp_rec_reiter_suitability_presentation_geo_criteria.pdf
Management Criteria:
http://sharepointcms/Publications/amp_rec_reiter_suitability_presentation_mgmt_criteria.pdf
- United States Forest Service documents related to trail standards and guidelines: **FSH 2309.18 Trails Management Handbook** (www.fs.fed.us/cgi-bin/Directives/get_dirs/fsh?2309.18)
Standard Specifications for Construction and Maintenance of Trails (<http://www.fs.fed.us/database/acad/dev/trails/trails.htm>); USFS Wetland Trail Design and

Construction; Managing Degraded Off-Highway Vehicle Trails in Wet, Unstable; and Sensitive Environments; and Geosynthetics for Trails in Wet Areas (2008 Edition) are located on:
(<http://www.fhwa.dot.gov/environment/fspubs/02232821/index.htm>)

- **SEPA Checklist for 2010 Reiter Foothills Forest Recreation Plan**, DNR SEPA Number 09-111001
- **Reiter Foothills Forest Recreation Plan** (Department of Natural Resources, April 2010). A planning document used to guide DNR's management of recreation and public access in Reiter Foothills Forest for the next 10 to 15 years:
(http://www.dnr.wa.gov/Publications/amp_rec_reiter_rec_plan_final.pdf)
- **DNR Statewide Sign Standards and Guidelines** (Department of Natural Resources, December 2008). A sign resource for design, specifications, inventorying and developing forest sign plans. Prepared with consultant input from Otak Inc.
- **DNR Timber Contract Clause and Administration Manual** (Department of Natural Resources, November 2008).

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.

There are currently no pending approvals involving this project at this time.

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

Areas where the construction of motorized trails and trailheads will be located will have gone through an archeological and cultural resources review (consistent with Executive Order 05-05; see discussion in B.13).

In some locations a critical areas review from Snohomish County and/or forest practice permit from DNR may be required for the proposed motorized trails and/or trailhead(s). The construction of the proposed motorized trails, trailhead and temporary parking areas may require a grading & drainage permits, stormwater permits, a land disturbing activity permit, a road access permit and a public health permit from Snohomish County. DNR is working with Snohomish County to determine what permits are required for each of the components of the project and will submit all required information to the County.

The installation of either a bridge or culvert will be required at all stream crossings. These structures are expected to require a hydraulic project authorization (HPA) from the Department of Fish and Wildlife, and will include engineers and other specialist design and/or review as necessary.

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

This project includes construction of a motorized trail system and parking areas at Reiter Foothills Forest. The project includes developing single track (motorcycle) trails including trial riding areas, ATV (all-terrain vehicle) trails, 4 x 4 trails including technical areas, temporary parking areas and a permanent new trailhead. Trail design is consistent with USFS standards (See USFS references and websites on page 4 of this document). Locating trails in the field include consideration of the general direction and guidance from the Forest Service such as the "10-percent guideline", and the "half-rule" where applicable in combination with field judgment and knowledge of the area.

The technical 4x4 trails design also incorporates challenge obstacles engineered to standards developed by a consultant. For a map of the proposed motorized trail system, see map:

Proposed_Motorized_Trail_System_Reiter_SEPA.

- Single track trails. These will include single track (motorcycle) trails designed to provide a predominately high level of challenge and opportunities for strenuous riding. In some locations these trails will occur at a higher-than-typical trail density relative to other DNR trail systems. These trails will be open only to motorcycle riders and will be accessed via the ATV trunk trail. Typical single track (motorcycle) trail tread width will be 24”.
- Trial Riding Challenge Areas. These areas provide opportunities for trial riding. They will be located off of the single track trail system and have defined boundaries.
- ATV trails. These trails will be designed to provide ATV access from the trailhead eastward throughout the motorized trail area. They will include scenic view areas. These trails will also be available to motorcycle riders. Typical trail width will be 52”.
- 4x4 Technical Trails. This trail system will be designed to provide a variety of 4 x 4 trail technical opportunities and challenges. Trails will include natural forest features such as rock clusters, downed logs and stumps. Typical trail tread width will vary and will generally not exceed 120”.
- 4X4 Challenge Areas. In addition to the trails themselves, challenge areas will be located along the 4x4 trail system. Challenge areas will generally range in size from 1/4 to 2 acres and include natural forest features such as rock clusters, downed logs and stumps. These areas will have defined boundaries.
- New Trailhead. This is planned to be the main parking facility for the motorized trail system. It is expected to accommodate approximately 91 vehicles once it is fully constructed. At this time the surfacing is planned to be gravel; however, in the future the surface may become asphalt or chip seal (as funding permits). The trailhead will include 2 vault toilets, signage, an unloading area and picnic tables. A picnic shelter may be added if funding permits. For a map of the proposed trailhead concept plan see map: Proposed_Trailhead_Concept_Plan_Reiter_SEPA.
- Temporary Parking Areas. There are 3 areas planned to accommodate temporary parking (prior to construction of the new trailhead). They are numbered P-T1, P-T2, and P-T3. P-T1 includes widening the existing Deer Flats Road to provide shoulder parking. P-T2&3 are similar in concept; however, they are located in different areas of the forest. Both include widening a portion of a road for shoulder parking and adding a one-way loop turn around road. The capacity of all proposed parking is discussed further under question 14.c. For a map of the proposed temporary parking concept plans see map: Proposed_Temporary_Parking_Concept_Plans_Reiter_SEPA.

The construction work related to the trails and parking areas evaluated in this SEPA are organized into two phases. Each phase includes the following:

PHASE 1

Phase 1 of this project includes:

| | |
|------------------------------|-----------------------------------|
| Single Track Trails: | 3.6 miles |
| ATV Trails: | 1.9 miles |
| <u>4x4 Trails:</u> | <u>5.0 miles</u> |
| TOTAL | 10.5 miles |
| Temporary Parking Areas | 3 total (approximately 1.5 acres) |
| Trial Riding Challenge Areas | 1 total (approximately 2.8 acres) |

PHASE 2

Phase 2 of this project includes:

| | |
|------------------------------|--|
| Single Track Trails: | 6.8 miles |
| ATV Trails: | 4.9 miles |
| <u>4x4 Trails:</u> | <u>3.6 miles</u> |
| TOTAL | 15.3 miles |
| | |
| New Trailhead | 1 total (approximately 3.7 acres) |
| 4x4 Challenge Areas | 4 total (totaling approximately 4.5 acres) |
| Trial Riding Challenge Areas | 1 total (approximately .6 acres) |

PHASES 1 and 2

Both phases of construction will include restoration work in areas adjacent to trail development in order repair areas with resource damage.

Trail system signage will be included in both phases of the project. Signage will be consistent with DNR sign standards. Signage informing the public of allowed uses and directing appropriate use will be posted at facilities and on trails constructed through this project.

12. Location of 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 topographical 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 applications related to this checklist.

The project area is located within the 10,000 acre Reiter Foothills Forest. This forest lies in two general sections, the northwest section (where the future non-motorized trail system will be developed in the future) and the southeast section (where this motorized trail system is planned). The southeast section of Reiter Foothills forest includes approximately 3,720 acres of forestland. Reiter Foothills Forest is situated between the Skykomish River, to the south, and the Sultan River Basin to the north. Higher elevation US Forest Service Land, including the Wild Sky Wilderness Area, mark the eastern and northern borders while a mix of private commercial forest and residential lands are located to the west. Wallace Falls State Park bisects DNR-managed lands west of the project, and Forks of the Sky State Park, an undeveloped state park, is located immediately south of the project area. Nearby population centers include the cities of Monroe, Sultan, Gold Bar, and Index. Everett, the closest metropolitan area, is approximately 30 miles west. Elevations range from 140 feet at the Skykomish River to over 3,000 feet at the east end of the project area.

For a map of the project, see map: Proposed_Motor_Trail_System_Reiter_SEPA. For a Reiter Foothills Forest vicinity map, see map: Vicinity_Reiter_Map.

The legal description of the project area is as follows: all DNR-managed land in Sections 11, 12, 13, 14 of Township 27 Range 09 East, and sections 7, 8, 9, 10, 16, 17, 18 of Township 27 North Range 10 East, section 36 of Township 28 North, Range 08 East, all within Snohomish County, Washington.

B. ENVIRONMENTAL ELEMENTS

1. Earth
 - a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountains, other _____.

Reiter Foothills Forest is located in the western foothills of the Cascade Mountains and has terrain that can be described as ranging from flat to very hilly. Within the project area the topography can be characterized as bench-like through the western and central areas and hill-like in the eastern portion. Slope aspect is quite variable, and can range from moderately steep to steep westerly- and southerly-facing slopes to intervening areas of relatively broad and flat topography. Hill-like topography dominates the eastern area with moderately steep to steep slope inclinations in all directions. The northern margin of the area is commanded by the near vertical escarpment of the upland terrain to the north of the project area. The southern margin of the project area is bordered by the high, steep south-facing slopes of the Skykomish River valley and tributaries.

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

Very steep to near vertical in the eastern hill area to 70% or slightly greater on slopes in the area of bench-like topography.

- c. What general types of soils (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

Soils in the project areas are characterized as gravelly loams to fine sandy loams, silty loams and loamy sands. They are generally well drained, have moderate to rapid permeability, with slow to locally rapid runoff. Because erosion hazard potential is tied to slope inclination, soil erodability varies from slight on gentle slopes to moderate or high on steeper slopes within the project area. The majority of trails are planned to be constructed on gentle slopes in areas with gravelly loam soils (Soil Survey of Snohomish County area; Alfonso Debose and M.W. Klungland; a1983; USDA, Soil Conservation Service, DNR GIS Soil Database). See also question 8h for more information slope and the Critical Areas Map link.

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

Within the project area there are essentially no surface indicators or history of recent slope instability of any significant scale. However, along the northern margin of the area of the project area there is evidence for small to large blocks of rock that occasionally fall from the very steep slopes just to the north encroaching in to the northern margin of the project area.

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

Filling and grading will be undertaken for developing parking areas (trailhead and temporary parking), as well as for the trails. Estimates are based on an evaluation of typical trail profiles for different cross slopes situations.

The following cut and fill is anticipated for construction phases 1 and 2

| | CUT | FILL |
|--------------------------------|-----------------------------|------------------------------|
| Single Track Trails: | 4350 cubic yards cut | 760 cubic yards fill |
| ATV Trails: | 6580 cubic yards cut | 1890 cubic yards fill |
| 4x4 Trails: | 3160 cubic yards cut | 3320 cubic yards fill |
| 4 x 4 & Trial Challenge Areas: | 4220 cubic yards cut | 850 cubic yards fill |
| Trailhead: | 8970cubic yards cut | 1790 cubic yards fill |
| <u>Temp Parking Areas:</u> | <u>200 cubic yards cut</u> | <u>200 cubic yards fill</u> |
| TOTAL ESTIMATE | 27480cubic yards cut | 8810 cubic yards fill |

Fill will be from on site sources unless deemed inadequate. Extra cut generated from the construction work may be utilized as soil for habitat and tree or plant community restoration projects throughout the forest in areas where high use has resulted in adverse environmental impacts. See also restoration strategy descriptions on pages 13-15 of the 2010 Reiter Foothills Forest Recreation Plan.

Gravel will be utilized as the surfacing material for the trails and parking areas/trailhead. In some limited locations it may be possible to have trails with native surfaces dependent upon specific site conditions and as approved by an engineer; however, in general gravel surfacing is anticipated for the majority of the trail system in order to provide durability and sustainability. The following gravel estimates are based the following assumptions: adding 6” depth of gravel for single track and ATV trails and 10” of gravel for 4 x 4 trails; adding 18” depth of gravel for the parking areas and trailhead. In addition to gravel, large boulders are planned to be added to 4x4 trails.

Gravel volume estimates are as follows:

| | |
|--------------------------------|---------------------------------|
| Single Track Trails: | 2520 cubic yards gravel |
| ATV Trails: | 2990 cubic yards gravel |
| <u>4x4 Trails:</u> | 13070 cubic yards gravel |
| 4 x 4 & Trial Challenge Areas: | 4220 cubic yards gravel |
| Trailhead: | 8970 cubic yards gravel |
| <u>Temp Parking Areas:</u> | <u>3290 cubic yards gravel</u> |
| TOTAL ESTIMATE | 35060 cubic yards gravel |

The parking areas and trailhead may include the use of rock and gravel from on-site and off-site sources. The gravel and boulders for the trails are expected to be from off-site sources.

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

Trail construction and subsequent use of the trails will likely result in some erosion. Construction of temporary parking, the trailhead, and the trails will also likely result in some erosion. Best management practices, such as, but not limited to, silt fencing and temporary erosion and sediment control will be used during construction to help minimize erosion from impacts. The trailhead and temporary parking areas are located in relatively flat areas. The majority of the trails are located in relatively flat to gently sloping terrain in areas #1 & #6 (see map).

Drainage control devices such as rolling drain dips, culverts (including energy dissipaters), cross drains and waterbars will be designed into the trail structure. The location and frequency of these features will determine how well the trails and parking areas drain water. Prior to construction (after field staking) an in-field drainage review will occur to evaluate the proposed drainage plan prior to construction. Periodically the trails will be evaluated to determine the success of their drainage and to identify/recommend any modifications that would improve trail drainage (if necessary). In addition, the gravel surfacing of the trails will help to stabilize the underlying soils and reduce surface soil erosion. See also discussions in B.1.h for more information.

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

Construction of the temporary parking areas and new trailhead combined, are expected to result in approximately 5.2 acres of impervious surfaces. This amounts to approximately 0.14% of the project area. This project will include drainage plan(s) if required by Snohomish County.

Trails construction will include gravel surfacing. These trails are expected to achieve full dispersion onto the adjacent forest floor (via drainage dips, cross drains, water bars, and out sloping of the trail tread on slopes and crowning the tread in flat areas). They are not expected to function as large impervious surfaces because they are linear paths through the woods (2'-10' wide)

- “Single track” Trail (motorcycle): Typical trail tread width will be 24”.
- ATV Trail: Typical trail tread width will be 52”.
- 4x4 Trail: Typical trail tread width will generally not exceed 120”.

It is estimated that this project will result in the following acreage of trail surface throughout the forest:

| | |
|------------------------|--|
| Single Track Trails: | 3.1 acres |
| ATV Trails: | 3.7 acres |
| 4x4 Trails: | 10.3 acres |
| <u>Challenge Areas</u> | <u>3.4 acres</u> |
| TOTAL ESTIMATE | 20.5 acres or 0.6% of the project area. |

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

DNR is using trail location, design, construction, maintenance, and management techniques to minimize and prevent many of the potential environmental impacts that can result from ORV (off-road vehicle) trail-based recreation.

The planning process involved an environmental, management, and recreation suitability assessment of the lands in Reiter Foothills Forest. The purpose of the broad-scale suitability assessment was to identify and map areas containing long-term limiting factors that would affect planning. Long term limiting factors include, but are not limited to, slope steepness, soil erodability, landside information, potential perched water tables, wetlands, etc. See pages 27-32 of the Reiter Foothills Recreation Plan.

The assessment resulted in four composite maps that helped to guide the recreation planning effort. (See pages 29 to 32 of the Reiter Foothills Recreation Plan. The composite maps identify areas that have been ranked as having either low or moderate suitability for locating recreation facilities, motorized trails, non-motorized trails (equestrian and mountain bike), and hiking trails.

DNR has completed site specific analysis during design to make sure that trails and facilities are located in areas with fewer resource and management issues. While it is not practical to avoid all areas with resource issues (for example trails will ultimately cross streams in some locations), trails are generally planned in areas with fewer factors limiting resource management. We have limited the number of trail miles planned in areas with more complex resource issues, these include include; stream crossings, steep slopes, areas with wet soils, highly erodible soils. All stream crossings will be either bridged or culverted. Bridge crossings will be carefully sited and have hardened approaches to minimize the potential for sediment delivery. Trails on steep slopes over 50% side slope will have full bench construction and in areas with cross slopes between 30-50% trails will have ¾ bench construction. In areas with wet soils, trails will be designed as turnpikes, puncheons, or have elevated platforms. In locations with steep slopes and erodible soils trails will have full bench construction and be specifically engineered to minimize the potential for creating unstable slope and/or erosion. Retaining walls will be installed (if deemed necessary by a licensed engineer) in order to accomplish these objectives.

All trails will be designed and constructed through the use of best management practices such as, but not limited to, appropriately located drainage dips, hardened trail surfaces, cross drains, bridges, culverts, water bars, out-sloping of the trail tread (on sloped ground), crowned trail surface (on flat ground) and trail structures as necessary (turnpikes, elevated platforms, puncheons, etc. see USFS trail standards).

The allowed trail uses for each particular designated trail will be posted and enforced, in order to manage- use of the trail is consistent with its designed purpose. Trails will be managed consistent with the trails intended design in an effort to protect trails against degradation from wear and tear patterns

1. Marion, Jeffrey. 2006. Assessing and Understanding Trail Degradation: Results from Big South Fork National River and Recreational Area. USDI, National Park Service. b) Meyer, Kevin G. 2002. Managing Degraded Off-highway Vehicle Trails in Wet, Unstable, and Sensitive Environments. Tech Rep. 0223-2821-MTDC. Missoula, MT: U.S. Department of Agriculture, Forest Service, Missoula Technology and Development Center. 48 p. c) Wilson, John; Seney, Joseph. 1994. Erosional Impacts of Hikers, Horses, Motorcycles and Off-Road Bicycles on Mountain Trails in Montana. *Mountain Research and Development*, Vol 14, No 1: 77 - 88. d) Schlichte, Ken; Donda, Zdenek; Wolff, Philip. 1998. Assessment, Mitigation of New Trail Technology, and Monitoring of Trail Erosion Impacts on The Tahuya State Forest. Washington State Department of Natural Resources.

the trail is not designed to withstand. Signage will also help direct and educate trail users on appropriate trail use for safety and environmental purposes.

DNR will maintain trails and monitor trail tread surface and trail features to determine if they are properly functioning.

Should DNR determine that designated trails are causing significant erosion and other environmental impacts, DNR will take corrective measures to address such problems, such as, but not limited to, modifying the trail, rerouting the trail, and/or trail closure.

Restoration work in areas adjacent to trail development will be undertaken in order to address impacts from past use in the area. This includes, but is not limited to, correcting soil erosion conditions by installing drainage control mechanisms (such as logs cross slope to divert water onto the adjacent forest floor) decompacting soils, adding soil and/or organic material to stabilize soils, and planting native vegetation.

Also see discussions in B.1.f, B.1.g, B.3.a.3, for more information on measures that will help reduce and control erosion and other earth impacts.

2. Air

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

Emissions, such as carbon dioxide and particulate matter, will likely result from construction equipment used to build the trails and trailhead, and ongoing ORV use of the trails for recreational purposes. Any emissions would occur in a forested setting, which could sequester some of the emissions from the above mentioned activities. In addition vehicular use on non-paved areas commonly results in airborne dust movement. It is not likely to impact any residential areas, due to the distance separation, but a high level of use on popular trails could disrupt the quality of recreational use on these trails, or other forest recreation uses in the immediate vicinity.

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

None known.

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

None, however, restoration efforts at Reiter includes replanting. These replanting efforts could increase the vegetation that would reduce carbon dioxide in the air, potentially including carbon dioxide emissions from motorized recreational vehicles.

3. Water

- a. Surface:

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.

Many surface water bodies exist or flow within the project area. The largest year-round streams include Austin Creek, Deer Creek, and Hogarty Creek. These streams have smaller (unnamed) tributaries flowing into them. All streams flow to the Skykomish River, then to the Snohomish River which drains into Possession Sound. Reiter Pond is a large wetland and there are several unnamed and several

unmapped smaller wetlands.

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.

None of the planned parking areas are located within 200' of any streams. Approximately 3.2 miles of planned trails will be located within 200' of streams. This is due primarily to the necessity to cross streams in certain location in order to provide a connected trail system. Trails are being designed to minimize the trail footprint within riparian areas, cross perpendicular to the stream, include either a bridge or culvert over the stream. Trails will comply with the DNR's 1997 Habitat Conservation Plan (HCP) and 2006 Riparian Forest Restoration Strategy procedures, Washington Fish and Wildlife Hydraulic Permit requirements, Snohomish County Critical Areas Ordinance, as well as guidance from the Reiter Foothills Forest Recreation Plan, and other policies as applicable.

There are eleven known locations where proposed trails will cross streams throughout the forest in this proposal. All stream crossings will have a bridge or culvert installed in order to reduce the environmental impacts on streams. With exception of these stream crossings, trails where reasonably possible have been located away from the described waters above. For a map of the project, see map: Proposed_Motor_Trail_System_Reiter_SEPA. For a Reiter Foothills Forest vicinity map, see Vicinity_Reiter_Map.

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 the fill material.

No fill or dredge is expected to be placed or removed from surface water or wetlands.

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

Incidental surface water diversions may result from bridge or culvert construction explained above in B.3.a.3. DNR will acquire hydraulic project authorizations for the construction of any bridge or culvert, as required.

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

No part of the project area is within the 100 year floodplain with the exception of the stream crossing locations.

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.

This project does not involve intentional discharge of waste materials to surface water. Minimal impacts may result from some accidental discharges, garbage, or waste materials entering surface water as a result of recreation activities.

b. Ground:

1) Will groundwater be withdrawn, or will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

This project will not require withdrawing or discharging water to ground water.

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 such systems, the number of houses to be served (if applicable), or

the number animals or humans the system(s) are expected to serve.

This project is not anticipated to cause waste material to be discharged. Although it is not planned for, there is potential for small incidental discharges of motor fluids which may result from motorized recreational vehicles using the trail.

A portion of the project area lies within an identified critical aquifer recharge area for the town of Index (the designation of the critical aquifer recharge area is made according to the Growth Management Act. Snohomish County is responsible for designating and mapping this area. For a map of the critical areas in the project area, see map: Critical_Area_Reiter_SEPA. Currently there are no known County Ordinance regulations restricting recreation trail use in these areas (per Snohomish County Ordinance), however, limited trails have been planned across the Aquifer Recharge area.

c. Water Runoff (including storm water):

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.

Trail construction and subsequent use of trails are expected to collect runoff from rain and snow. Features such as, but not limited to, drainage dips, cross drains, water bars, out sloping of the trail tread into the native vegetation will disburse the surface water into the surrounding forest floor.

The surface of the parking areas are expected to collect runoff from rain and snow. Runoff will drain off of the parking surface into a detention/retention area, as designed by a licensed engineer. This project will include a Surface Water Pollution Prevention Plan (SWPPP) (if required by the County).

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

This project does not anticipate causing waste material to enter ground or surface waters. Although it is not planned for it there is potential for there to be small incidental discharges of motor fluids that may result from motorized recreational vehicles (or maintenance equipment) use of the trail or from parking areas due to accidental spills.

See also the discussion in B.7.a.2 for more information.

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

As discussed below, DNR is using trail location, design, construction, maintenance, and management techniques to help minimize and prevent many of the potential environmental impacts that can result from trail-based recreation.²

During the planning process an environmental and management suitability assessment of the recreation lands in Reiter Foothills Forest. The purpose of the assessment was to identify and map areas within the planning area that have long-term limiting factors that affect recreation planning. Long term limiting factors include, but are not limited to, wetlands, wetland buffers, riparian areas, floodplains, potential

² Marion, Jeffrey. 2006. Assessing and Understanding Trail Degradation: Results from Big South Fork National River and Recreational Area. USDI, National Park Service. b) Meyer, Kevin G. 2002. Managing Degraded Off-highway Vehicle Trails in Wet, Unstable, and Sensitive Environments. Tech Rep. 0223-2821-MTDC. Missoula, MT: U.S. Department of Agriculture, Forest Service, Missoula Technology and Development Center. 48 p. c) Wilson, John; Seney, Joseph. 1994. Erosional Impacts of Hikers, Horses, Motorcycles and Off-Road Bicycles on Mountain Trails in Montana. *Mountain Research and Development*, Vol 14, No 1: 77 - 88. d) Schlichte, Ken; Donda, Zdenek; Wolff, Philip. 1998. Assessment, Mitigation of New Trail Technology, and Monitoring of Trail Erosion Impacts on The Tahuya State Forest. Washington State Department of Natural Resources.

perched water tables, and aquifer recharge and protection areas. The suitability assessment was broad scale in nature. See pages 27-32 of the Reiter Foothills Recreation Plan.

DNR has made continued efforts with site specific analysis while designing trails to make sure that they are predominately located in areas with fewer resource and management issues. For instance, trails have been laid out in a manner to help limit the number of stream crossings. In areas where there is a stream crossing a bridge or culvert will be installed, as deemed appropriate by an engineer. These crossings and installation procedures will also meet WDFW Hydraulic Permit Approval (HPA) requirements. Bridges and culverts will be sited to help minimize the potential for sediment delivery to streams.

Trails will be designed and constructed through the use of best management practices, such as, but not limited to, appropriately located drainage dips, hardened trail surfaces, cross drains, water bars, out sloping of the trail tread, etc. Runoff from trails will be dealt with through the described best practices by collecting and discharging runoff onto the surrounding forest floor. It is expected that the trailhead will have a storm water detention/retention area which will be engineered. For a map of the proposed trailhead concept plan, see map: Proposed_Trailhead_Concept_Plan_Reiter_SEPA.

For a map of the proposed temporary parking concept plans, see map: Proposed_Temporary_Parking_Concept_Plans_Reiter_SEPA.

DNR will maintain trails to help protect the trail tread surface and trail features (e.g. water bars, etc.) and keep the drainage feature functioning properly.

The allowed trail uses for a designated trail will be posted and enforced, for each particular type of trail use(s) so that use of the trail is consistent with its designed purpose. Parking capacity has been established based on trail mileage and user preferences, which is one mechanism for managing the user numbers and impacts to trails. By managing trail uses consistent with the trails intended design, trails will be protected from unnecessary degradation from wear and tear patterns the trail is not designed to withstand. Signage will also help direct and educate trail users on appropriate trail use for safety and environmental purposes.

Signs will be installed within the aquifer recharge area so that recreational visitors are aware of it and know where it is located. The signage will include information that communicates allowable uses within the aquifer recharge area. In addition, structures and blockages will be used to identify the trail segments within the aquifer recharge area and discourage uses that are not allowed along these segments.

Monitoring will occur during construction and as part of on-going maintenance of the trail system. For example, during and after major storm events critical drainage structures like culverts and water bars will be inspected to ensure they are functioning properly and that water quality is not impaired by trail use or failed water management structures.

Should DNR determine that designated trails are causing significant impacts to water and/or other environmental impacts, DNR will take corrective measures to address such problems, such as, but not limited to, modifying the trail, rerouting the trail, and/or trail closure.

Also see discussion in B.3.a.2, B.3.a.3, and B.3.c.1 for more information on measures that will help reduce and control impacts to water.

4. Plants

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

deciduous tree: alder, maple, aspen, black cottonwood, other

evergreen tree: fir, cedar, pine, other Douglas-fir, western hemlock

shrubs: huckleberry, salmonberry, vine maple, elderberry, willow

grass

- pasture
- crop or grain
- wet soil plants: cattail, buttercup, bulrush, skunk cabbage, other devil's club
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation: sword ferns, other ferns, salal, Oregon grape

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

Construction of trails associated with this project will require clearing and grubbing of vegetation in order to create trail corridors. Clearing and grubbing related to trail construction will result in a *de minimus* amount of vegetation being altered by the cutting and removing of trees and other forest vegetation. Trails will be designed around existing trees where possible to avoid vegetative impacts. In some areas of the trail, trees may be purchased from the trust beneficiaries to be part of the trail system. DNR's Timber Sales Standards will be applied to access liquated damages to be paid; see reference to Timber Sale Contract Clause and Administration Manual on page 4 of this document.

Construction of parking areas, including the trailhead and temporary parking, will require clearing of all trees and other forest vegetation in those areas.

31.4 acres of vegetation clearing are anticipated in this project. This amounts to 0.84 percent of the total project area. This estimate is based on the trail and challenge areas clearing as well as developing the temporary parking areas, and the new trailhead. In addition to this, vegetation adjacent to 4x4 trails is often impacted by use occurring on the 4x4 trails. It is estimated that an additional 20.7 acres (0.56 percent of the project area) could be impacted by the proposed 4x4 trail use.

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

There are no known threatened or endangered plant species within the project area. There are no known plant "species of concern" to the US Fish and Wildlife Service (DNR HCP pages IV. 184-189) in the project area. If threatened or endangered plants or species of concern are later found in the project area, DNR will take the necessary action to protect the vegetative species pursuant to the HCP.

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

Designated trails will be well signed to help ensure that trail use does not wander off trail. Additional signage will also help direct and educate trail users on appropriate trail use for safety and environmental purposes.

Should DNR determine that designated trails are causing significant impacts to vegetation and other environmental impacts, DNR will take measures to address such problems, such as, but not limited to, modifying the trail, rerouting the trail, and/or trail closure.

Restoration work will occur in areas adjacent to trails in order to address impacts from past use. This will includes, but is not limited to, correcting soil erosion conditions by installing drainage control mechanisms (such as logs cross slope to divert water onto the adjacent forest floor) decompacting soils, adding soil and/or organic material to stabilize soils, and planting native vegetation.

See also discussion in B.4.b.c. for more information on measures that will help reduce and control impacts to vegetation. See also the restoration strategy on pages 13-15 of the 2009 Reiter Foothills Forest Recreation Plan.

5. Animals

- a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, bald eagle, songbirds, other: northern goshawk, osprey, pileated woodpecker, red-tailed hawk, golden eagle, pileated woodpecker, Vaux's swift, black swift, purple martin, Townsend's big-eared bat, Peregrine falcon
mammals: deer, bear, elk, beaver, other: mountain goats, Myotis bats
fish: bass, Chinook, Coho, and Chum salmon, steelhead, Bull Trout, trout, herring, shellfish, other: sculpin, whitefish, lamprey
amphibians: Pacific Giant (Coastal) salamanders

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

Bald eagle.

In addition, likely to be found are:

Spotted owl (threatened at federal level, endangered at state level)

Marbled murrelet (threatened at federal level)

Grizzly bear (threatened at federal level, endangered at state level)

This proposal area is within one of DNR's Habitat Conservation Plan Nesting, Roosting and Foraging (NRF) areas, which has northern spotted owl conservation as its primary objective. Currently, there is no suitable habitat within the proposal area; however there are designated non-habitat stands that have the goal of achieving habitat in the future (referred to as "Next Best"). Recreational sites and activities will be consistent with DNR's HCP. Impacts to future habitat will be minimized through minimization of tree removal. These recreational activities and sites will not preclude habitat development.

Most of Reiter Foothills Forest is designated for management as NRF habitat. Within the NRF area, there are two northern spotted owl nest patches associated with Reiter Foothills Forest. These "nest patches" are only designated for management purposes, and are not associated with any known active spotted owl nests. There is a "core" and a "buffer" associated with each designated nest patch. This project will not be located within the "core" or "buffer" of these designated nest patches.

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

All of Washington State is considered part of the Pacific Flyway migration route. In addition, salmonids migrate up waterways in Reiter Foothills Forest to spawn.

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

All site-specific activities guided by this proposal will comply with the DNR's HCP procedures, all Forest Practices Rules and Regulations governing forest roads, and the Policy for Sustainable Forests., as well as other applicable laws and rules, such as WDFW HPAs. Biologists and other specialists will be consulted as necessary.

This will include avoiding the placement of stream-adjacent trails within site-specific riparian buffers, when feasible. Trail placement will also avoid protected and uncommon wildlife habitats. Specifically, some small to large talus/boulders have been identified on site by a wildlife biologist, which contain significant crevices, fissures, and other potential habitat characteristics.

All stream crossings will include a bridge or culvert in order to reduce the environmental impacts on streams.

There are 1,615 acres of Next Best forest stands within the 3,720-acre area that is the southeast portion of

Reiter Foothills Forest. The current proposal could result in a maximum of 28.6 miles of trails built within the southeast portion of Reiter Foothills Forest, with 8.6 miles of these trails planned in areas that have been designated as Next Best (30% of the total planned trail miles). Although it is likely that many segments of the trail construction will avoid tree removal, some tree removal is inevitable. The total area of maximum possible vegetation clearing for the current proposal is 31.4 acres, with 5.4 acres of this occurring in Next Best areas (3.6 acres for Single Track/motorcycle trails, and 1.8 acres for ATV or quad trails. This latter figure represents 0.15% of the current trail planning area, or 0.33% of the Next Best areas within the planning area. See map: Next_Best_Reiter_SEPA.). (Note: 4x4 trails are not proposed within the Next Best areas; therefore the 20.7 additional acres of potentially impacted vegetation due to 4x4 use does not apply to the Next Best areas).

Although the current proposal will involve some tree removal, it is not expected to occur to the extent that it will cause currently unsuitable habitat to take longer to develop suitable habitat characteristics. This is because vegetation clearing will occur in a linear fashion, and will not result in large openings within the forest stand. Suitable habitat characteristics for NRF include average stand conditions as follows: a forest community dominated by conifers, or in a mixed conifer/hardwood forest, the community is composed of at least 30 percent conifers; at least 70 percent canopy closure; tree density of between 115 and 280 trees per acre greater than 4 inches dbh; dominant and co-dominant trees at least 85 feet tall; at least three snags or cavity trees per acre that are at least 20 inches dbh; and a minimum of 5 percent ground cover of large down woody debris. Development of such stand characteristics should not be negatively impacted by the current proposal.

As described in the Reiter Foothills Forest Recreation Plan (April 2010), "DNR's vision statement for recreation and public access is to: Manage public and trust lands in a manner that provides quality, safe recreational experiences that are sustainable and consistent with DNR's environmental, financial and social responsibilities." This proposed motorized trail system is a result of implementing the Recreation Plan by concentrating recreation uses in areas that are consistent with DNR's environmental responsibilities. This recreation plan seeks to concentrate recreation opportunities away from sensitive environmental areas, including areas outside of designated HCP spotted owl nest patches and/or suitable spotted owl habitat. Trail locations will be sited and maintained in appropriate locations and in ways to ensure environmental protection. Recreational development that will likely have a larger area such as trailheads and parking are not sited in areas currently designated to become spotted owl habitat in the near-term (Next Best). Trails within such areas will be minimized in size and impacts to the stands. It is recommended that actual tree removal (expressed in numbers and/or acreage) be tracked during project implementation, as it may be prudent to document cumulative impacts for future reporting purposes.

Surveys for northern goshawks are planned for spring 2011, with the intent of locating an active nest site that may be in the area. A detection of a goshawk was made during a field review of proposed trails, which occurred at the end of the breeding season in 2010. If an active nest is confirmed within 0.55 mile of trail-building activity, timing restrictions may be required for portions of the trail-building that are within 0.55 mile of the nest (however, recreation activities within this area will not require timing restrictions).

Recreation access in the project area may be restricted, relocated, or the timing of recreation use may be restricted if necessary in the future to avoid, preserve, or enhance wildlife habitat if DNR determines such measures are needed to protect wildlife.

6. Energy and Natural Resources

- a. What kinds of energy (electrical, 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.

This project will require some electrical and oil energy to power tools and equipment for the construction phase of this project. Following the completion of construction DNR should only have

energy needs related to maintenance and repair equipment necessary for operating the trail system.

- 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:

None 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.

This project is not anticipated to cause waste material to be discharged. Although not planned for, there is the potential for small incidental discharges of motor fluids to result from subsequent motorized recreational vehicles (or maintenance equipment) use of the trails due to accidental spills.

- 1) Describe any emergency services that might be required.

This project as intended is not expected to require emergency services to respond to an environmental health problem.

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

Signage will be posted at kiosks requiring trail users to pack out all petroleum products, and keep them contained. DNR may take enforcement action against those who fail to comply with such postings. DNR will take action should there be any incidental discharges of motor fluids may result from subsequent motorized recreational vehicles use of the trail due to accidental spills.

- b. Noise

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

Current background noise from land management activities exists such as timber harvesting, road construction, gravel removal from rock sources, and vehicle traffic.

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

There will be machinery construction noise associated with the construction of the facilities and trails. The construction hours are anticipated to be 7:00 AM to 8:00 PM on weekdays and 9:00 AM to 7:00 PM on weekends.

Vehicles will use forest roads and other routes to access recreation trails and facilities as they are constructed. This is typical activity for this area and is consistent with existing traffic behavior. The motorized trailhead and trail system will operated as a day use facility; therefore, riding should only be occurring during daylight hours, and not during night time hours when people are likely to be sleeping. See WAC 332-52-310 regarding day-use areas.

A general concept for trail and facility locations has been proposed, based in part on a DNR Noise

Study3, in order to help ensure compliance with Department of Ecology noise regulations contained at Washington Administrative Code Chapter 173-60. Specific trail and facility locations have been proposed in areas that are anticipated to be consistent with existing noise regulations. When managing ORV use on state lands, DNR is required to address noise impacts affecting Class A EDNAs, which are identified as “lands where human beings reside and sleep” or residential areas. WAC 173-60-030, 050(4)(l). The permissible sound level for Class A EDNAs ranges from 55 dB to 60 dB. Assuming attenuation rates observed in the DNR Noise Study for forested environments, it is expected that the noise from the trailhead received by the closest Class A EDNA would be less than 55 decibels.

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

Hours of construction will be limited to daylight hours (see discussion in B.7.b.2).

At a minimum, trail and facility locations have been proposed in an effort to be consistent with Department of Ecology noise regulations contained at Washington Administrative Code Chapter 173-60.

Consistent with the Reiter Forest Recreation Plan, should noise issues be identified in the future, additional analysis and/or enforcement strategies, may be implemented in order to prevent and enforce against any noise violations of state and county laws. See also discussion in B.7.b.2.

8. Land and Shoreline Use

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

The proposal area is currently managed for long-term forestry. Undesignated dispersed user-established recreation has occurred within the project area for many years. As of November 2009, DNR has taken action to close undesignated vehicle use occurring in Reiter Foothills. There are two major blocks of state-managed land within Reiter Foothills Forest that sit adjacent to the east and west boundaries of Wallace Falls State Park. The project area is located in the Southeastern block of Reiter Foothills. Other state lands and private lands, which are managed for long-term forestry, lie adjacent to the northern boundary of both blocks. Wild Sky Wilderness Area lies adjacent to the northern and eastern boundaries of the Reiter Foothills Forest. The unimproved Forks of the Sky State Park is located along the southern boundary of the eastern block of Reiter Foothills. For a vicinity map of Reiter Foothill Forest, see map Vicinity_Reiter_SEPA.

There is commercial gravel mining and rock removal immediately adjacent to the eastern and northern block. There is an aquifer recharge area for the City of Index within the project area and several wellhead protection areas west of the proposal area.

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

No.

c. Describe any structures on the site.

The project area currently does not contain any DNR designated recreation sites or facilities. Undesignated user-built recreation trails and structures exist in the area. Other structures in the area include communication sites, power lines, fences, and gates.

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

Not applicable.

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

Snohomish County designates the majority of the project area as zoned Forestry or zoned Forestry and Recreation.

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

This proposal is consistent with the intent and purpose of the Growth Management Act as well as Snohomish County's Comprehensive Plan. Snohomish County zones the majority of Reiter Foothills Forest as zoned Forestry, or Forestry and Recreation. Snohomish County's Future Land Use map designations for Reiter Foothills include Commercial Forest and Forest Transition Area. This project provides support for Reiter Foothills Forest to remain commercially viable forest resource land, as a working forest, while allowing for a variety of motorized recreational activities.

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

Snohomish County has designated the Skykomish River as a "shoreline of statewide significance" making everything within 200 feet of the "ordinary high water mark" subject to the Shoreline Management Act. However, this project is not proposed within those areas.

- h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

Part of the trail system is proposed in areas identified under the County Critical Areas Ordinance (CCO). In general these areas include features such as slopes greater than 33%, stream buffers, etc. The sections of trail in CCO areas are expected to require additional environmental review and could require more intensive design work. Phase 1 trail construction is located outside of CCO areas. Phase 2 includes trails located in CCO's. See maps: Critical_Areas_Reiter_SEPA and Next_Best_Reiter_SEPA.

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

The number of workers for this project will vary. During construction, especially the trailhead, it is assumed that there could be dozens of workers. Once the construction projects are completed, DNR will have a staff person on site to manage the area for recreation.

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

The primary land use remains working forest for Reiter Foothills Forest. This project will result in the creation of designated motorized trails and a trailhead. Restoration efforts in the forest will eliminate non-designated recreational use areas where resource damage was occurring. These areas are currently closed to recreational use except for foot traffic.

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

The construction of motorized trails will provide motorized trail recreation opportunities.

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

This proposed project meets the terms of the Washington State Department of Natural Resources Habitat Conservation Plan (September 1997), Policy for Sustainable Forests (December 2006) and Reiter Foothills Forest Recreation Plan (April 2010) . See also A.8 of this checklist.

9. Housing

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

housing.

Not applicable.

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

Not applicable.

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

Not applicable.

10. Aesthetics

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

Structures are generally less than 20 feet in height are included, such as restrooms, sign kiosks, trail structures and bridges.

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

Proposed structures may affect views in the immediate area where they are located; however these structures will likely be screened by forest trees/vegetation when viewed from a distance. These trails will create new access to dramatic scenic vistas at the eastern end of the trail system.

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

None specifically proposed. However, the restoration of extensive non-designated use impacts on the landscape may improve the aesthetic experience for future users.

11. Light and Glare

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

None.

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

No. The proposed motorized trail system is a day-use only area so no new light is expected to interfere with views.

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

None.

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

None needed.

12. Recreation

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

Although DNR had not formally designated Reiter Foothills as a recreation area until the adoption of the Reiter Foothills Forest Recreation Plan in 2010, motorized and non-motorized recreation activities have been taking place there for many years. Based on anecdotal information, user-built trails have been used since the 1970s in Reiter. As of November 2, 2009 Reiter Foothills has been temporarily closed except to foot traffic.

In addition, recreation opportunities exist on adjacent Forest Service wilderness and State Parks lands. These opportunities include but are not limited to hunting, rock climbing, fishing, hiking, mountain biking, camping and others. No motorized activities are allowed in these areas.

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

The primary land use remains working forest. This project will result in the creation of designated motorized trails and a trailhead, while restoration efforts in the forest will eliminate non-designated recreational use areas where resource damage was occurring. The forest is currently closed to recreational use except for foot traffic.

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

The construction of motorized trails will provide motorized trail recreation opportunities for motorcycles, trial bikes, ATV, 4x4 riding. Separation of motorized and non-motorized trails in the Reiter Foothills Forest will help prevent adverse noise impacts and provides opportunity for more diverse recreation experiences in the non-motorized use areas. Trails and facilities have been located in an effort to prevent adverse noise impacts.

13. Historic and Cultural Preservation

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

There are no national register eligible sites present near the area of trail and trailhead development activities. Pursuant to Governor's Executive Order 05-05 DNR has performed a formal consultation process with Tribal entities and Washington Department of Archaeology and Historic Preservation. Cultural surveys have been completed for high probability sites in the project area.

- b. Generally describe any landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site? If so, generally describe.

There are numerous sites recorded in the surrounding Mount Baker Snoqualmie National Forest. See also discussion in B.13.a. Copper Bell mine complex is adjacent to the area, and is historically significant but as yet unrecorded; it is not on DNR land. In the southeast portion of Reiter there are no known sites of significance.

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

The 2006 Board of Natural Resources (BNR) policy for protection of cultural resources in the 2006 Policy for Sustainable Forests (PSF) and Governor's Executive Order 05-05 will continue to be followed if any inadvertent finds occur. In addition tribes who have an interest in this project will be notified. DNR archaeologist will prepare site protection plans for known sites and an inadvertent discovery plan will be developed for the overall project. The agency will comply with state laws regarding cultural resources and human burials.

14. Transportation

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

The trailhead and motorized trail system can be accessed via Reiter Road, a county road, which links to U.S. 2. See vicinity map: Vicinity_Reiter_Map. The Highway 2 corridor is heavily traveled, and provides business, public and recreational access to the area and between eastern and western Washington. The level of traffic in the area varies and tends to be higher on weekends and in the summer, when recreational activity increases. A 2008 online survey conducted by DNR's Recreation Program showed visitors to the area are three times more likely to visit the forest on the weekend than during the week. 4

There are 57 miles of active, in-active, abandoned and orphaned forest roads on DNR land within the entire Reiter Foothills Forest. Orphaned roads are roads or railroad grades that have not been used for forest practices activities since 1974. Many of these roads are overgrown or closed off.

At this time, the remaining active roads within the Forest are closed to the public, but are used for forest management activities. Roads that access any communication sites or other utilities may be frequently used by vehicles for maintenance of those facilities.

Roads on DNR-managed land often continue onto private ownership. Neighboring landowners may also contribute to traffic on DNR-managed roads. Legal easements govern the use of these shared roads.

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

Community Transit lines 270/271/275 and 277 ends in the town of Gold Bar, which is located near the project area.

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

There are currently no existing parking areas at Reiter. The proposed trailhead is expected to provide an estimated 91 defined designated parking spaces at full build-out (approximately 46 spaces for vehicles with trailers, 45 spaces for standard vehicles). Prior to the trailhead being constructed there may be temporary temporary parking areas developed. These temporary parking areas are estimated to provide approximately 1700' lineal feet of parking which could accommodate 27 vehicles with trailers and 17 standard vehicles at one time. For a map of the proposed trailhead concept plan, see map: Proposed_Trailhead_Concept_Plan_Reiter_SEPA.

For a map of the proposed temporary parking concept plans, see map: Proposed_Temporary_Parking_Concept_Plans_Reiter_SEPA.

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

The creation of the motorized trailhead will require the construction of a short access road (approximately 400') to the parking area for visitors to drive to the trailhead from Reiter Road. The temporary parking areas P-T2 and 3 both include a short parking loop road.

The 4x4 trails which will be constructed are similar in width to some forest roads. Approximately 6.1 miles of 4x4 trails will be constructed for recreational use by the general public. Approximately 1.9 miles of 4 x 4 trails will be built onto existing roads. These trails are not intended to provide access throughout the forest for standard passenger vehicles.

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

No.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

The proposed trailhead is expected to provide an estimated 91 defined designated parking spaces. Prior to the trailhead being constructed, the areas designated for parking may provide parking for an estimated 44 vehicles (depending on how many have trailers, see 14.c.). No designated parking will be designed for outside of these parking areas, with exception to defined overflow parking permitted for special events. Parking will be managed under the existing WAC 332.52 regulations

A user-survey performed by DNR in late 2008 indicated that most trail users at Reiter usually ride for five to six hours. The motorized trailhead and trail system will be managed as a day use facility; therefore, riding will occur during daylight hours (WAC 332-52-310). Under this system it is expected that a parking space would likely only be generally used by two passenger vehicles over the course of a day.

Based on the number of designated parking spaces and the estimated number of vehicles using a parking space over the course of high use days, it is estimated that 182 vehicles could make the trip into Reiter, park, and access the motorized trail system daily. This estimated number of vehicle trips to Reiter's proposed trailhead (motorized recreation) is 15% of the nearly 1,200 daily vehicle trips occurring on Reiter Road.⁵ Peak volume is anticipated on the weekends, as DNR's 2008 online survey found visitors to the area are three times more likely to visit the forest on the weekend than during the week.⁶

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

It is not anticipated that use levels at Reiter Foothills will significantly impact transportation. No specific measures have been proposed as part of the recreation planning process.

DNR will promote that people carpool to the trailhead in order to reduce the use of passenger vehicles.

15. Public Services

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

There is a potential that emergency response services will be required to provide assistance to a person who has been injured while using the ORV trail system. Design and enforcement measures provided in a designed trail system should minimize the frequency, and a mapped trail system will facilitate easier access for emergency services.

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

This project will provide mapped designated recreation trails which are designed for their intended use and will include trail signage that is consistent with DNR's signage standards. The mapping and signage should provide easier emergency access and potentially quicker response times. By designating trails, controlling access, and managing use, there will likely be fewer incidents that require response.

⁵ Based on Snohomish County Traffic Study of Reiter Road conducted on June 10, 2009.

⁶ Reiter Foothills Forest Recreation Survey 2008

16. Utilities

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

None, although Puget Sound Energy and Bonneville Power Administration power lines run through the project area. An abandoned section of Northwest Pipeline crosses the Forest. In addition, there are two communication sites located in the project area. There are easements with Snohomish County PUD for the electrical line to the lower communication site.

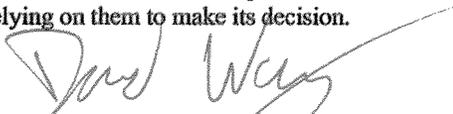
- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

The new trailhead is planned to have two vault toilets. Temporary parking area will include portable toilet facilities when operated.

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:



Reviewed by:

S. K. [unclear]

Title:

UPLAND BUSINESS OPERATIONS MANAGER

Date Submitted:

12/20/2010