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March 29, 2007

The Honorable Bill Paulsen
Mayor, City of Carnation
4621 Tolt Avenue
PO Box 1238
Carnation, WA 98014-1238

RE: Response to SEPA Comments from the City of Carnation
Regarding the Lower Tolt River Floodplain Reconnection Project

Dear Mayor Paulsen:

Thank you for your letter of August 11, 2006, regarding the SEPA checklist and Determination of Non-Significance for the Lower Tolt River Floodplain Reconnection Project. King County, as both the SEPA lead agency and project co-sponsor, and Seattle, also a co-sponsor, have jointly prepared the following responses to your questions. We trust this information, along with the Third Party Review, will address the comments and questions raised in your letter.

The information provided below is based on technical studies and engineering analyses conducted by the King County project design team and independent consulting firms, including information provided by northwest hydraulics, inc. (nhc) during the Third Party Review requested by the City of Carnation. As you know, King County hired 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 the selection of the consultant and in the development of the scope of work. The Third Party Review report, entitled *Lower Tolt River Floodplain Reconnection Project: Third Party Review*, dated February 7, 2007, prepared by nhc and Shannon and Wilson, was submitted to the City on February 8 and discussed at the February 13 Carnation City Council meeting. We have included your original questions for ease of reading.

1. *The City of Carnation is concerned about any potential change in the hydrology of the Snoqualmie River that may result from the alteration of the existing confluence with the Tolt River, especially if there is any potential for the Snoqualmie River to migrate eastward from its current channel. Such a river migration would have extremely serious consequences for the City of Carnation and its residents. A study of the hydrology of the*

Snoqualmie River is needed to determine if there is any risk of an eastward migration of the Snoqualmie River.

The project will not promote eastward migration of the Snoqualmie River. 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 also concluded 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.

2. *In the unlikely event of a levee failure, what emergency plan has been adopted by the project proponents? Is there a commitment on the part of Seattle and King County to immediately repair the levee or take any other appropriate actions without delay? What funds have been or will be appropriated for this purpose?*

In addition to routine monitoring of flood control facilities, the King County Emergency Management Plan includes monitoring and patrol programs directed by the King County Flood Warning Center. The King County Flood Hazard Management Plan (FHMP) provides guidance for emergency flood operation and repairs. Emergency repairs are prioritized based on urgency and consequences, with available crews and equipment sent to sites with the greatest potential to reduce damages and dangers.

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, and currently there is no commitment to maintain it.

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. The new levee will continue to provide protection equivalent to that provided by the existing levee, but—like the existing levee—will not contain extreme Tolt River flows or protect the City from Snoqualmie River flooding.

A structural failure of the setback levee is considered unlikely; however, if it did occur, it would be considered less urgent to repair in the midst of an ongoing flood event than levees that protect homes or public infrastructure. The timing of repair of the new levee would be dependent on the nature and extent of damages. Funding of any such repairs is discussed in the response to Question 6 below.

3. *FEMA maps of the floodway and floodplain of the Snoqualmie River were mapped quite recently. Does the proposed project change the parameters of that mapping process?*

No flood map revisions are expected as a result of construction of this project. While the proposed earthwork does change several of the parameters considered in the floodplain mapping process, the project has been specifically designed such that Snoqualmie River hydraulics will not change in any significant way. Neither floodplain nor floodway mapping will be changed by this proposal.

northwest hydraulic consultants inc. (nhc) recently completed floodplain and floodway mapping for the Federal Emergency Management Agency. This same firm, as an expert in floodplain mapping in the area, conducted the Third Party Review and concluded that:

> "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)

4. *The proposed flood control system utilizes a revetment instead of a levee along its western portion. In the event of an eastward migration of the Snoqualmie River, does a revetment provide adequate flood protection? There appears to be a gap of approximately 400 feet between the revetment and the Snoqualmie River. What flood hazard protection is planned for this gap?*

As described in the response to Question 1 above, nhc agreed with the project design team's conclusion that there will be no increased potential for the Snoqualmie River channel to migrate eastward with the proposed project in place. For that reason, the revetment and other project features are not designed to protect against erosion or inundation by the Snoqualmie River.

nhc wrote this conclusion about the west end of the Tolt River levee along the Snoqualmie River:

> "Our opinion is that the role of the existing levee is minor. Given that ground elevations are higher downstream at the Tolt MacDonald Park (see Appendix C) the project site generally lies in an area of ineffective flow with respect to the Snoqualmie River. It is also our opinion that lowering the crest of the existing levee will not affect the course of the Snoqualmie River." (Page 4, *Lower Tolt Floodplain Reconnection Project: Third Party Review*, nhc, February 2007)

Because the Snoqualmie shows no tendency to migrate eastward through the "gap" into the campground, the project includes no features designed to prevent such migration.

5. *The project includes the placement of large woody debris (LWD) in the floodplain to direct water to desired flow routes, to diffuse energy from the flowing water and to encourage desired habitat. Is there any risk of these becoming loose and causing damage to persons or property? If such an incident occurs, what is the proposed plan to replace or repair damaged property? Is there a budget commitment to correcting any problems caused by the LWD if the concept does not work?*

   The proposed project will construct an interdependent series of engineered logjams, which will form mid-channel islands and direct the flow of the Tolt River. The engineering firm designing these structures, Herrera Environmental Consultants, is a regionally recognized leader in this type of river engineering, and has completed a number of projects that demonstrate the effectiveness of this approach to river restoration. These logjam structures are designed to be stable and not mobile, and a significant factor of safety is included in the design to assure this. These logjams will collect small natural debris during flood events as water moves past them. The natural debris collected by the engineered logjams will not necessarily be stable, just as it is not stable in upstream locations where it collects naturally. King County will evaluate the stability and potential hazards presented by natural formations in the channel on an "as-needed" basis and take action as appropriate.

   The O&M (Operation and Maintenance) budget for the project will include costs for monitoring the engineered logjams, and for addressing any safety concerns identified by that monitoring. This is described in more detail in the response to Question 10 below.

6. *How will the proposed levee/revetment system be maintained and what funding agreement has been reached between Seattle and King County to develop and implement the maintenance program? The City is concerned about the level of maintenance and emergency response if there is a flood event. The City would like an opportunity to review and comment on the Scope of Work for the maintenance program, as well as an assurance from the project proponents that adequate funding for this program will be budgeted in the future and that emergency response will be coordinated with the City of Carnation.*

   The proposed levee, revetment, and engineered logjam structures will be added to the inventory of flood facilities maintained by the King County Department of Natural Resources and Parks. The project design report will include guidance on operation and

maintenance of these facilities. The design report will be shared with the City of Carnation for review. Routine maintenance and emergency response activities are described in the response to Question 2.

Seattle and King County are working on the details of a series of post-project activities that will be cost shared. Maintenance of the levee/revetment system will be one of the activities covered in that agreement. The final funding share between the entities will be negotiated over the course of the next six months. As these plans become better defined, we will provide Carnation with our cost estimate for this work over the next ten years.

In addition, the King County Council is currently reviewing a proposal to create a countywide flood control zone district, which would provide significant additional funding for maintenance of King County river management facilities, including this project.

7. *The proposed flood protection system uses tide gates in its design. How safe and reliable has this technology proven to be? How will maintenance be provided? In the event of their failure during a flood event, how will emergency access be provided? What is the plan to repair the tide gates if they are damaged and is the funding appropriated for this plan?*

   Where flapgates (tide gates) are determined to be necessary, they will be designed to be safe and to require minimal maintenance. All proposed gates are adjacent to maintained roads or access points and will be readily accessible, except when flooding exceeds the current flood protection level and operation of the gates therefore becomes irrelevant. It should be recognized that the function of the flapgates is to prevent upstream flow during typical seasonal flooding. In a major flood event, the levee will overtop, regardless of the presence of flapgates. As with the project in general, maintenance will be provided by the King County Department of Natural Resources and Parks and will be budgeted as part of the overall maintenance budget for this project and the flood facility maintenance program described above.

8. *Are tide gates allowed under the King County Critical Areas Ordinance?*

   The new Critical Areas Ordinance allows flapgates (tide gates) in some circumstances. Regulatory staff at local, state, and federal levels have been reluctant to allow them to be used because of historic design problems, which have precluded fish passage and modified natural flow dynamics. Given the need to allow water to pass under the levee system and the large amount of habitat the project will restore and reconnect, we feel confident the regulatory agencies will approve this limited use.

9. *What review of the project will be made by the Army Corps of Engineers? Will the flood control system be rated by the Corps? Why is the levee not being constructed to Corps standards?*

The Regulatory Branch of the Corps of Engineers will have a significant role in review of the project as part of the permit process required under Section 404 of the Clean Water Act. This will include review of project elements located in and adjacent to wetlands, streams, and other areas considered "waters of the U.S." This review will cover work associated with the existing and proposed levees as it relates to the protection of the integrity of those areas.

Regardless of the level of review performed by the Corps with respect to flood protection, it is important to note that the setback levee will be constructed to current engineering standards to ensure its long-term stability. The facility is being designed and overseen by licensed engineers with extensive direct experience in Snoqualmie River basin flood protection facilities. The levee will satisfy Corps standards as specified in their relevant engineering manuals (EM 1110-2-1913 *Design and Construction of Levees* and EM 1110-2-1902 *Slope Stability*).

Stability is one important factor in any levee rating, but many other factors are also important. The Corps can rate a levee system for either of two programs that have very different rating criteria. One rating is for the PL 84-99 program, which can provide a federal cost share for the repair of flood-damaged levees. The other rating involves levee certification for the Federal Emergency Management Agency. Both of these ratings require that a levee provide complete protection, but the proposed setback levee (like the existing levee it would replace) offers no protection from the Snoqualmie River, which is the dominant flood source in this area. Thus, we would not expect the proposed setback levee to satisfy rigorous rating criteria such as those required for levee certification or for the PL 84-99 rehabilitation assistance.

10. *Ecosystem changes due to the re-channelization of the Tolt River will result in some of the existing trees dying off and creating large woody debris. Given the high levels of recreational use of this reach of the Tolt River, could this create safety hazards?*

The removal of the existing levee, by design, is intended to allow the Tolt River below SR 203 to meander. This will create new channels within the existing floodplain areas that are presently vegetated with trees and other native vegetation. This will cause some trees to fall as they are undermined by flowing water. We suspect that those trees, along with others that move down the river from other areas, may accumulate within the floodplain.

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. One issue that was specifically considered was the accumulation of logs in the river corridor. The Focus Group recommended that the project proponents monitor the river corridor annually for hazards for the first five to ten years after construction. This recommendation has been agreed to by the project proponents. 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 another action to

address the risk. In cases of extreme imminent public safety hazard, the Department will work in conjunction 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.

The Focus Group also recommended placing educational signage to help users recognize potential risks and take appropriate actions to safeguard their health. This signage will be incorporated into the final design for the project.

11. *Given the potential impacts of the project, the City requests a third party review of the hydrological modeling of the Snoqualmie River and the engineering of the proposed levee/revetment system, including the safety of the engineered logjams. The reviewers must be able to offer an opinion on any increase in flood risk to the City of Carnation. The City would be a client along with King County and would have to agree on the Scope of Work of the review.*

    King County hired northwest hydraulic consultants, Inc. (nhc) to perform an independent Third Party Review of the project and the underlying design assumptions upon which the design is based, and to answer specific questions posed by the City. The City was involved in the selection of the consultant and in the development of the scope of work, and received both a written report and a presentation (on February 13) from nhc to discuss their findings. As you know, the project design team and the team's subconsultant engineering firm Herrera Environmental Consultants are performing additional sediment transport, flood modeling, and levee stability analyses recommended by nhc. The results of these analyses will be made available to the City as soon as they are available. Furthermore, these studies, as well as all other studies and engineering analyses, will be compiled in a project design report at the end of the design phase. The project team is committed to considering the results of this independent review and modifying the project design if necessary during the final phase of project design.

12. *There is some debate between King County staff about the optimal material to use in levee construction, and whether the materials that comprise the current levees should be re-used in the new levees. The third party review should include a qualified professional opinion on what levee construction material would provide the best flood protection.*

    The composition of the material to be used to construct the new levee will be based upon recommendations provided by geotechnical experts at the King County Materials Laboratory. Stan Boyle, of Shannon and Wilson, Inc. (through the Third Party Review) has recommended a set of calculations to verify the stability of the proposed fill in a variety of flooding conditions. King County is currently performing these analyses. Design team technical staff will continue to review the information and determine appropriate materials and construction techniques for the levee; this is a standard engineering design process employing professional discussion and selection of the most appropriate design. Standard engineering design procedures also evaluate cost; accordingly, the design team will utilize

existing on-site materials from the excavated levee where such materials are suitable and meet design standards.

13. *The City of Carnation needs a written commitment from Seattle and King County that once the project begins, the existing levee is not removed until the new levee is completed unless the construction occurs during the summer months when there is no flood hazard. The new levee must then be completed before the fall flood season.*

    The project team recognizes the importance of the existing levee to the surrounding property owners and City of Carnation. The construction plan (which is not fully developed at this 70 percent design phase) will be designed to ensure the community will not be left without flood protection during periods of high flood risk. We will be happy to provide the City with a copy of the construction plan and a detailed construction scenario, as well as an approximate construction schedule, once they are complete. We will keep the City apprised of construction progress and notify you of any delays or changes in the project construction schedule. In the event of significant change to the construction schedule, the project team will coordinate closely with the City of Carnation to develop a modified construction approach and schedule that ensures flood protection is maintained.

14. *Traffic control will be necessary on SR 203 during construction. Construction access onto SR 203 should be limited to non-peak traffic hours to minimize impacts.*

    Use of SR 203 will be required for the delivery of materials and the arrival of workers and equipment. The project is being designed to include an internal road system that will minimize the amount of traffic needing to enter or leave the site. Movement of materials from one side of the park to the other will use this internal road system and therefore reduce the volume of construction traffic entering and exiting SR 203 during a typical work day. Construction vehicles entering and exiting the project site from SR 203 will be controlled by flaggers according to Washington State Department of Transportation requirements. King County will work with the City Engineer to develop a strategy that minimizes traffic impacts.

15. *Will the project result in the loss of playing fields at Tolt McDonald Park? Will there be any regulatory constraints on improvements to the existing playing fields due to changes in the river channel?*

    The project will not result in the permanent loss of any of Tolt-MacDonald Park's playing fields or other recreational uses. However, some short-term closures and reconfiguration of existing fields will be necessary as part of the project. In addition, there will be temporary closures of other areas of the park, including the campground and the existing levee road during construction.

    Specifically, the hedgerow parking lot is currently shown to be within an area utilized for soccer fields. These fields will likely need to shift toward 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. During construction, much of this area will also be used for staging 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.

No additional regulatory constraints to improvements to the playing fields will occur as a result of the project. All of the playfields within the park are currently located in the floodplain of the Tolt and/or Snoqualmie Rivers, which places restrictions on how they can be modified. There are also existing wetlands and stream channels with their associated buffers that place conditions on the alteration of those areas. 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 conditions nor further restrict maintenance of existing fields.

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.

16. *In order to mitigate the loss of some recreation activities, the project needs to fully utilize the recreation potential of the new river configuration by including enhanced "family recreation." Project design needs to include areas with easy access from parking and minimal slope access to river channels. Slow moving, shallow water with good beach access that can be used by families with young children will help replace other recreational opportunities that will be lost due to the project.*

The project proponents are working with the community to incorporate elements into the project that will maintain highly valued recreational uses in the Tolt River corridor. People in the community have made it clear that summer sunbathing and wading along the Tolt and at the confluence with the Snoqualmie 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.

17. *The pedestrian paths will provide an opportunity for educational signage on natural resources such as Salmon and other wildlife, and should describe how actions taken by both King County and City of Carnation are working to preserve these natural resources.*

    Interpretive/educational signage is one of the elements of the project proposal. We are interested in taking advantage of this significant regional project to communicate messages about natural river processes and how those processes create productive habitat for a range of wildlife, including salmon. We plan to build on the work done through the Snoqualmie Watershed Forum in 2004. Those signs are currently in place at the Snoqualmie Valley Trail bridge over the Tolt River. The information content of future signs will be developed once the project design is further refined, and we welcome the City's input regarding placement and content for this signage.

18. *Construction of the new setback levee will include a paved trail. Is paving of this trail along the levee allowed under the King County Critical Areas Ordinance?*

    The trail will be designed and constructed in accordance with King County regulations. The Critical Areas Ordinance (KCC 21A.24.045 D (47) does allow for the use of impervious surfacing for multipurpose trails and those intended to be accessible to handicapped persons. The trail being proposed meets these criteria.

19. *The project includes a proposed system of pedestrian paths, such as the trail system along the top of the levee and informal soft trails throughout the floodplain area. This trail system needs to be connected to the existing and planned system of pedestrian paths within the City of Carnation. In the eastern portion of the project area, a path needs to be developed northerly through Tolt McDonald Park to the City's planned crosswalk on SR 203 at the baseball diamond. The preferred path design is to meander through trees somewhat back from the highway rather than a straight sidewalk along SR 203. In the western project area, the path needs to connect to the proposed pathway along the Snoqualmie River in Tolt McDonald Park.*

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

20. *The project proposes to lower the pathway under the SR 203 bridge over the Tolt River to improve access for hikers and bicyclists. Has the project proponent sought formal agreement from the WSDOT to proceed, and has WSDOT reviewed the proposal to make sure this is feasible without compromising the integrity of the bridge?*

    The project design team has utilized survey and as-built plans to ensure that the location and depth of the excavation under the bridge will pose no risk to the stability of the bridge. This action, as well as any other modification associated with the project within the

WSDOT Right-of-Way, will require 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.

21. *The levee setback will result in multiple river channels and shallower, slower moving water. Will this result in increased habitat for mosquito breeding? If it does, what management programs will be available to deal with this problem? What analysis was done relating to health issues specific to mosquito breeding? What effort will be made by the County to assure this does not become a health issue?*

    The project site currently contains a number of large, open water areas that are cut off from the river during most of the year. These large areas of standing water currently provide the stagnant water conditions described in the question. The introduction of the river to the interior area is expected to increase water flow through most of these areas and reduce the area of stagnant water. The introduction of native plants throughout much of the floodplain area will also increase habitat for natural mosquito predators, which we believe will help keep the population in check.

    King County has policies regarding mosquito risks and control, but there is no project-specific plan to manage mosquito populations in natural areas.

22. *Carnation's local economy gains significantly from purchases made by tourists drawn by the outstanding recreational opportunities found in the vicinity, including use of the lower reaches of the Tolt River. The Environmental Checklist describes changes in recreational opportunities that will occur due to the project. Project proponents need to show that, by improving other recreation opportunities, the net effect will be a positive benefit for Carnation and our local businesses.*

    We believe this project will have a beneficial impact 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 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 restoration elsewhere in the Pacific Northwest.
- Finally, future signage proposed as part of the project will direct park users to services available in downtown Carnation.

23. The recreation element of the project needs to focus on connecting the project area to the Carnation's retail area through signage and other methods of public information as appropriate.

King County has agreed to work with the City to incorporate a trail connection between the project site and the City into the project design a (see response to 19 above). One component of the signage plan for the project is way-finding signage. We hope to improve the ability of visitors to navigate around the park and take advantage of all the possible uses and functions. We would be willing to include signs that direct users to services available in downtown Carnation. We would be interested in seeking partnership for funding of such an element.

Next Steps

The project sponsors are planning to hold 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 from 6:30-9 p.m. Additional information about the meeting is available on the project Web page. We invite you to attend.

After the public meeting, King County's Water and Land Resources Division as lead agency for this SEPA review will carefully reconsider the DNS based on comments and information received from the public and other interested parties. Once a decision is made on how to proceed, we will notify the City, members of the public, and other interested parties. A notice will also be published in the newspapers, posted on the site, and on the project Web page located at: http://dnr.metrokc.gov/wlr/cposa/tolt-restoration/.

If you have any questions, please contact me at 206-296-6585 or Jon Hansen, Senior Ecologist in the Water and Land Resources Division, at 206-296-1966. Thank you again for your input on this project.

Sincerely,

Mark Isaacson
Division Director

MI:JH:bg$_{D74}$

cc: Candice Bock, City Manager, City of Carnation
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