Lower Tolt River Floodplain Reconnection Project
Frequently Asked Questions

King County and the City of Seattle (Seattle) received many questions and comments during the SEPA comment period for the lower Tolt River Floodplain Reconnection project. The following information is a consolidated list of questions about the project, along with responses prepared jointly by King County and Seattle. King County, as both the SEPA lead agency and project co-sponsor, and Seattle, also a co-sponsor, believe it is important for interested parties to be aware of all the questions posed about the project, in addition to their own.

The responses to the questions include references to technical studies and engineering analyses conducted by the King County project design team and independent consulting firms, including northwest hydraulics, inc. (nhc). The City of Carnation (the City) requested that King County hire nhc to perform an independent Third Party Review of the project and the underlying assumptions upon which the design is based, and to answer specific questions posed by the City. The City was involved in selecting the consultant and developing the scope of work. The results of the Third Party Review are presented in the *Lower Tolt River Floodplain Reconnection Project: Third Party Review* (February 7, 2007), prepared by nhc and Shannon and Wilson. The report was submitted to the City on February 8 and discussed at the February 13 Carnation City Council meeting. A copy of the Third Party Review report and responses to other SEPA questions posed by the City of Carnation can be found on the project Web page located at http://dnr.metrokc.gov/wlr/cposa/tolt-restoration/.

King County is currently completing several additional analyses recommended in the Third Party Review report to ensure that the final project design meets all of the project goals.

Flooding

Will replacement of the existing levee with a new levee and revetment affect flooding in the City of Carnation?

Although the new levee on the north side of the river will be in a different location, it will provide equivalent protection to that provided by the existing levee. The top of the new levee will be built to the same elevation as the existing levee. Like the existing levee, however, it will not contain extreme Tolt River flows or protect the surrounding area from Snoqualmie River flooding. The Third Party Review report described the potential effect of the project on flooding as follows:

> "The mapping shows that both the north and south sides of the current and proposed levees are inundated by the Snoqualmie River at recurrence intervals as low as a 2-year event. Thus a reasonable conclusion can be reached that relocation of the levee, and reconstruction at the same height as the current Tolt River levee, will have little effect on Snoqualmie River flooding. Furthermore, our review of our own hydraulic modeling completed for the floodplain mapping study indicates that the levee has little or no impact on Snoqualmie River flood levels at events in the range of those considered in that study

(e.g., 10-year and above)." (Page 5, *Lower Tolt Floodplain Reconnection Project: Third Party Review*, nhc, February 2007)

Any change in flood risk that does occur is predicted to lower the risk as a result of a larger area between the levees for Tolt floodwaters and sediment deposition. The levee setback will reduce the current vertical rate of sediment accumulation in this reach and therefore prolong the effectiveness of the levee system.

Will the new levee change the frequency or level of flooding elsewhere on the Tolt?

By increasing the capacity for floodwaters between the north and south levees, the project will during some storm events cause Tolt River water levels to drop both within the project area and for a short distance upstream. This beneficial impact would occur only when the Tolt is flooding and the Snoqualmie is still relatively low. This potential benefit was deemed to be insignificant by the Third Party Review team because the flooding in this area is dominated by the Snoqualmie River.

How can we be sure that the new (untested) levee will provide the same level of protection as the existing levee?

Because of the level of concern about flooding and erosion issues, the City of Carnation asked that King County hire an engineering firm with appropriate expertise to conduct an independent Third Party Review of the flood protection elements of the project design. The consultant selection and the scope of the effort were developed in conjunction with Carnation. This review concluded that the proposed project will not increase flood or erosion risks or significantly affect the potential for lateral migration of the Snoqualmie River towards Carnation. Their comments regarding the levee design include the following:

> "The project elements, including the new setback levee, bank protection measures, and engineered log jams generally appear to have been designed to withstand the forces anticipated by the design team with a reasonable degree of conservatism." (Page i, *Lower Tolt River Floodplain Reconnection Project: Third Party Review, nhc*, February 2007).

It is important to note that the existing levee was removed from the King County inventory of flood facilities after the 1990 flood. Although the park road on the levee has been maintained, the levee itself has not. In fact, as the Tolt River channel continues to aggrade and fill with sediment, the risk of the existing levee failing becomes greater over time. The new setback levee proposed in this project will be added to the King County river management inventory and will be maintained by the King County Department of Natural Resources and Parks.

Why does the proposed levee stop before it reaches the campground? Why doesn't the levee extend all the way to the Snoqualmie?

The new setback levee has been designed to contain Tolt River water at the same elevation as the existing levee. The existing ground elevation in the campground area is higher than this containment elevation, so it is not necessary to extend the setback levee to the campground. Although a levee is not needed here, the proposed project includes a revetment along the campground to protect the campground from erosion.

Will the removal of the levee leave the campground in the park unprotected?

No. The elevation of the campground is higher than the elevation of the existing levee, and therefore is not protected from flooding by the existing levee. The existing levee does provide some protection from erosion by keeping the main force of the Tolt River away from the campground. The proposed revetment will protect the campground from erosion once the current levee is removed.

What will happen if the campground revetment fails?

The campground revetment is being designed to withstand 100-year flood conditions with a factor of safety, so failure is unlikely. However, if a portion of the revetment were to fail, the adjacent campground area would be subject to localized erosion damage. Extensive damage would not be expected because the greatest erosive forces in this area occur early in a flood, during a relatively brief time period when the Tolt River is high and the Snoqualmie River is still low. Also, the campground terrace does not show signs of extensive erosion in the years prior to construction of the old levee. Once constructed, the revetment will be added to the King County River Management inventory, and both the revetment and the campground will be maintained by the King County Department of Natural Resources and Parks.

Will changes to the Tolt affect flooding or channel migration in the Snoqualmie River?

The project will not change Snoqualmie River flood levels or potential for Snoqualmie channel migration. Studies of historic channel migration patterns dating back to the 1870s do not show a tendency for the Snoqualmie River to migrate toward the campground, even prior to construction of this section of the Tolt levee in about 1940. The lack of movement of the Snoqualmie River toward the City of Carnation is not the result of the Tolt levee system or of Tolt flood flow volumes and velocities (i.e., the flowing water itself). Rather, river migration is restricted due to the presence of the Tolt River depositional fan on which the City of Carnation and the project site are located. Existing independent reports document that the Tolt River depositional fan, a landform created by the deposition of gravels carried by the Tolt River over thousands of years, has naturally pinned the Snoqualmie River against the west valley wall.

Furthermore, nhc concluded during the Third Party review that the proposed project will not increase flood or erosion risks for the City or significantly affect the potential for lateral migration of the Snoqualmie River towards Carnation. They further concluded that although minor changes are expected along the Snoqualmie River as a result of the proposed project, none of the changes are expected to cause the river to migrate east, around the campground.

Recreation and Safety

The Tolt River, particularly below SR 203, is a high-use recreation area for children and families during the summer months. Where will these children and families go to wade, swim, and picnic if the levee is no longer there?

The project is designed to provide significant opportunities for access to the Tolt River for wading, swimming, and picnicking. Specifically, about 400 feet of the existing levee from SR 203 downstream will be left in place and modified to improve parking. As a result,

recreational access to that portion of the river and existing gravel bar will improve. Removal of the levee from that point downstream will cause more sediment deposition in more areas than occurs now and probably result in the splitting of flow into multiple channels. This will also create new expanses of freshly deposited Tolt River gravels, or "beach" areas, adjacent to flowing water. There should also be more areas of relatively shallow and slower moving water, which will be conditions in which recreational wading and swimming can continue to occur, possibly more safely than in the present-day narrow, chute-like channel. There will be many picnicking areas in a variety of locations and settings. Innertubing may be less attractive in the levee setback area where split channels and shallower, slower water are likely to develop, but will continue to be available upstream of SR 203.

The natural beauty and character of the Tolt Park has been enjoyed by generations of local residents. Why are King County and Seattle proposing to change the character of the park?

Most of the 550-acre park will be left undisturbed by the project. We believe we can implement the project without significantly altering the character of the park and at the same time enhance other park uses (fishing, bird watching, and trail use, for example). King County and Seattle are proposing the Lower Tolt River floodplain reconnection project because it has great potential to restore habitat for endangered fish species. The river corridor will change in this reach, particularly with the removal of the road along the north bank of the Tolt River. However, the uses for which the road provides access should remain largely unchanged. People will still be able to frequent the gravel bars in the summer to enjoy the water. People will be able to fish. Tubing in the reach will likely resemble that available upstream of the Snoqualmie Valley Trail bridge, where the stream has more than one channel in places. We know that change causes concern, but it also creates opportunities. We believe that the changes to the park's current conditions will be balanced by the enhancement of fish habitat and the addition of new recreational amenities.

The project is identified and adopted as a high priority for the basin by the Snohomish Basin Salmon Recovery Forum (Forum). The Forum included members from fourteen cities and towns and two counties, as well as members representing the variety of perspectives found within the basin, including agricultural, recreation, business, and environmental interests, the Tulalip Tribe, and the members of the local community. The project will provide substantial gains in most or all of the four habitat conditions that the Snohomish River Basin Salmon Recovery Plan identifies as primary restoration goals: off-channel habitat, edge habitat, riparian revegetation, and presence of instream wood. The project also takes place in an area that the plan identifies as the most effective and productive for implementation of the priority restoration actions. The Forum recommendations are included in the *Snohomish River Basin Salmon Conservation Plan* (Snohomish Basin Salmon Recovery Forum, 2005) and the *Snohomish River Basin Ecological Analysis for Salmonid Conservation* (Snohomish Basin Salmonid Recovery Technical Committee, 2004 (updated 2005)).

How does the project address the loss of direct, easy access to the river?

People in the community have made it clear that summer sunbathing and wading along the Tolt River and at the confluence with the Snoqualmie River are high on the list of favorite recreational activities for the community. The project will include features that allow continued

access to the river at two high-use locations. There will continue to be access at the confluence. A paved path will lead users to the confluence from a large parking area in the park's central use area. For users who have difficulty managing the extra distance that one must walk to get to the confluence area, there will be a river access point on the Tolt River gravel bar at the SR 203 bridge. That access point will be located near a new parking lot with 30 parking places that will be constructed on the eastern end of the levee, a portion that will not be removed. The project also includes additional parking areas and an extensive trail system to help facilitate access to future channel alignments and other park amenities.

Will the new "hedgerow" parking displace existing soccer or other sport field uses?

The project will not result in the permanent loss of any of Tolt-MacDonald Park's playing fields. However, some short-term closures and reconfiguration of existing fields will be necessary as part of the project.

Construction of the hedgerow parking lot in the area currently utilized as informal soccer fields will likely require relocation of these fields to the east. Because these are not formal fields and are typically used for youth soccer, the exact configuration of the fields can be adjusted without losing use of the area. Much of this area will also be used for staging equipment and materials during construction and will not be available for recreational purposes. In addition, Mariner Field may need to be closed for six to eight weeks in the summer. This temporary closure will be coordinated with the King County Parks and Recreation Division to reduce impacts to summer sporting events.

Construction of the project is expected to take up to two years, with most work occurring in the summer. During this time, it will be necessary to close portions of the park to provide construction access and construct specific project elements. For example, the campground will be closed during construction of the revetment around the campground. The existing levee road will be closed at various times when it is used for construction access and during removal of the levee. The project team will work with King County Parks and Recreation Division staff to facilitate access to the river and other park amenities during construction.

Will trails be extended to reach other trails and/or facilitate pedestrian access to Carnation?

King County has agreed to work with the City of Carnation to incorporate a connection between the trail proposed as part of this project, and those planned along SR 203 within the City limits. The design team will continue to work with City staff to find the most appropriate location for that connection.

Is lowering the trail under the SR 203 bridge going to put the bridge at risk?

No. The design team has utilized survey and as-built plans of the bridge to ensure that the location and depth of the excavation under the bridge pose no risk to its stability. This action, as well as any other modification associated with the project within the Washington State Department of Transportation (WSDOT) Right-of-Way, will require review and formal approval from WSDOT. The design team has contacted WSDOT, a site visit was conducted, and preliminary plans were submitted for their consideration. The initial response was positive and

we are providing additional information requested by WSDOT. We will continue to coordinate with WSDOT as design proceeds.

Are the proposed man-made logjams going to create a hazard for floaters, swimmers, and other users of the River?

The project's Engineered logjams (ELJs) are being designed to reduce hazards to Tolt River users to the greatest extent possible. These ELJs are engineered structures specifically designed to remain stable during flood events. They are intended to deflect and disperse energy and to direct flow away from areas where erosion is undesirable. Unlike natural logjams, the centers of the ELJ structures designed for this project are filled with rock and soil to increase their stability and to prevent water from flowing through them. By reducing the water that flows through the structures, the potential risk of entrapment of recreational floaters is reduced.

The project proponents worked with a Recreational Safety Focus Group during the design process to minimize safety risks that could arise as a result of this project. The Recreational Safety Focus Group included Eastside Fire and Rescue and King County Sheriff's Office representatives, safety professionals, and users. The Focus Group looked specifically at the ELJ structures, the revetment, and the potential for accumulation of other, naturally formed logjams. The Focus Group recommended that the project proponents monitor the river corridor annually for hazards for up to ten years after construction. The project proponents have agreed to this recommendation and will incorporate the monitoring activity into the inspection program being developed for all the project elements. If hazards are identified during this annual monitoring, the King County Department of Natural Resources and Parks will take steps to address them. This could involve removal or modification of the logjam, or other actions to address the risk. In cases of extreme imminent public safety hazard, the Department will coordinate with the King County Sheriff's Office, which has the legal authority to close portions of a river; however, a decision to close a section of the river is rare.

Other recommendations made by the Recreational Safety Focus Group included the development of a well-marked take-out site for boaters and floaters, educational outreach to the public, and placing educational signage to help users recognize potential risks and take appropriate actions to safeguard their health. The project team has agreed to incorporate all of these elements into the final design for the project.

Why are we using logs and logjams at all?

This is a habitat restoration project with an equal goal of maintaining flood protection. Logs and logjams play an important role in the project's ability to meet both of these objectives. Since naturally occurring logs and logjams create beneficial habitat conditions by increasing the diversity of habitats in the river, installing logs and logjams will improve and restore habitat in the project area. In addition to their habitat value, logs and logjams will deflect and disperse flood flows, which will diminish the water's erosive power and decrease flood hazards.

Habitat

The Snoqualmie and Tolt Rivers both support good fish runs. Why do we need to do anything to the Tolt in this reach?

While the Snoqualmie and Tolt Rivers do in fact support relatively good salmon runs, the number of fish in the river and in the watershed overall has dramatically declined from historic population levels. While there are many factors contributing to this decline, it is undeniable that the habitat available for salmon today is less abundant and less diverse than it was historically. Even productive rivers such as the Tolt have had off-channel areas filled and side channels cut off from the river. This is clearly evident by comparing conditions today with those visible in 1936 aerial photographs of the lower Tolt River. An extensive network of channels visible in that aerial photograph is still present in the park today, but is isolated from the river by the levee, except during flooding events. Reconnection of the floodplain to these areas will rapidly increase off-channel rearing and refuge habitat for salmon.

The need for rearing and off-channel habitat in this reach of the Snoqualmie River and the lower Tolt River is documented in the *Snohomish River Basin Salmon Conservation Plan* (Snohomish Basin Salmon Recovery Forum, 2005) and the *Snohomish River Basin Ecological Analysis for Salmonid Conservation* (Snohomish Basin Salmonid Recovery Technical Committee, 2004 (updated 2005)). These reports were developed and adopted by a broad coalition of interests in the watershed, including many cities as well as agriculture, recreation, business, and environmental interests, the Tulalip Tribe, and the members of the local community. The reports document that the area near the confluence of the two rivers is very heavily used for spawning, but identify the loss of suitable rearing and off-channel refuge habitat as the primary factor affecting salmon populations. The Conservation Plan identifies lack of this type of habitat as a bottleneck in meeting basinwide recovery goals for Chinook salmon and concludes:

> "Setting back dikes and removing armoring, restoring access to isolated habitats, replanting riparian forests, and implementing agricultural best management practices will provide the greatest returns in population performance of any actions in the freshwater environment. Major improvements of habitat conditions within this sub-basin strategy group are necessary to ultimately reach the co-managers' recovery planning targets for abundance and productivity." (Page 11-30, *Snohomish River Basin Salmon Conservation Plan*, Snohomish Basin Salmon Recovery Forum, 2004 – Updated 2005).

Those conclusions are consistent with the findings of the technical studies conducted during the early planning phases of this project. More detailed information about the habitat conditions in the project area and the potential benefits of the project are presented in the *Lower Tolt River: Floodplain Reconnection Site Analysis, Characterization of Existing Conditions* prepared by Parametrix in 2001 and *Lower Tolt River: Floodplain Reconnection Project Alternatives and Analysis* completed by Parametrix in 2003.

How will splintering the already low summer flow of the Tolt into several smaller channels improve habitat?

Relocating the levee north of its current alignment allows the Tolt River to meander, create pools, and form side channels. This is a natural process that creates diverse habitats within the river, along the banks, and in off-channel areas where fish can find food, rest, and hide from predators. These areas also provide refuge during floods and other periods of high flow velocity. As the channel meanders and creates side channels, there is physically more space with a wider variety of depths and currents. It is this mix of different channel conditions that increases fish production and survival of juvenile salmon. These types of habitat are abundant in unconfined (non-leveed) sections of the river, but notably absent where levees are present.

The restoration of these types of habitats has been identified as a key component of a larger salmon conservation strategy adopted by the Snohomish Basin Salmon Recovery Forum.

How will the project affect the Snoqualmie River? Will there be more gravel, silt, or other material washed into the system?

The levee setback project will create conditions in the lower Tolt River downstream of SR 203 of generally shallower and slower flows, which will result in more coarse sediment (gravel) deposition in the project area than presently occurs. Increased gravel deposition in the lower Tolt means that less gravel will be transported from the Tolt River into the Snoqualmie River. An analysis of these processes prepared prior to design concluded that the decrease in gravel transport out of the Tolt River would not cause significant long-term changes to the Snoqualmie River channel. The Third Party review team recommended an analysis of shorter-term effects, assuming a complete short-term interruption of sediment delivery to the Snoqualmie. This analysis is underway, and its results will be used to inform design decisions.

Movement of silt and other fine-grained materials into the Snoqualmie River is also expected to occur as the new channels form and expand. This is likely to occur during storm events after the existing levee is removed, when high flows move more easily into and through the newly accessible floodplain. Mobilization of sediments during flood events is a natural process. Although this is a natural process, the rapid release of large amounts of fine sediment could be temporarily harmful to fish in the river and to their habitat downstream. Certain elements of the design should help decrease the delivery of fine sediment from the project site, including the excavation of a pilot channel, installation of ELJs to direct flow through the site, the erosion protection provided by the revetment along existing banks, and the extensive planting proposed within the floodplain. A consultant specializing in sediment transport has been requested to evaluate the sediment transport issue more thoroughly. The design will be modified if needed to minimize potential downstream effects.

Finalizing the design will require permits and approvals from the Washington Department of Fish and Wildlife, the U.S Fish and Wildlife Services, and the National Marine Fisheries Service. Those agencies will scrutinize the project and evaluate the potential impacts associated with construction and those that may result later in time. This habitat restoration project is a high priority project for salmon recovery in the basin. The long-term benefits of the project for salmon recovery are expected to far outweigh short-term impacts.

Cultural Resources

Will construction of the project disturb sacred tribal artifacts or impact other important historical or cultural resources?

The project team understands that there are important cultural and historical resources on and adjacent to the Tolt-MacDonald Park. To minimize the potential for impacts to those resources, the team hired a well-respected archaeological consulting firm to review existing studies, contact tribal and state experts, and perform a preliminary site investigation.

Since the original investigation in 2004, the consultant has continued to collect additional information and has been advising the team on areas where the potential to encounter cultural resources is high. Their input has been used to modify the design and location of proposed structures. Tribal members and staff were also consulted to discuss the project and solicit their input and concerns. These discussions will continue in order to ensure important cultural resources are protected.

Prior to construction, we anticipate further archaeological investigation to refine our knowledge of known sites and high probability areas near the project site. This effort will be used to further modify the design, as appropriate, and help avoid unnecessary disturbance of cultural resources. Working with our consultant, tribal staff, and the Washington State Department of Archaeology and Historic Preservation, we intend to establish protocols for work in and around potential sites and how artifacts, if encountered, will be handled.

Public Input

Why weren't park users and local residents consulted earlier on this project?

The project team has worked to inform and consult park users and residents at a very early stage in project design. As early as 2004, the project partners met with the Carnation City Council, neighbors, park users, and community groups to discuss the project. In addition, King County has maintained a Web site informing and updating the public as the project has evolved (http://dnr.metrokc.gov/wlr/cposa/tolt-restoration/). In the summer of 2004, the project team hosted a public meeting at the Carnation Elementary School to share the project concept and solicit feedback from the community to improve the project and incorporate elements into the design that would maintain or increase the value of the park to the community. A second public meeting was held in June of 2006. A number of local residents did attend those meetings and shared ideas that were important to the evolution of the current project proposal.

Following the 2006 public meeting, the project team continued to seek feedback from the community. During the summer of 2006, project team members made a series of visits to the site on weekends to discuss the project with users and hear their specific comments and concerns. The project team has also made several presentations to the Carnation City Council to address some of their questions and concerns about the project. We recognize that we did not reach all local residents and users and we can understand the feelings of those who were not aware of the project earlier in the process. We hope that we can work with members of the

community as the project moves forward to incorporate feedback from park users and local residents into the project design.

Will there be more opportunities for public input and plan review before the project moves forward?

There are additional opportunities for public input on the plan before the project design is finalized and the decision is made to construct. There will be a public meeting on April 5, 2007 to provide the public with another opportunity to express their opinion on the project. The meeting is being publicized broadly in the community, including mailings, e-mails, and press releases to the local papers. Information about the meeting is also located on the project Web page. We hope to have a good turnout at that meeting to get feedback on the current design and a good sense of the public's view of the project. We also hope to use the opportunity to update the public on the findings of the Third Party Review and the revised timing of the project.

Will the public comments be used to modify the design?

Yes. Several comments received from the public have been used to influence design. The project team will continue to look carefully at the design to see if elements can be adapted, changed, or added to address additional comments we have heard from the public.

How will the public concerns about the project be addressed?

All of the comments received from the public have been reviewed and analyzed by members of the project team. The purpose of this document is to consolidate and provide answers to the frequently asked questions and to lay out what the project team is doing to address them. Some of the responses simply provide information requested through the original questions, while others lay out what has or will be done to address the concern.

King County also hired a highly respected engineering firm to provide an independent Third Party engineering review of the flood protection elements of the project design. This review concluded that the proposed project will not increase flood or erosion risks or significantly affect the potential for lateral migration of the Snoqualmie River towards Carnation. A copy of the resulting report *Lower Tolt River Floodplain Reconnection Project: Third Party Review* dated February 7, 2007 is available on the project Web page.

Economic Issues

Will the development potential of adjacent parcels be affected by the project?

No. The adjacent parcels are currently in the floodplain, which places restrictions on development. There are also existing wetlands and stream channels with their associated buffers that place conditions on the development of those parcels. The development conditions associated with river channels are very similar to the conditions presently in place due to the location of the open water wetlands. This project will not alter or increase those regulatory requirements.

How will changes in the park impact the local businesses?

This project may have a beneficial effect on local businesses. The economic benefit of the park to the local economy is at least partially a function of the number of park users, especially visitors from outside of the Carnation area. Several aspects of the Lower Tolt project could attract more users to Tolt-MacDonald Park. First, the river corridor itself will continue to offer a variety of beach and water contact opportunities.

Additionally, the project will enhance other park amenities:

- The addition of parking spaces in the main park area allows for greater year-round use of multiple features in the park (soccer, baseball, picnics, biking).
- The improved connection under the SR 203 bridge and the parking in the "green chop" area create a visible access point to the underutilized, spectacular Snoqualmie Valley Trail. This site could attract more users to the trail simply by being easily visible from SR 203.
- The paved trail planned for the top of the levee will improve internal access within the park and provide easy access to the park from the Snoqualmie Valley Trail.
- The project provides access into a previously unused portion of the park (the reconnected floodplain area) and will encourage wildlife viewing and hiking.
- The improvement in fish habitat may attract more people for fishing. Fishing and wildlife viewing appear to be valuable contributors to the tourism economy of the Valley.
- This project is one of the most significant restoration projects in this region. Implementation of the project should raise the level of awareness of the park and bring more people to the area. The interpretive signage provides an opportunity to highlight the unique scale of this restored feature and to potentially portray it as a showcase or demonstration site for salmon recovery elsewhere in the Pacific Northwest.
- Finally, future signage proposed as part of the project will direct park users to services available in downtown Carnation.

What will happen next?

There will be a public meeting on April 5, 2007 to provide another opportunity for the public to ask questions and provide comments on the project. The meeting will be held in the multi-purpose room at Carnation Elementary School located at 4950 Tolt Avenue and run from 6:30-9 p.m. Additional information about the meeting is available on the project Web page.

After the public meeting, King County, as the SEPA lead agency for this project, will decide whether the Determination of Non-Significance is still appropriate. King County will consider information provided in the checklist, comments and information received during the SEPA comment period, the finding of the independent Third Party Review, and other pertinent information. Once a decision is made, a notice will be published in newspapers, posted at the project site, and sent to everyone on the mailing list. The decision will also be posted on the project Web page located at: http://dnr.metrokc.gov/wlr/cposa/tolt-restoration/.

Once the SEPA process is concluded, the project design will move forward and permit applications will be submitted to local, state, and federal regulatory agencies. Construction is planned to begin during the summer of 2008. Once the construction schedule is set, park users and other interested parties will be notified about potential park closures. Updates on the project schedule will be posted on the project Web page.

Contacts:

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