



Everett Link Extension

ATTACHMENT A

Ecosystems Photographs

This attachment provides photographs of ecosystem resources identified within the Ecosystems Technical Report. Photographs are generally organized south to north in the order the resources occur along the study area. Due to the lack of access to private properties within the study area, the following ecosystem resources have not been photographed to date: Wetlands WEV10A, WEV10B, WEV15, WEV15A, and WEV15B.

Photograph 1 – Wetland WLY1, located upstream of Stream SLY-1, east of Interurban Trail and west of I-5. View to east.



Photograph 2 – Wetland WLY2, southeast of the Alderwood Mall Boulevard and 40th Avenue W intersection and west of I-5. View to southwest.



Photograph 3 – Wetland WLY3, southeast of the Alderwood Mall Boulevard and 40th Avenue W intersection and west of I-5. View to southwest.



**Photograph 4 – Wetland WLY4, east of Beech Road and west of Interurban Trail.
View to east from Beech Road.**



Photograph 5 – Swamp Creek mainstem (downstream reach), northeast of the I-5 and I-405 interchange. View east from Maple Road, above Stream Crossing 2.



**Photograph 6 – Swamp Creek mainstem (downstream reach) west of Maple Road.
View to the west from Maple Road, above Stream Crossing 2 and towards Wetland WSC3.**



Photograph 7 – Wetland WSC1 between Alder Way and Maple Road. View southwest.



Photograph 8 – Wetland WSC2 between Alder Way and Maple Road. View southeast.



**Photograph 9 – Wetland WSC3 west of Alder Way and north of Maple Road and SR 525.
View west from Alder Road.**



Photograph 10 – Wetland WSC27 south of Maple Road and west of I-5. View to the west.



Photograph 11 – Wetland WSC4 between Alder Way and I-5. View southeast from Alder Way.



Photograph 12 – Wetland WSC5 along the east side of Alder Way. View southeast from Alder Way.



Photograph 13 – Alder Creek, downstream of Stream Crossing 9, west of I-5. View west from I-5 right-of-way.



Photograph 14 – Alder Creek, west of Alder Way and downstream (west) of Stream Crossing 10. View west from Alder Way.



Photograph 15 – Alder Creek, east of Alder Way and upstream of Stream Crossing 2. View northeast.



**Photograph 16 – Wetland WSC6, east of I-5 and west of the Interurban Trail.
View northwest from Interurban Trail.**



Photograph 17 – Wetland WSC7 east of the Interurban Trail. View east from Interurban Trail.



Photograph 18 – Wetland WSC8 east of I-5 and west of the Interurban Trail and 169th Place SW. View northwest from Interurban Trail.



Photograph 19 – Wetland WSC9 not pictured due to lack of access. Apparent roadside drainage facility along east side of I-5 and the northbound exit onto 164th Street SW.



SOURCE: Google Maps (December 2021).

Photograph 20 – Wetland WSC10, northeast of the 169th Place SW and 17th Avenue W intersection. View southwest from Interurban Trail.



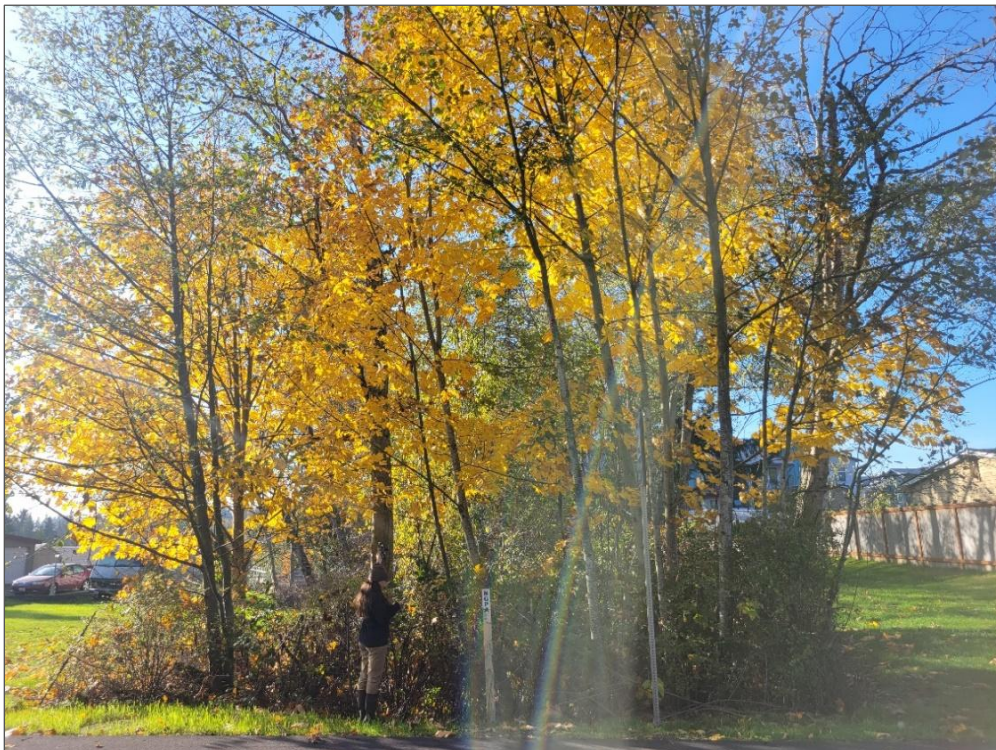
Photograph 21 – Ash Way Creek, downstream (west) of Stream Crossing 11 under I-5. View west from I-5 right-of-way.



Photograph 22 – Ash Way Creek, east of 20th Avenue W and at junction between Stream Crossings 12 and 13.



Photograph 23 – Ash Way Creek, downstream of Stream Crossing 13, west of 20th Avenue W. View to the west from 20th Avenue W.



Photograph 24 – Wetland WSC11A east of I-5 and north of 164th Street SW. View from east side of I-5 right-of-way towards northeast.



Photograph 25 – Wetland WSC11 east of Interurban Trail. View to the southeast.



Photograph 26 – Wetland WSC12 between I-5 and Interurban Trail. View to the southwest.



Photograph 27 – Wetland WSC26A, west of I-5. View to the southeast.



**Photograph 28 – Stream SSC3 entering Stream Crossing 17 under Ash Way, west of I-5.
View west towards Ash Way.**



Photograph 29 – Stream SSC1 (upstream reach), west of I-5 and upstream of Stream Crossing 15 under I-5. View to north along the west side of the I-5 right-of-way.



**Photograph 30 – Wetland WSC26, with connectivity to Stream SSC1, located west of I-5.
View west.**



**Photograph 31 – Stream SSC1 (upstream reach) and inlet to Stream Crossing 15 under I-5.
View of stream crossing on the west side of I-5.**



Photograph 32 – Stream SSC1 and outlet of Stream Crossing 15 under I-5. View west from the Interurban Trail.



Photograph 33 – Stream SSC1 (downstream reach) downstream of Stream Crossing 15. View to south.



Photograph 34 – Wetland WSC13, located along Stream SSC1 (downstream reach) and upstream of inlet to Stream Crossing 16. View north towards I-5.



Photograph 35 – Stream SSC1 (downstream reach), east of Interurban Trail and along Stream Crossing 16. View of piped conveyance system east of Interurban Trail.



**Photograph 36 – Wetland WSC14, east of Interurban Trail and west of 143rd Place SW.
View to north.**



**Photograph 37 – Stream SSC2 (upstream reach), west of Meadow Road and upstream of
Stream Crossing 31. View northwest from Meadow Road.**



Photograph 38 – Stream SSC2 (downstream reach), east of Meadow Road and downstream of Stream Crossing 36. View east from Meadow Road.



Photograph 39 – Wetland WSC16 and Swamp Creek mainstem (upstream reach), downstream of Stream Crossing 7 and southwest of Airport Road. View southwest from Airport Road. Beaver observed at this location.



Photograph 40 – Swamp Creek mainstem (upstream reach), northwest of Airport Road at upstream of Stream Crossing 7. View northwest from near Admiralty Way.



Photograph 41 – Wetland WSC17 along Airport Road.



Photograph 42 – Wetland WSC18 along the Swamp Creek mainstem, upstream of Stream Crossing 5. View west from Admiralty Way.



Photograph 43 – Wetland WSC19 southeast of Airport Road and SR 99 intersection. View southwest from Airport Road.



Photograph 44 – Wetland WSC20, north of Airport Road and south of Avondale Road. Apparent Snohomish County stormwater facility. View south from Avondale Road.



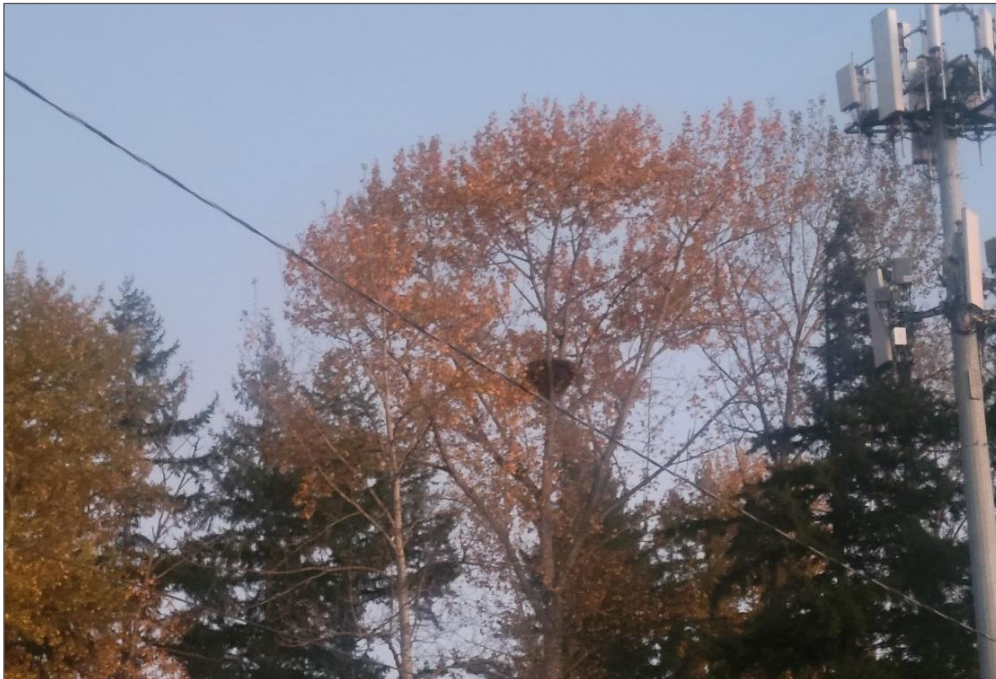
Photograph 45 – York Creek Tributary downstream of Stream Crossing 22. View southwest from Center Road.



Photograph 46 – Wetland WEV1 and York Creek Tributary above inlet to Stream Crossing 22. View to the northwest.



Photograph 47 – Presumed bald eagle nest, northeast of SR 99 and Center Road intersection. View east from SR 99.



Photograph 48 – Wetland WEV2 along York Creek Tributary downstream of Stream Crossing 20. View south from Mukilteo Sewer District access road.



Photograph 49 – York Creek Tributary within Wetland WEV2 downstream of Stream Crossing 20. View to west.



**Photograph 50 – Wetland WEV3 and York Creek Tributary above Stream Crossing 20.
View north from Mukilteo Sewer District access road.**



**Photograph 51 – Wetland WEV3 and York Creek Tributary at Stream Crossing 19, south
of 112th Street SW. View to south.**



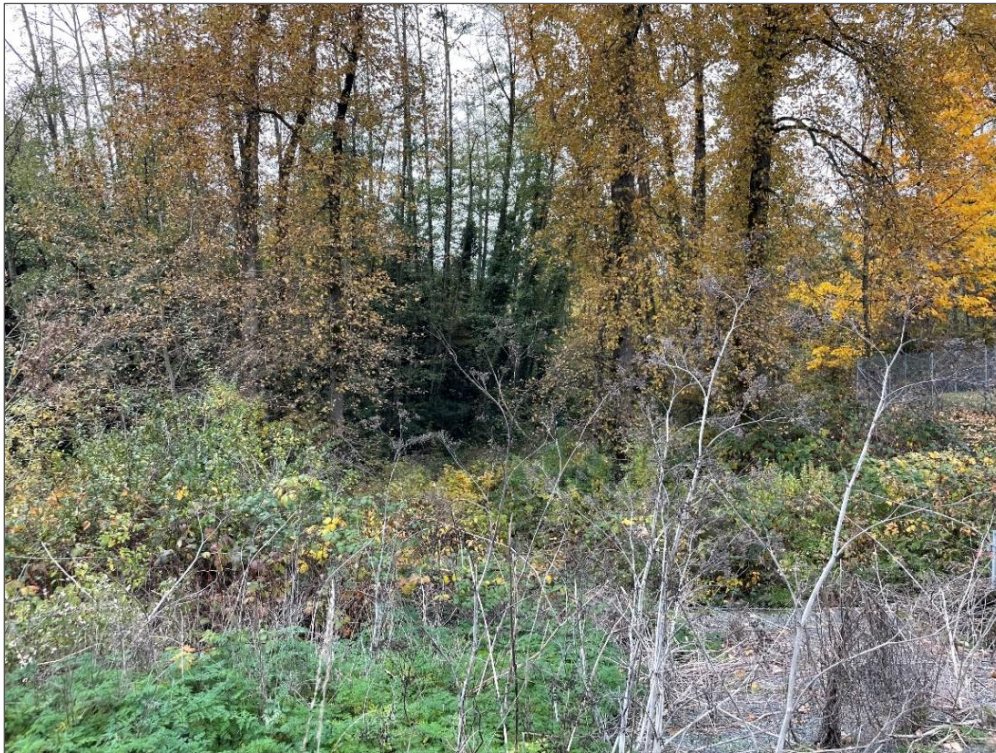
Photograph 52 – Wetland WEV4 and York Creek Tributary upstream of Stream Crossing 19, north of 112th Street SW. View to north.



Photograph 53 – York Creek Tributary at outlet of Stream Crossing 18, entering Wetland WEV4 east of Airport Road. View to northeast.



Photograph 54 – Wetland WEV5, northwest of the Airport Road and 112th Street SW intersection and upstream of Stream Crossing 18. View to southwest from Airport Road.



Photograph 55 – Stream SEV1 north of Holly Drive and Stream Crossing 23. View north from Holly Drive.



Photograph 56 – Wetland WEV7 and headwater of Stream SEV1, north of Holly Drive and Stream Crossing 23. View north.



Photograph 57 – Wetland WEV7. View south from 106th Street SW.



Photograph 58 – Wetland WEV46, west of Airport Road. View west from Airport Road.



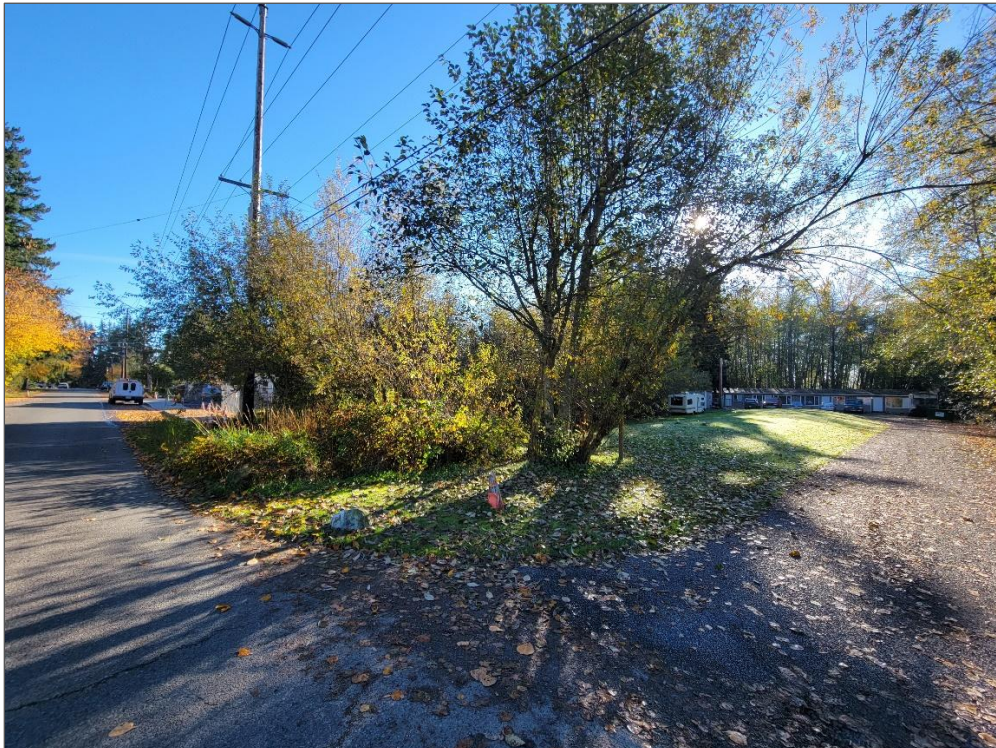
Photograph 59 – Wetland WEV47, west of Airport Road. View west from Airport Road.



Photograph 60 – Wetland WEV10, north of 106th Street SW. View northeast from 106th Street SW.



Photograph 61 – Wetland WEV11, north of 106th Street SW. View northeast from 106th Street SW.



Photograph 62 – Wetland WEV12, north of 106th Street SW. View northeast from 106th Street SW.



Photograph 63 – Wetland WEV14, north of 106th Street SW and west of Rosewood Avenue.



Photograph 64 – Wetland WEV16. View west from Rosewood Avenue.



Photograph 65 – Wetland WEV17 and Hollow Dale Place Tributary. Between Stream Crossings 29 and 30. View to the southwest.



Photograph 66 – Wetland WEV17A and Hollow Dale Place Tributary. East of Stream Crossing 27. View to the east.



Photograph 67 – Wetland WEV18A and Hollow Dale Place Tributary between Stream Crossings 26 and 28. View to the west.



Photograph 68 – Wetland WEV18 and Hollow Dale Place Tributary, between Stream Crossings 25 and 26. View to the west



Photograph 69 – Wetland WEV19 and Hollow Dale Place Tributary, south of 103rd Street and between Stream Crossings 24 and 25. View to the west.



Photograph 70 – Wetland WEV19 and Hollow Dale Place Tributary, downstream Stream Crossing 24. View south from 103rd Street SW.



Photograph 71 – Wetland WEV20, southeast of Airport Road and 103rd Street SW. View south from 103rd Street SW.



Photograph 72 – Wetland WEV21 north of 103rd Street SW, between 21st Avenue W and 23rd Avenue W. View west from 21st Avenue W.



Photograph 73 – Wetland WEV50. View west from 23rd Avenue W.



Photograph 74 – Wetland WEV23 and Stream SEV2, south of 100th Street SW. View south from 100th Street SW.



Photograph 75 – Wetland WSCEV2, west of 23rd Avenue W, between 100th Street SW and 103rd Street SW. View east.



Photograph 76 – Wetland WSCEV2. View south.



**Photograph 77 – Wetland WSC22, located between 100th Street SW and 103rd Street SW.
View southeast.**



Photograph 78 – Wetland WSC23, located west of Wetland WSCEV2 between 100th Street SW and 103rd Street SW. View south.



Photograph 79 – Stormwater inlets southeast of Airport Road and 100th Street SW, into Wetland WSCEV1 located east of Airport Road and between 100th Street SW and 103rd Street SW. View west towards Airport Road from within Wetland WSCEV1.



Photograph 80 – Wetland WSCEV1, located east of Airport Road and between 100th Street SW and 103rd Street SW. View north (left) to east (right) from the northwest corner of Wetland WSCEV1.



Photograph 81 – Wetland WSCEV1, located east of Airport Road and between 100th Street SW and 103rd Street SW. View south from within Wetland WSCEV1.



Photograph 82 – Wetland WSCEV1, located east of Airport Road and between 100th Street SW and 103rd Street SW. View north near 103rd Street SW.



Photograph 83 – Outlet of Wetland WSCEV1 and inlet to Stream Crossing 24 under 103rd Street SW. View southwest from south end of Wetland WSCEV1.



**Photograph 84 – Wetland WSC24, northeast of Airport Road and 100th Street SW.
View northeast from 100th Street SW.**



**Photograph 85 – Wetland WSC25, northeast of Airport Road and 100th Street SW.
View south from parking lot.**



SOURCE: Google Maps (February 2022).

Photograph 86 – Wetland WEV24, northwest of Airport Road and 94th Street SW. View west from Airport Road.



Photograph 87 – Wetland WSCEV3, east of Airport Road and south of Sno-Isle Technical Skills Center. View southeast from Sno-Isle Technical Skills Center.



Photograph 88 – Wetland WEV25, east of Airport Road and between SR 526 and W Casino Road. View southeast.



Photograph 89 – Wetland WEV26, south Casino Road and headwater of Seaway Avenue Tributary. View southwest towards southern end of Wetland WEV26.



Photograph 90 – Stormwater inputs from Kasch Park into Wetland WEV26, south Casino Road and headwater of Seaway Avenue Tributary. View northwest from inside Wetland WEV26.



Photograph 91 – Beaver dam at north (downstream) end of Wetland WEV26 and along Seaway Avenue Tributary, flowing south to north towards Casino Road and Stream Crossing 33. View southwest.



Photograph 92 – Seaway Avenue Tributary above inlet to Stream Crossing 33, south of Casino Road. View northeast.



Photograph 93 – Wetland WEV27, east of Wetland WEV25 and north of W Casino Road. View from the southwest.



SOURCE: Google Maps (February 2022).

**Photograph 94 – Wetland WEV28, south of W Casino Road on Walter Hall Golf Course.
View south from W Casino Road.**



Photograph 95 – Wetland WEV29 and headwater of Narbeck Creek, north of W Casino Road, and upstream of Stream Crossing 35 under SR 526. View north from W Casino Road.



Photograph 96 – Wetland WEV44, south of SR 526. View south.



**Photograph 97 – Wetland WEV30, southeast of 80th Street SW and 16th Avenue W.
View within wetland looking east.**



**Photograph 98 – Wetland WEV30A, southeast of 80th Street SW and 16th Avenue W.
View within wetland looking east.**



**Photograph 99 – Wetland WEV31, south of 80th Street SW and west of 11th Drive W,
headwaters to West Fork Tributary to Merrill & Ring Creek and upstream of Stream
Crossing 37. View south from 80th Street SW.**



**Photograph 100 – Wetland WEV31A, south of 80th Street SW and west of 11th Drive W.
View to the north.**



Photograph 101 – Wetland WEV43, north of SR 526. View to the south.



**Photograph 102 – West Fork Tributary between Stream Crossings 37 and 38.
View northwest.**



**Photograph 103 – West Fork Tributary upstream reach above Stream Crossing 40 under
75th Street SW. View south from 75th Street SW.**



**Photograph 104 – Wetland WEV32, north of W Casino Road and east of 11th Drive W.
View north.**



**Photograph 105 – Wetland WEV33, south of 80th Street SW and east of 11th Drive W.
View south from 80th Street SW.**



Photograph 106 – Wetland WEV33 west of the Hardeson Road and Veralene Way SW intersection. View southeast.



Photograph 107 – Wetland WEV33A, south of 75th Street SW. View within Wetland WEV33A to north.



Photograph 108 – Wetland WEV33D south of 75th Street SW. View within Wetland WEV33D to east.



Photograph 109 – Wetland WEV34, south of Hardeson Road and Merrill & Ring Creek. View within Wetland WEV34 to north.



Photograph 110 – Wetland WEV34A, south of 75th Street SW. View within wetland to north.



Photograph 111 – Wetland WEV34B, south of 75th Street SW. View to the west.



**Photograph 112 – Wetland WEV35, south of SR 526 and east of Wetland WEV32.
Photo facing west.**



**Photograph 113 – Merrill & Ring Creek, southeast of the Hardeson Road and 75th Street
SW/Sievers Duecy Boulevard intersection. View northeast from Hardeson Road.**



Photograph 114 – Wetland WEV36 and West Fork Tributary to Merrill & Ring Creek, south of SR 526 and north of Casino Road, upstream of Stream Crossing 41. View north from Casino Road.



Photograph 115 – East Fork Pigeon Creek No. 2, north of SR 526 and east of E Glen Drive, downstream of Stream Crossing 50, prior to entering conveyance. View southeast from E Glen Drive.



Photograph 116 – East Fork Pigeon Creek No. 2 downstream of Stream Crossing 50, north of E Glen Drive and Barbara Lane. View northeast from Barbara Lane.



Photograph 117 – Wetland WEV38 north of Casino Road and south of SR 526. View west.



**Photograph 118 – Wetland WEV39, located southwest of Holly Drive and 7th Avenue SE.
View west from 7th Avenue SE.**



Photograph 119 – Wood Creek, south of SR 526 and between E Xavier Way and West Drive, above the inlet to Stream Crossing 51. View northeast from 84th Street SE.



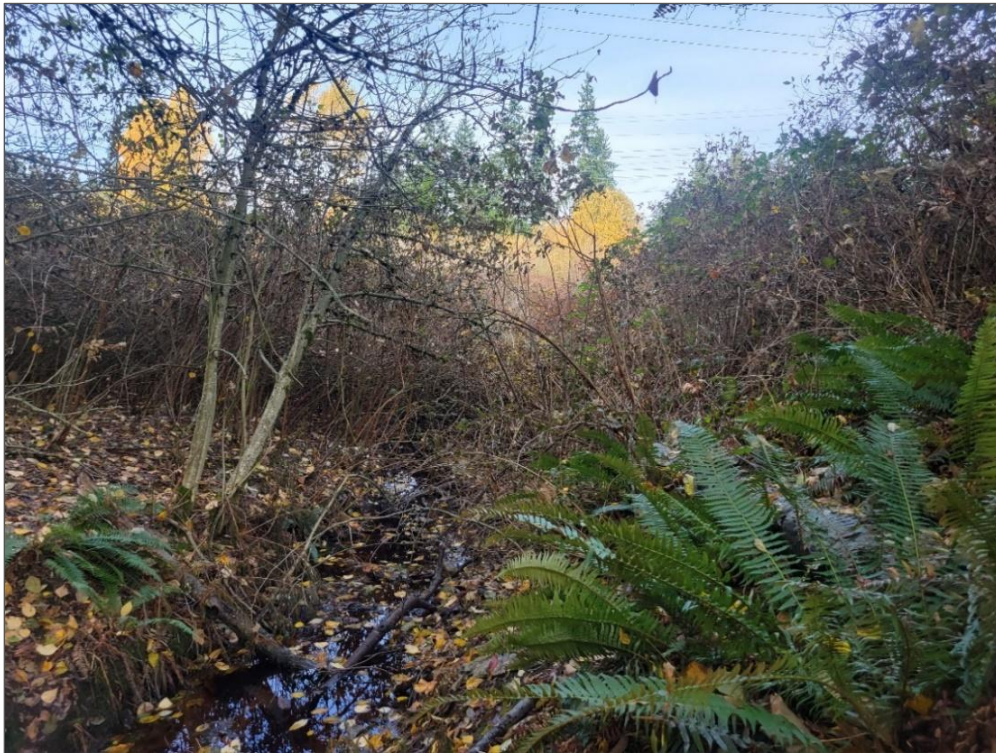
Photograph 120 – Wetland WEV40 and Wood Creek, north of SR 526 and east of the Interurban Trail, and downstream of Stream Crossing 51. View northeast.



Photograph 121 – Wood Creek, west of Broadway and above the inlet of Stream Crossing 52. View west.



Photograph 122 – Wetland WEV41 and West Broadway Avenue Tributary above the inlet to Stream Crossing 54. View north.



Photograph 123 – Wetland WEV42 located west of Broadway, between 52nd Street SE and 47th Street SE. View northwest from Broadway.





Everett Link Extension

ATTACHMENT B

Best Management Practices for Ecosystem Resources

This description of measures is a compilation of best management practices (BMPs) that can be used to avoid and minimize temporary construction and long-term impacts of the Everett Link Extension (EVLE) Project on sensitive ecosystem resources. These BMPs are either required by state or federal agencies to obtain permits required for the project or may be required to comply with typical permit conditions. They are based on Sound Transit's knowledge of permit requirements and experience with conducting environmental compliance and permitting for numerous other projects in the Puget Sound area.

1 CONSTRUCTION BEST MANAGEMENT PRACTICES

1.1 General Best Management Practices for All Sensitive Areas

Sound Transit's construction contractor would implement construction BMPs that would apply to all work in or around sensitive areas. The construction contractor would work within construction limits marked with fencing and signage to prevent unintended impacts on riparian vegetation, wetlands, woodlands, and other sensitive sites outside of the construction limits. The construction limits would be clearly marked with high-visibility construction fencing and signage prior to any ground-disturbing or construction-related activities. There would be no direct site disturbance outside of the construction limits.

Soil or rock stockpiles, excavated materials, or excess soil materials would be prevented from eroding into sensitive habitats, including stream channels, wetlands, and riparian areas outside of the construction limits by high water or storm runoff. Before discharging or allowing runoff from the project site, the construction contractor would be required to develop, implement, and monitor a Temporary Erosion and Sediment Control (TESC) plan and Stormwater Pollution Prevention Plan (SWPPP) to address potential erosion for the duration of construction. The contractor would implement the plan before discharging or allowing runoff from the site. Monitoring requirements specified in the SWPPP would provide feedback to ensure that the erosion control practices are operating properly and effectively. BMPs would limit soil compaction in sensitive areas. For example, tracked equipment rather than tire-based equipment may be used in areas that are sensitive to adverse effects from soil compaction. Temporary work trestles or other measures that minimize impacts would be used where practical.

Other measures to reduce the risk of erosion and sedimentation may include the following:

- Timing ground-disturbing activities during periods of dry weather and low precipitation, when practical.
- Retaining existing vegetative cover, where practicable.
- Installing temporary cover, erosion control blankets, or an equally effective BMP on steep slopes that are susceptible to erosion and where ground-disturbing activities have occurred, in order to prevent erosion and assist with establishment of native vegetation.
- Covering material temporarily stored for use in project activities with plastic or other impervious material during rain events to prevent sediments from being washed from the storage area to surface waters

- Inspecting temporary and permanent erosion and sedimentation control measures on a regular basis and maintaining and repairing the measures to ensure continued performance of their intended function
- Inspecting perimeter controls, including silt fences, after each rainfall and at least daily during periods of prolonged rainfall.

1.2 Fish and Aquatic Habitat Protection

All work below the ordinary high water mark (OHWM) of streams in the project limits would comply with the terms and conditions set forth in the Hydraulic Project Approval (HPA) issued for the project by the Washington Department of Fish and Wildlife (WDFW).

The HPA program is the vehicle through which WDFW regulates activities that affect the bed, bank, or flow of waters of the state for the protection of fish life. An HPA is required for construction or structural work associated with any bridge structure or culvert construction within or below the OHWM of waters of the state. HPAs typically specify provisions designed to avoid or minimize the potential for adverse effects on habitat in receiving waters. Provisions required for the EVLE Project could include restrictions on construction periods below the OHWM and/or other measures designed to avoid or minimize the potential for construction activities to deliver sediment or pollutants to streams.

In accordance with typical requirements of an HPA, when large wood material must be moved to allow the reasonable use of an over-water or in-water facility, the large wood material would be returned to the water downstream, where it would continue to provide aquatic habitat function. To reduce the risk of adverse effects on migrating salmonids during project construction, Sound Transit would require construction contractors to direct lighting away from fish-bearing waters and to place hoods or shields on lights, as needed, to minimize the amount of backlight or dispersed light cast toward the water's surface.

Any affected streambeds and stream banks would be permanently restored after in-water work with plantings of native or approved woody and herbaceous species within 1 year of completion of each phase of construction. Bank protection would follow the guidelines set forth in WDFW's *Integrated Streambank Protection Guidelines* (WDFW 2002).

1.3 Water Quality Protection

The federal Clean Water Act (CWA) established water quality goals for the navigable (surface) waters of the United States. One of the mechanisms for achieving the goals of the CWA is the National Pollutant Discharge Elimination System (NPDES) permit program, which is administered by the U.S. Environmental Protection Agency (EPA). In addition to the CWA, the Washington State Water Pollution Control Act as codified under Chapter 90.48 of the Revised Code of Washington (RCW) provides authority to the Washington State Department of Ecology (Ecology) to prevent the pollution of waters of the state.

EPA has delegated responsibility to administer the NPDES permit program to the State of Washington, which defines the authority and obligations of Ecology in administering the wastewater discharge permit program. The project would obtain and adhere to a NPDES construction stormwater general permit to reduce or eliminate stormwater pollution and other impacts on surface waters. The construction contractor would be required to adhere to water

quality standards as stated in the 401 Water Quality Certificate and NPDES permit issued for the project.

Ecology's construction stormwater general permit is required for certain construction activities. The goal of the permit program is to reduce or eliminate stormwater pollution and other impacts on surface waters.

The project must complete a Notice of Intent (NOI) for coverage under the construction stormwater general permit. A project-specific TESC plan and SWPPP, approved by Ecology, would also be implemented before the start of construction. The plan would include BMPs to (1) prevent erosion; (2) prevent sedimentation; and (3) identify, reduce, eliminate, or prevent stormwater contamination and water pollution from construction activity. Along with the Construction SWPPP and TESC plan, a Spill Prevention Control and Countermeasures Plan; Concrete Containment and Disposal Plan; Dewatering Plan; Water Management Plan; and Fugitive Dust Plan would be prepared to protect both waters of the U.S. and waters of the state.

In accordance with conditions of a typical HPA, heavy equipment used during the course of in-water work would operate from above the OHWM wherever possible. Use of equipment below the OHWM would be limited to that necessary to gain position for work. Drive mechanisms would not enter or operate below the OHWM, except under the terms of the HPA issued by WDFW. Work areas below the OHWM would be isolated from other surface waters with a coffer dam or similar system to prevent suspended sediment or pollutants from leaving the work area.

Uncured concrete and/or concrete byproducts would be prevented from coming in contact with streams or water conveyed directly to streams during construction. A concrete truck chute cleanout area or equally effective BMP would be established to properly contain wet concrete. Any water having direct contact with uncured concrete would be contained and treated or removed from the site (as appropriate) to prevent discharge to streams or wetlands.

If any permanent footings or drilled or pile-driven shafts are installed below the OHWM, installation would be conducted in a manner consistent with Section 404 and other permits issued for the project by the U.S. Army Corps of Engineers and other authorities having jurisdiction. When constructing drilled shafts, the contractor would ensure that all drilling equipment, drill recovery and recycling pits, and any waste or spoil produced are properly contained to prevent discharge of drill wastes or fluids to any surface water or wetlands.

Equipment (excluding track-mounted equipment, large cranes, and other relatively immobile equipment) would be refueled and maintenance activities conducted at a distance from the nearest wetlands, ditches, and flowing or standing water approved by regulatory permits. Appropriate spill prevention measures and fuel containment systems would be designed and implemented to completely contain a potential spill as specified in the Spill Prevention, Control, and Countermeasures Plan. As appropriate, equipment used for construction activities would be cleaned before arriving at the project site to ensure no potentially hazardous materials are exposed, no leaks are present, and the equipment is functioning properly. Wash water would not be discharged directly into any water body without pretreatment. Construction equipment and vehicles would be maintained to prevent them from leaking fuel or lubricants. Should a leak be detected on heavy equipment used for the project, the equipment would be repaired before use.

1.4 Vegetation and Wildlife Protection

The measures listed below would be implemented before and during project construction to avoid or minimize effects on vegetation and wildlife resources. These measures would be implemented along with others designed to avoid or minimize effects on other resources, such as streams, wetlands, and soils. The additional measures would be expected to provide more protection to vegetation and wildlife resources within and adjacent to streams and wetlands.

- Limit construction activity to a relatively small area immediately adjacent to the existing cleared area to minimize vegetation clearing and leave as much vegetation undisturbed as possible.
- As appropriate, restore areas temporarily affected by construction to pre-construction conditions or better through replanting or reseedling.
- Prepare and implement a revegetation plan that emphasizes the use of native species as appropriate.
- In accordance with the Migratory Bird Treaty Act, consult with U.S. Fish and Wildlife Service on methods to implement during construction to avoid impacts on migratory birds. Such methods could include conducting pre-construction surveys for migratory birds and/or placing restrictions on vegetation clearing during the breeding season for migratory birds.
- To minimize the extent of habitat disturbance associated with the removal of potential hazard trees, Sound Transit would identify and remove such trees on an individual basis, based on tree species, tree health, and distance from the alignment.

In addition to the measures identified above, a monitoring plan and adaptive management plan would be implemented, as directed by permit requirements, for revegetated sensitive areas or buffers. The plans would generally require verification of 100% survival of all installed native trees and shrubs 1 year after installation. The performance criteria would be met if all dead plants are replaced at the end of the first year. Native woody species (planted and volunteer) must generally maintain a density of four plants per 100 square feet in each plant community by the end of the 3-year period. Plant communities would be identified in the mitigation plan.

1.5 Control of Noxious and Invasive Species

The most effective means of reducing the introduction and spread of noxious and invasive species are weed control and restoration of disturbed construction sites with native plant species suitable for the type of site disturbed. Weed control is important before, during, and after construction to prevent re-establishment of invasive species and allow for successful establishment of native vegetation. Per federal, state, and local requirements and guidance, Sound Transit would implement appropriate measures to minimize risk of introduction and spread of noxious and invasive species, including restoring temporarily disturbed areas immediately following construction in each project segment. To minimize use of herbicides and fertilizers, restoration of disturbed areas would include the use of mulching, ground cover, and other planting strategies that discourage growth of undesirable species.

2 DESIGN AND OPERATION BEST MANAGEMENT PRACTICES

The project would install permanent stormwater runoff treatment and flow control facilities where needed to comply with the *Sound Transit Requirements Manual* (Sound Transit 2024).

The project would incorporate stormwater conveyance and flow control facilities that promote infiltration where applicable and permissible.

The project would select, design, and install runoff treatment BMPs that are best suited to the site conditions and best capable of achieving the required levels of treatment (subject to negotiation with the local jurisdiction and/or Ecology). These could include natural or engineered dispersion BMPs; biofiltration BMPs such as vegetated filter strips, biofiltration swales, or ecology embankments; wet-pool BMPs; and infiltration BMPs.

The project would route drainage to maintain existing stream basin contributing areas.

Sound Transit would coordinate with the Washington State Department of Transportation (WSDOT), local jurisdictions, and resource agencies conducting restoration projects in the area to minimize the potential for light rail facilities to interfere with future restoration projects.

Except in cases where hazard trees pose an immediate threat to light rail safety or reliability, vegetation maintenance and hazard tree removal would be conducted outside of the breeding season for migratory birds.

The project would implement pesticide application techniques, in accordance with current Ecology water quality agreements, to minimize the impact on aquatic and terrestrial environments.

3 REFERENCES

Sound Transit. 2024. *Sound Transit Requirements Manual*.

Washington State Department of Fish and Wildlife (WDFW). 2002. *Integrated Streambank Protection Guidelines*. <https://wdfw.wa.gov/publications/00046>.