Fennel Creek Trail Plan

June 2007

For

City of Bonney Lake

Prepared By:
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CITY OF BONNEY LAKE  
Neil Johnson       Mayor

BONNEY LAKE CITY COUNCIL
Dan Swatman       Deputy Mayor /At Large  
Dave King         Ward 1  
James Rackley     Ward 2  
Cheryle Noble     Ward 3  
Dave Bowen        Ward 4  
Phil DeLeo        Ward 5  
Mark Hamilton     At Large

BONNEY LAKE PARK BOARD
Carol Ujick       Chairperson  
John Ashby        
Margaret Farrell  
Leota Musgrave    
Darren Proctor    
Dan Totten        
Brian Cebe

FENNEL CREEK AD HOC COMMITTEE MEMBERS
Scott Arima       Landowners  
Marian Betzer     Landowners  
Scott Corliss     Landowners  
Gary Cutler       Equestrians  
Kathleen Edman    Walkers/Landowners  
Rick Gilmore      Bicyclists  
Dana Hubbard      Police Department  
Gary Jackson      Landowner  
Steve Ladd        At Large  
Gary Leaf         Disabled/ADA  
Don Partington    Walkers  
Darren Proctor    At Large  
Dan Swatman       At Large  
Jan Wolcott       Pierce County Parks

BRUCE DEES & ASSOCIATES
Bruce Dees, FASLA       Project Manager  
Jay Rasmusson          Assistant Project Manager
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**INTRODUCTION**

In July 1997, the City distributed a questionnaire to approximately 3,100 Bonney Lake households and received 150 completed questionnaires. The purpose of the survey was to gauge demand for the various types of recreational facilities in the area. The survey is now too old to be relied upon, but it can be used to corroborate other findings.

The majority of those responding indicated their first priority was a system of trails for walking, jogging, and biking. The next highest priorities were sports fields, children’s play areas, and picnic areas. Respondents assigned high priority to acquisition of new park land. For a complete summary of the park survey results, see the Parks Plan adopted by Ordinance #767 on March 24, 1998, available from the Department of Community Development.

In April of 2005, the landscape architecture firm of Bruce Dees & Associates was retained by the City of Bonney Lake to work with a citizen Ad Hoc Committee with the goal of planning a general trail route to connect Allan Yorke Park to the Pierce County Foothills Trail, following the Fennel Creek corridor. A detailed route was to be defined from Allan Yorke Park to Victor Falls – the portion of the trail within the city limits of Bonney Lake.

**OBJECTIVES OF THE FENNEL CREEK TRAIL PLAN**

- Map the location of the proposed trail and connections to local sidewalks, feeder trails, and the Foothills Trail system.
- Create the standards that will guide trail construction.
- Create a detailed implementation strategy using the subdivision process, land acquisition, and trail construction from the Parks Impact Fee fund, grants, and other sources.
- Identify other potential trail construction funding sources and grants.

**DESIGN CRITERIA**

The Ad Hoc committee met eleven times and held two public meetings over the course of the study. The following criteria were developed by the Ad Hoc Committee to guide the trail design:

- **RECREATION USE** – Provide a safe multi-use trail to include walkers, bikers, and horse riders that is compliant with the Americans with Disabilities Act (ADA).
- **COMMUNITY NEEDS AND ISSUES** – Address community needs and concerns, especially those of abutting property owners.
- **HABITAT PROTECTION AND ENHANCEMENT** – Sensitive areas should be protected and/or enhanced by the trail.
- **PUBLIC EDUCATION** – Provide opportunities for public education of the importance of the Fennel Creek system, its habitat, wildlife it supports and its importance to the Puyallup River Basin.

**GENERAL ROUTE WITHIN THE CITY**

The Fennel Creek Trail will connect Allan Yorke Park to the Foothills Trail and the future Pierce County Flume Trail. The City of Bonney Lake will develop the portion within the city limits (approximately 5.2 miles) from Allan Yorke Park to Victor Falls, toward Foothills Trail, and to 214th Ave. E. – toward the Flume Trail. The trail will parallel the creek within the creek buffer to allow trail users to experience the sights and sounds of the woodlands and pastoral scenes along the creek corridor. Some of this corridor is currently in City or other public ownership. Much of it however is under private ownership. As such, the trail route must be developed over time as private property is purchased - or is acquired through the City’s subdivision approval process. Until trail property is acquired, the initial sections of the trail will be connected using existing public right-of-way as “short-term links”. To that end, sidewalks will need to be built along some of the streets.
**Fennel Creek Trail Plan**

**SHORT TERM TRAIL LINKS – WITHIN THE CITY**
Much of the trail corridor has already been acquired through the City’s subdivision process. Until a continuous trail corridor has been assembled, initial sections of the trail will be linked utilizing existing public right-of-ways. These right-of-ways, in most cases, do not have existing sidewalks so a priority should be placed on those sections for sidewalk improvements. These include sections of 197th, 195th, Evergreen Drive, Church Lake Rd., Angeline Rd., Rhodes Lake Rd. E. and 192nd Ave. E.

**GENERAL ROUTE OUTSIDE CITY LIMITS**

**CONNECTION TO THE FLUME TRAIL**
At 214th Ave, the trail would head north to Connells Prairie Rd. and follow along the right-of-way to Burkubein Rd. There the trail would head north over the Burkubein Rd. bridge to the proposed Pierce County Flume Trail, which in turn extends to Buckley.

**CONNECTION TO THE FOOTHILLS TRAIL**
From the Victor Falls trailhead, the trail would follow around the falls down the Rhodes Lake Rd. right-of-way and continue southwest along Fennel Creek. A spur in the trail would run upstream of Fennel Creek to the base of Victor Falls, providing a scenic lookout of the falls. The trail would continue southwest along Fennel Creek to the Puyallup River, crossing over McCutcheon Rd. At the Puyallup River, the trail would follow along the Puyallup River levee north to 96th St. At 96th St., the trail would continue north along the levee to Riverside Park, or follow the 96th St. right-of-way west, crossing Hwy. 162 and connect to the Foothills Trail.

**EHILI RIM ROAD LOOP**
At 96th St., the trail would follow the Riverside Rd right-of-way where it would meander to 92nd (historical Ogles Ford Road) to Elhi Rim Rd. The trail would follow Elhi Rim Rd. up to Hwy. 410. A trailhead could be located along Elhi Rim Rd. At Hwy. 410, the trail would follow right-of-way to the Church Lake Rd. and connect back to the Fennel Creek Trail at Evergreen Drive, completing the loop. It is not known whether the public has right to travel Elhi Rim Rd. and if not, whether such right will be obtained.

**TRAIL ROUTE ALTERNATIVES**
There are two trail route alternatives that leave the Fennel Creek corridor, but offer a similar experience through wooded areas. One route is on private property that is currently in the planning stages for a large subdivision (Falling Water). The other utilizes the Tacoma Water pipeline. Both routes offer near term opportunities for trail development until the Fennel Creek Trail corridor is acquired. The options also provide an alternate route or loop trail.

From Victor Falls, the trail would follow the Rhodes Lake Rd. E. right-of-way northeast to the Falling Water Development. The trail would then follow along the right-of-way through the Falling Water development to a potential trailhead that could be located at the Tacoma Water Pump Station. The trail could take one of two possible routes.

The first route could follow Pipeline Rd. west to 128th St. where switchbacks would be used to navigate the steep slope and cross the Puyallup River, Hwy. 162 and connect to the Foothills Trail.

The second route would continue west through Falling Water on existing right-of-way before turning off to follow a ridge to the northwest towards Fennel Creek. Along the way, the trail would loop around a large wetland area. The trail would use switchbacks down a steep slope to Fennel Creek and follow the creek west to the Puyallup River, crossing over McCutcheon Rd. The trail would then follow the primary trail plan.
Falling Water
Falling Water is a proposed development currently under construction on an 8-year plan consisting of 979 lots. This development is located south of Rhodes Lake Rd. E. A 100’ foot right-of-way has already been established through the development. This right-of-way extends west from Rhodes Lake Road E. with an eventual connection to McCutcheon Rd. The right-of-way has been designed for a five-lane roadway, however; only 3 lanes will be built now. Twelve (12) foot wide concrete sidewalks will be provided for pedestrians and bicyclists.

The developer has expressed strong interest in extending a trail across the site, then paralleling Fennel Creek on the south side to McCutcheon Road.

Tacoma Water Pipeline
This pipeline runs south of Falling Water development adjacent to what is called Pipeline Rd. Pipeline Rd. extends just south of Rhodes Lake Rd. E. east of Victor Falls, south to McCutcheon Rd. – (approximately 1.8 miles). The access point for Pipeline Rd. is located in the development of Falling Water near a pump station for the pipeline.

Tacoma Water has pipelines throughout Pierce and King County and has allowed trails to be installed on or adjacent to their pipeline. Heavy equipment periodically services the pipeline, therefore trail design must accommodate heavy equipment.

Trail Plan Within Bonney Lake City Limits
The following is a detailed description of the trail route within Bonney Lake city limits. As the trail is built, its exact route may change from what this Plan shows due to economics, property-owner wishes, developer proposals, or other factors. The current proposed route is divided into nine sections in alphabetical order, beginning at Allan Yorke Park in the north and ending at Victor Falls to the south and to 214th Ave. E. to the east. Each section is further divided into individual parcels or right-of-way. Each parcel or right-of-way includes:

- Parcel – Parcel Number
- Current Ownership – Private, City or County
- Trail Length – Linear Distance Across the Parcel
- Sensitive Area – Sensitive Area Designation as Indicated on the City of Bonney Lake GIS Sensitive Area Maps and Flood Hazards
- Proximity to Property Line or Creek/Outfall – Trail Centerline From Property Line or Creek High Water Line. (The constructed centerline will be field located to avoid large trees and unique site conditions.)
- Trail Location – Right or Left Side of the Creek Looking Downstream.
- Character – Description of Vegetative Cover, Topography and Any Unique Features
- Impact – Subjective Estimate of Environmental or Physical Impact on Abutting Property
- Bridge – New Bridge Construction if Required

The buffer along Fennel Creek is 200’ each side of Fennel Creek measured from the ordinary high water mark (or creek bank). Per Bonney Lake Municipal Code - Chapter 16.30.050, a trail can be constructed at the outer edge of the buffer. Trail construction any closer than this, mitigation will be required. However, this plan proposes that, where possible, the creek-side edge of the trail’s clearing zone should average about 50 feet from the creek bank. The trail will be built flush with surrounding grade to avoid influencing floodwaters.
Fennel Creek Trail Plan

SECTION A
ALLAN YORKE PARK TO CITY PROPERTY AT 195th AVE. CT. E.

Fennel Creek Trail will begin at Allan Yorke Park. It will continue south through the park following the Deborah Jane Lake outfall. South of the park are two developments, Parkside South and Mountain Vista. The trail will cross over 197th Ave. E., through the Parkside South development along the 195th Ave. Ct. E. right-of-way to a parcel owned by the City of Bonney Lake.


A1 - Description
Parcel #: 700150140
Ownership: Private
Trail Length: 181’ L.F.
Sensitive Area: Wetland
Prox. to Creek/Outfall: 50’-100’
Trail Location: Right Side
Character: Thick Vegetation Cover
Impact: Low
Bridge: No

A2 - Description
Parcel #: 700150130
Ownership: Private
Trail Length: 139’ L.F.
Sensitive Area: Wetland
Prox. to Creek/Outfall: 50’-100’
Trail Location: Right Side
Character: Thick Vegetation Cover
Impact: Low
Bridge: No

A3 - Description
Parcel #: 7000150120
Ownership: Private
Trail Length: 170’ L.F.
Sensitive Area: Wetland
Prox. to Creek/Outfall: 50’-100’
Trail Location: Right Side
Character: Thick Vegetation Cover
Impact: Low
Bridge: No
### SECTION A (CONTINUED)
#### ALLAN YORKE PARK TO CITY PROPERTY AT 195th AVE. CT. E.

<table>
<thead>
<tr>
<th>Description</th>
<th>Parcel #</th>
<th>Ownership</th>
<th>Trail Location</th>
<th>Trail Length</th>
<th>Character</th>
<th>Impact</th>
<th>Bridge</th>
<th>Prox. to Creek/Outfall</th>
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<td>A4</td>
<td>7000150110</td>
<td>Private</td>
<td>Right Side</td>
<td>104' L.F.</td>
<td>Thick Vegetation Cover</td>
<td>Low</td>
<td>No</td>
<td>50'-100'</td>
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<td>A5</td>
<td>7000150100</td>
<td>Private</td>
<td>Right/Left Side</td>
<td>162' L.F.</td>
<td>Thick Vegetation Cover</td>
<td>Low</td>
<td>Yes (1)</td>
<td>50'-100'</td>
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<tr>
<td>A6</td>
<td>700150140</td>
<td>Private</td>
<td>Right Side</td>
<td>181' L.F.</td>
<td>Thick Vegetation Cover</td>
<td>Low</td>
<td>No</td>
<td>50'-100'</td>
</tr>
</tbody>
</table>

**Right of Way - Description**

- **Location:** 197th St. / 195th St.
- **Ownership:** City
- **Length:** 473' L.F.
- **Crosswalks Required:** 2
- **Paved Width:** 27'-6"
- **Exist. Sidewalk:** No
- **School Zone:** No
- **Improvements:** No
- **Right of Way:** 40'
SECTION A (CONTINUED)
ALLAN YORKE PARK TO CITY PROPERTY AT 195th AVE. CT. E.

A7 - Description
Parcel #: 7000150450
Ownership: City
Trail Length: 132’ L.F.
Sensitive Area: No
Prox. to Creek/Outfall: 50’-100’

Trail Location: Left Side
Character: Thick Vegetation Cover
Impact: Low
Bridge: No
SECTION B
CITY PROPERTY AT 195TH AVE. CT. E. ALONG DEBORAH JANE LAKE OUTFALL TO PRIVATE PROPERTY IN PIERCE COUNTY

Crossing City property, the trail would continue along the Deborah Jane Lake outfall to Evergreen Dr. at the confluence of Deborah Jane Lake outfall and Bonney Lake outfall in the Mountain Vista development. The Trail would then cross over Church Lake Rd, following the Bonney Lake outfall to a parcel owned by Pierce County Public Works. Crossing this property, it would continue south to Fennel Creek. Here the trail would run in two directions, one heading northeast to the proposed Pierce County Flume Trail and one heading south to the Foothills Trail. **Trail Access:** Yes, available at right-of-ways. **Hazards or Obstacles:** Crossing Evergreen Dr. and Church Lake Rd. **Construction:** Broad Trail

**B1 - Description**
- Parcel #: 7000150310
- Ownership: Private
- Trail Length: 166’ L.F.
- Sensitive Area: No
- Prox. to Creek/Outfall: 50’-100’
- Trail Location: Right Side
- Character: Thick Vegetation Cover
- Impact: Med/Low
- Bridge: No

**B2 - Description**
- Parcel #: 9256010510
- Ownership: Private
- Trail Length: 385’ L.F.
- Sensitive Area: Wetland
- Prox. to Creek/Outfall: 50’-100’
- Trail Location: Right Side
- Character: Thick Vegetation Cover
- Impact: Low
- Bridge: No

**B3 - Description**
- Parcel #: 052035006
- Ownership: Private
- Trail Length: 136’ L.F.
- Sensitive Area: Wetland
- Prox. to Creek/Outfall: 50’-100’
- Trail Location: Right Side
- Character: Thick Vegetation Cover
- Impact: Low
- Bridge: No
SECTION B (CONTINUED)

CITY PROPERTY AT 195TH AVE. CT. E. ALONG DEBORAH JANE LAKE OUTFALL TO PRIVATE PROPERTY IN PIERCE COUNTY

B4 - Description
Parcel #: 0520335005
Ownership: Private
Trail Location: Right Side
Trail Length: 109’ L.F.
Character: Thick Vegetation Cover
Sensitive Area: Wetland
Impact: Low
Prox. to Creek/Outfall: 50’-100’
Bridge: No

B5 - Description
Parcel #: 7000150310
Ownership: Private
Trail Location: Right Side
Trail Length: 166’ L.F.
Character: Thick Vegetation Cover
Sensitive Area: No
Impact: Med/Low
Prox. to Creek/Outfall: 50’-100’
Bridge: No

B6 - Description
Parcel #: 9256010510
Ownership: City
Trail Location: Right Side
Trail Length: 385’ L.F.
Character: Thick Vegetation Cover
Sensitive Area: No
Impact: Low
Prox. to Creek/Outfall: 50’-100’
Bridge: No

Right of Way - Description
Location: Evergreen Dr. / Church Lake Rd.
Exist. Sidewalk: No
Ownership: City
School Zone: No
Length: 103’ L.F.
Improvements: No
Crosswalks Required: 1
Right of Way: 50’
Paved Width: 24’
SECTION B (CONTINUED)
CITY PROPERTY AT 195TH AVE. CT. E. ALONG DEBORAH JANE LAKE OUTFALL TO PRIVATE PROPERTY IN PIERCE COUNTY

B7 - Description
Parcel #: 7000240400
Ownership: County
Trail Location: Right Side
Trail Length: 143’ L.F.
Impact: Low
Sensitive Area: Thick Vegetation Cover
Bridge: No
Prox. to Creek/Outfall: 50’-100’

B8 - Description
Parcel #: 7000240410
Ownership: Private
Trail Location: Left Side
Trail Length: 351’ L.F.
Impact: Low
Sensitive Area: Thick Vegetation Cover
Bridge: No
Prox. to Creek/Outfall: 50’-100’
Mountain Vista development currently has a minimum width trail in place running up the Bonney Lake outfall. It is a short section of trail that has a small, children’s play area and picnic tables owned by Bonney Lake. The trail connects Evergreen Drive and 192nd Ave. E. This trail could potentially be continued up the Bonney lake outfall from 192nd to Bonney Lake Elementary School located along 190th Ave. E. **Trail Access:** Yes, at Bonney Lake Elementary School and at right-of-ways in development. No parking available at right-of-ways. **Hazards or Obstacles:** Crossing 192nd Ave. and steep slopes C1-C2. **Construction:** Narrow trail all parcels.

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**SECTION C**

**LINK BONNEY LAKE ELEMENTARY SCHOOL TO EVERGREEN DRIVE**

**C1 - Description**
- Parcel #: 7275000050
- Ownership: Private
- Trail Location: Adjacent to Property Line
- Trail Length: 150’ L.F.
- Impact: Med/Low
- Sensitive Area: 20-40% Slope
- Bridge: No
- Prox. to Property Line: 0-50’

**C2 - Description**
- Parcel #: 7275000060
- Ownership: Private
- Trail Location: Adjacent to Property Line
- Trail Length: 290’ L.F.
- Impact: Low
- Sensitive Area: 20-40% Slope
- Bridge: No
- Prox. to Property Line: 0-50’

**C3 - Description**
- Parcel #: 7275000070
- Ownership: Private
- Trail Location: Left/Right Side
- Trail Length: 104’ L.F.
- Impact: Low
- Bridge: Yes
- Sensitive Area: No
- Prox. to Creek/Outfall: 0'-100'

**C4 - Description**
- Parcel #: 70001210400
- Ownership: City
- Trail Location: Right Side
- Trail Length: 410’ L.F.
- Impact: Low
- Bridge: No
- Sensitive Area: No
- Prox. to Creek/Outfall: 50'-100’
  - (Existing Trail: 632’ L.F.)
SECTION C (CONTINUED)
LINK BONNEY LAKE ELEMENTARY SCHOOL TO EVERGREEN DRIVE

Right of Way - Description
Location: 192nd Ave. / Evergreen Dr.  
Ownership: City  
Length: 230’ L.F.  
Crosswalks Required: 2  
Paved Width: 27’

Exist. Sidewalk: No  
School Zone: No  
Improvements: No  
Right of Way: 50’
The trail to the northeast would follow Fennel Creek to 214th Ave E. crossing over Kelly Lake Rd. Pierce County is considering purchasing properties between Kelly Lake Rd and 214th Ave. for a Capital Improvement Project in which Fennel Creek would be relocated, the road bed at Kelly Lake Rd will be raised, and a new bridge installed. A trailhead could be located at the corner of 214th and Sumner Buckley Hwy. **Trail Access:** Yes, at trailhead D1  
**Hazards or Obstacles:** All parcels are wetlands and may require raised trail beds. Crossing Kelly Lake Rd.  
**Construction:** Broad Trail

### D1 – Description (Trailhead Location)

<table>
<thead>
<tr>
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<tr>
<td>Ownership:</td>
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<tr>
<td>Sensitive Area:</td>
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<tr>
<td>Prox. to Creek:</td>
<td>Varies</td>
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<tr>
<td>Character:</td>
<td>Thick Vegetation Cover</td>
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<tr>
<td>Impact:</td>
<td>Low</td>
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<td>Bridge:</td>
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### D2 – Description

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### D3 – Description

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<td>Trail Length:</td>
<td>155’ L.F.</td>
</tr>
<tr>
<td>Sensitive Area:</td>
<td>Wetland</td>
</tr>
<tr>
<td>Prox. to Creek:</td>
<td>Varies</td>
</tr>
<tr>
<td>Trail Location:</td>
<td>Right Side</td>
</tr>
<tr>
<td>Character:</td>
<td>Thick Vegetation Cover</td>
</tr>
<tr>
<td>Impact:</td>
<td>Low</td>
</tr>
<tr>
<td>Bridge:</td>
<td>Yes</td>
</tr>
</tbody>
</table>

### D4 – Description

<table>
<thead>
<tr>
<th>Parcel #:</th>
<th>4905000090</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ownership:</td>
<td>Private</td>
</tr>
<tr>
<td>Trail Length:</td>
<td>164’ L.F.</td>
</tr>
<tr>
<td>Sensitive Area:</td>
<td>Wetland</td>
</tr>
<tr>
<td>Prox. to Creek:</td>
<td>Varies</td>
</tr>
<tr>
<td>Trail Location:</td>
<td>Right Side</td>
</tr>
<tr>
<td>Character:</td>
<td>Thick Vegetation Cover</td>
</tr>
<tr>
<td>Impact:</td>
<td>Low</td>
</tr>
<tr>
<td>Bridge:</td>
<td>No</td>
</tr>
</tbody>
</table>
## SECTION D (CONTINUED)

### 214TH AVE. E. TO KELLY LAKE RD.

### D5 - Description
- **Parcel #:** 4905000080
- **Ownership:** Private
- **Trail Location:** Right Side
- **Trail Length:** 171’ L.F.
- **Sensitive Area:** Wetland
- **Prox. to Creek:** Varies
- **Character:** Thick Vegetation Cover
- **Impact:** Low
- **Bridge:** No

### D6 - Description
- **Parcel #:** 4905000074
- **Ownership:** Private
- **Trail Location:** Right Side
- **Trail Length:** 164’ L.F.
- **Sensitive Area:** Wetland
- **Prox. to Creek:** Varies
- **Character:** Thick Vegetation Cover
- **Impact:** Low
- **Bridge:** No

### D7 - Description
- **Parcel #:** 4905000064
- **Ownership:** Private
- **Trail Location:** Right Side
- **Trail Length:** 164’ L.F.
- **Sensitive Area:** Wetland
- **Prox. to Creek:** Varies
- **Character:** Thick Vegetation Cover
- **Impact:** Low
- **Bridge:** Yes

### D8 - Description
- **Parcel #:** 4905000052
- **Ownership:** Private
- **Trail Location:** Right Side
- **Trail Length:** 162’ L.F.
- **Sensitive Area:** Wetland
- **Prox. to Creek:** Varies
- **Character:** Thick Vegetation Cover
- **Impact:** Low
- **Bridge:** No

### D9 - Description
- **Parcel #:** 4905000040
- **Ownership:** Pending
- **Trail Location:** Right Side
- **Trail Length:** 167’ L.F.
- **Sensitive Area:** Wetland / 20-40% Slope
- **Prox. to Creek:** Varies
- **Character:** Thick Vegetation Cover
- **Impact:** Low
- **Bridge:** No
SECTION D (CONTINUED)
214TH AVE. E. TO KELLY LAKE RD.

D10 - Description
Parcel #: 4905000037
Ownership: Private
Trail Location: Right Side
Trail Length: 160’ L.F.
Character: Thick Vegetation Cover
Sensitive Area: Wetland
Impact: Low
Prox. to Creek: Varies
Bridge: No

D11 - Description
Parcel #: 0520345032
Ownership: Private
Trail Location: Right Side
Trail Length: 160’ L.F.
Character: Thick Vegetation Cover
Sensitive Area: Wetland
Impact: Low
Prox. to Creek: Varies
Bridge: No

D12 - Description
Parcel #: 4905000014
Ownership: Private
Trail Location: Right Side
Trail Length: 160 L.F.
Character: Thick Vegetation Cover
Sensitive Area: Wetland
Impact: Low
Prox. to Creek: Varies
Bridge: Yes

D13 - Description
Parcel #: 0520345025
Ownership: Private
Location: Right Side
Trail Length: 160’ L.F.
Character: Thick Vegetation Cover
Sensitive Area: Wetland
Impact: Low
Prox. to Creek: Varies
Bridge: No

D14 - Description
Parcel #: 0520345008
Ownership: Private
Trail Location: Right Side
Trail Length: 160’ L.F.
Character: Thick Vegetation Cover
Sensitive Area: Wetland
Impact: Low
Prox. to Creek: Varies
Bridge: No
SECTION D (CONTINUED)
214TH AVE. E. TO KELLY LAKE RD.

D15 - Description
Parcel #: 0520345004
Ownership: Private
Trail Length: 175’ L.F.
Sensitive Area: Wetland
Prox. to Creek: Varies
Trail Location: Right Side
Character: Thick Vegetation Cover
Impact: Low
Bridge: No

D16 - Description
Parcel #: 0520341038
Ownership: Private
Trail Length: 150’ L.F.
Sensitive Area: Wetland
Prox. Creek: Varies
Trail Location: Right Side
Character: Thick Vegetation Cover
Impact: Low
Bridge: No
The trail to the South would cross over the Bonney Lake outfall and then cross Fennel Creek following the Fennel Creek to Sumner Buckley Hwy. The Trail would follow Sumner Buckley Hwy. to an existing cattle crossing under the hwy. **Trail Access:** No. **Hazards or Obstacles:** Creek Crossings (2), crossing Sumner Buckley Hwy. (existing tunnel) **Construction:** Broad Trail.

### Right of Way - Description

<table>
<thead>
<tr>
<th>Location</th>
<th>Kelly Lake Rd.</th>
<th>Exist. Sidewalk</th>
<th>City</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ownership</td>
<td>City</td>
<td>School Zone</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Length</td>
<td>75’ L.F.</td>
<td>Improvements</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>Crosswalks Required</td>
<td>1</td>
<td>Right of Way</td>
<td>50’</td>
<td></td>
</tr>
<tr>
<td>Paved Width</td>
<td>24’</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### E1 - Description

<table>
<thead>
<tr>
<th>Parcel #</th>
<th>050342700</th>
<th>Trail Location</th>
<th>Right Side</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ownership</td>
<td>Private</td>
<td>Character</td>
<td>Thick Cover / Open Area</td>
</tr>
<tr>
<td>Trail Length</td>
<td>2755’ L.F.</td>
<td>Impact</td>
<td>Low</td>
</tr>
<tr>
<td>Sensitive Area</td>
<td>No</td>
<td>Bridge</td>
<td>No</td>
</tr>
<tr>
<td>Prox. to Creek</td>
<td>50-100’</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### E2 - Description

<table>
<thead>
<tr>
<th>Parcel #</th>
<th>0520331002</th>
<th>Trail Location</th>
<th>Right Side</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ownership</td>
<td>Private</td>
<td>Character</td>
<td>Open Area</td>
</tr>
<tr>
<td>Trail Length</td>
<td>764’ L.F.</td>
<td>Impact</td>
<td>Low</td>
</tr>
<tr>
<td>Sensitive Area</td>
<td>No</td>
<td>Bridge</td>
<td>No</td>
</tr>
<tr>
<td>Prox. to Creek</td>
<td>50'-100’</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### E3 - Description

<table>
<thead>
<tr>
<th>Parcel #</th>
<th>7275000070</th>
<th>Trail Location</th>
<th>Right / Left Side</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ownership</td>
<td>Private</td>
<td>Character</td>
<td>Open Area</td>
</tr>
<tr>
<td>Trail Length</td>
<td>4244’ L.F.</td>
<td>Impact</td>
<td>Low</td>
</tr>
<tr>
<td>Sensitive Area</td>
<td>Flood Zone / Wetland</td>
<td>Bridge</td>
<td>Yes (2)</td>
</tr>
<tr>
<td>Prox. to Creek</td>
<td>50'-100’</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
At Sumner Buckley Hwy., the trail would follow along the right-of-way to 192nd Ave. E. An existing crosswalk and light are in place. The trail would continue across 192nd Ave. to a parcel owned by the City of Bonney Lake. The trail would continue south along the property adjacent to state owned property south until Hwy 410. A trailhead could be located on either one of these two parcels owned by the City. The trail would then run west across private property crossing Fennel Creek to the City owned parcel on Angeline Rd. **Trail Access:** Yes at trailhead Located at F3/F4. **Hazards or Obstacles:** Creek Crossings (1) and crossing 192nd Ave. E. (existing crosswalk.) **Construction:** Narrow Trail F1-F2 Broad Trail F3-F5.

### F1 - Description
- **Parcel #:** 0520338004
- **Ownership:** Private
- **Trail Length:** 348’ L.F.
- **Sensitive Area:** No
- **Prox. to Property Line:** 0’-100’

### F2 - Description
- **Parcel #:** 0520338012
- **Ownership:** City
- **Trail Length:** 831’ L.F.
- **Sensitive Area:** No
- **Prox. to Property Line:** 0’-100’

### Right of Way - Description
- **Location:** 192nd Ave. E.
- **Ownership:** City
- **Length:** 70’ L.F.
- **Crosswalks Required:** 0
- **Paved Width:** N/A

**Trail Location:** Left of Hwy  
**Character:** Open Area  
**Impact:** Low  
**Bridge:** No  

**Trail Location:** Left of Hwy  
**Character:** Open Area  
**Impact:** Low  
**Bridge:** No  

**Exist. Sidewalk:** Yes  
**School Zone:** No  
**Improvements:** Yes Crosswalks / Light  
**Right of Way:** 50’
**SECTION F (CONTINUED)**
UNDER CROSSING AT SUMNER BUCKLEY HWY. TO ANGELINE RD.

---

**F3 – Description (Trailhead Location)**

<table>
<thead>
<tr>
<th>Parcel #:</th>
<th>052033801</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ownership:</td>
<td>City</td>
</tr>
<tr>
<td>Trail Length:</td>
<td>1064’ L.F.</td>
</tr>
<tr>
<td>Sensitive Area:</td>
<td>No</td>
</tr>
<tr>
<td>Prox. to Creek:</td>
<td>50’-100’</td>
</tr>
</tbody>
</table>

**Trail Location:** Left Side  
**Character:** Open Area  
**Impact:** Low  
**Bridge:** No  
**(Trailhead Location)**

---

**F4 – Description**

<table>
<thead>
<tr>
<th>Parcel #:</th>
<th>052033010</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ownership:</td>
<td>City</td>
</tr>
<tr>
<td>Trail Length:</td>
<td>866’ L.F.</td>
</tr>
<tr>
<td>Sensitive Area:</td>
<td>No</td>
</tr>
<tr>
<td>Prox. to Creek:</td>
<td>50’-100’</td>
</tr>
</tbody>
</table>

**Trail Location:** Left Side  
**Character:** Open Area  
**Impact:** Low  
**Bridge:** No

---

**F5 – Description**

<table>
<thead>
<tr>
<th>Parcel #:</th>
<th>0520333014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ownership:</td>
<td>Private</td>
</tr>
<tr>
<td>Trail Length:</td>
<td>517’ L.F.</td>
</tr>
<tr>
<td>Sensitive Area:</td>
<td>Wetland / Flood Zone</td>
</tr>
<tr>
<td>Prox. to Creek:</td>
<td>0’-100’</td>
</tr>
</tbody>
</table>

**Trail Location:** Left / Right Side  
**Character:** Open Area / Thick Cover  
**Impact:** Low  
**Bridge:** Yes (1)
The trail will follow Hwy. 410 right-of-way to Angeline Rd. Concrete barriers and a retaining wall will provide safety to pedestrians while using the crossing under Hwy. 410. The trail will follow the right-of-way of Hwy. 410 east, crossing over to the east side of Fennel Creek. The trail will continue south on the east side parallel to Fennel Creek bypassing the homes that are located relatively close to the west side of Fennel Creek. **Trail Access:** No. **Hazards or Obstacles:** Creek Crossings (1) and crossing under Hwy. 410 along Angeline Rd. **Construction:** Narrow Trail G1  Broad Trail G2-G7.

### Right of Way - Description

<table>
<thead>
<tr>
<th>Location</th>
<th>Exist. Sidewalk</th>
<th>School Zone</th>
<th>Improvements</th>
<th>Right of Way</th>
</tr>
</thead>
<tbody>
<tr>
<td>Angeline Rd. / Hwy 410</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>60’</td>
</tr>
</tbody>
</table>

**G1 - Description**

<table>
<thead>
<tr>
<th>Parcel #</th>
<th>Trail Location</th>
<th>Character</th>
<th>Impact</th>
<th>Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>4900000060</td>
<td>Right / Left Side</td>
<td>Thick Cover / Open Area</td>
<td>Med/Low</td>
<td>Yes (1)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ownership</th>
<th>Trail Length</th>
<th>Sensitive Area</th>
<th>Prox. to Creek</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private</td>
<td>197’ L.F.</td>
<td>Wetland</td>
<td>0’-100’</td>
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</tbody>
</table>

**G2 - Description**

<table>
<thead>
<tr>
<th>Parcel #</th>
<th>Trail Location</th>
<th>Character</th>
<th>Impact</th>
<th>Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>0520033305</td>
<td>Left Side</td>
<td>Thick Vegetation Cover</td>
<td>Med/Low</td>
<td>No</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ownership</th>
<th>Trail Length</th>
<th>Sensitive Area</th>
<th>Prox. to Creek</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private</td>
<td>317’ L.F.</td>
<td>No</td>
<td>50’-100’</td>
</tr>
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</table>

**G3 - Description**

<table>
<thead>
<tr>
<th>Parcel #</th>
<th>Trail Location</th>
<th>Character</th>
<th>Impact</th>
<th>Bridge</th>
</tr>
</thead>
<tbody>
<tr>
<td>0519042700</td>
<td>Left Side</td>
<td>Thick Vegetation Cover</td>
<td>Med / High</td>
<td>No</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Ownership</th>
<th>Trail Length</th>
<th>Sensitive Area</th>
<th>Prox. to Creek</th>
</tr>
</thead>
<tbody>
<tr>
<td>Private</td>
<td>880’ L.F.</td>
<td>Wetland</td>
<td>50’-100’</td>
</tr>
</tbody>
</table>
SECTION G (CONTINUED)
ANGELINE RD. TO GARDEN MEADOWS DEVELOPMENT

G4 - Description
Parcel #: 0519042039
Ownership: Private
Trail Location: Left Side
Character: Thick Vegetation Cover
Trail Length: 411' L.F.
Impact: Low
Sensitive Area: No
Bridge: No
Prox. to Creek: 50'-100'

G5 - Description
Parcel #: 0519042038
Ownership: Private
Trail Location: Left Side
Character: Thick Vegetation Cover
Trail Length: 106' L.F.
Impact: Low
Sensitive Area: No
Bridge: No
Prox. to Creek: 50'-100'

G6 - Description
Parcel #: 051042021
Ownership: Private
Trail Location: Left Side
Character: Thick Vegetation Cover
Trail Length: 152' L.F.
Impact: Low
Sensitive Area: No
Bridge: No
Prox. to Creek: 50'-100'

G7 - Description
Parcel #: 0519042012
Ownership: Private
Trail Location: Left / Right Side
Character: Thick Vegetation Cover
Trail Length: 198' L.F.
Impact: Low
Sensitive Area: Wetland
Bridge: Yes (1)
Prox. to Creek: 0'-100'
Crossing over Fennel Creek, the trail will follow the east edge of the following developments. Garden Meadows, Copperfield Estates, Crystal Meadows, and Willow Brook. These developments have either deeded over property, or granted easements for the Fennel Creek Trail. In all cases, a minimum width trail has been required to be constructed by the developer. **Trail Access:** No Public Access. **Hazards or Obstacles:** None. **Construction:** Broad Trail H1-H4.

**H1 - Description**
- **Parcel #:** Garden Meadows
- **Ownership:** Homeowners Assoc.
- **Trail Length:** Existing 318’
- **Sensitive Area:** No
- **Prox. to Creek:** 50-100’
- **Trail Location:** Right Side
- **Character:** Open Area
- **Impact:** Low
- **Bridge:** No

**H2 - Description**
- **Parcel #:** Copperfield Estates
- **Ownership:** Homeowners Assoc.
- **Trail Length:** Existing 1201’
- **Sensitive Area:** No
- **Prox. to Creek:** 50’-100’
- **Trail Location:** Right Side
- **Character:** Open Area
- **Impact:** Low
- **Bridge:** No

**H3 - Description**
- **Parcel #:** Crystal Meadows
- **Ownership:** Homeowners Assoc.
- **Trail Length:** Existing 310’
- **Sensitive Area:** No
- **Prox. to Creek:** 50’-100’
- **Trail Location:** Right Side
- **Character:** Open Area
- **Impact:** Low
- **Bridge:** No
SECTION H (CONTINUED)
GARDEN MEADOWS DEVELOPMENT TO WILLOW BROOK DEVELOPMENT

H4 - Description
Parcel #: 7001740340
Ownership: City
Trail Length: Existing 75’
Sensitive Area: No
Prox. to Creek: 50’-100’

<table>
<thead>
<tr>
<th>Trail Location</th>
<th>Right Side</th>
</tr>
</thead>
<tbody>
<tr>
<td>Character</td>
<td>Open Area</td>
</tr>
<tr>
<td>Impact</td>
<td>Low</td>
</tr>
<tr>
<td>Bridge</td>
<td>No</td>
</tr>
</tbody>
</table>
Fennel Creek Trail Plan

SECTION I
WILLOW BROOK DEVELOPMENT TO VICTOR FALLS AT RHODES LAKE RD. E.

The trail will follow south along existing trails east of Willow Brook, parallel to Fennel Creek. The Trail will cross Fennel Creek and continue south through the Victor Falls Elementary School property to Rhodes Lake Rd. E. A trail spur link exists from Fennel Ridge development to the creek crossing in I1. Trail Access: Yes, trailhead located at Victor Falls and public access from Fennel Ridge and Willow Brook developments. Parking is not available in either development. Hazards or Obstacles: Creek Crossings (1) and crossing Rhodes Lake Rd. E., Hazardous Terrain at Victor Falls. Construction: Broad Trail I1-I4, Lookout at top of Victor Falls.

I1 - Description
Parcel #: 7001273130 / 7000950530  Trail Location: Right / Left Side
Ownership: City  Character: Thick Cover / Open Area
Trail Length: 4162’ L.F.  Impact: Low
Sensitive Area: Wetland / 20-40% Slope  Bridge: Yes (1)
Prox. to Creek: 0-100’

I2 - Description
Parcel #: 059092009  Trail Location: Left Side
Ownership: Sumner School Dist.  Character: Open Area
Trail Length: 475’ L.F.  Impact: Low
Sensitive Area: 20-40% Slope  Bridge: No
Prox. to Property Line: 0’-50’

I3 - Description
Parcel #: 0519092010  Trail Location: Left Side
Ownership: City  Character: Open Area
Trail Length: 215’ L.F.  Impact: Low
Sensitive Area: 20-40% Slope  Bridge: No
Prox. to Creek: 50’-100’

I4 - Description
Parcel #: 0519092037  Trail Location: Left Side
Ownership: Private  Character: Open Area
Trail Length: 4244’ L.F.  Impact: Low
Sensitive Area: 20-40% Slope / Wetland  Bridge: No
Prox. to Creek: 50’-100’
SECTION I (CONTINUED)
WILLOW BROOK DEVELOPMENT TO VICTOR FALLS AT RHODES LAKE RD. E.

Right of Way - Description
Location: Rhodes Lake Rd. E.  Exist. Sidewalk: No
Ownership: City  School Zone: No
Length: 90’ L.F.  Improvements: No
Crosswalk Required: Yes (1)  Right of Way: 60’
Paved Width: 24’
TRAILHEADS

Trailheads will be constructed to provide parking for those driving to the trail. The trailhead will also provide restroom facilities and information about the trail and its linkages to other trails in the county. The trailhead will also provide a destination and meeting place.

Trailheads are located at logical destination points and are easily identifiable and accessible by vehicle. All proposed trailhead locations are located on existing City or County owned property.

Developed trailheads would include the following:

- Vehicle Access
- Parking for up to 15 Vehicles
- Public Toilet Facilities
- Drinking Fountains
- Benches
- Bicycle Rack
- Hitching Post
- Informational Sign / Kiosk
- Direct Trail Access

TRAILHEADS WITHIN BONNEY LAKE CITY LIMITS

Following is a description of existing conditions at each trailhead location:

ALLAN YORKE PARK
(Section A)

Located at 7625 West Tapps Highway, this existing park offers many amenities. Fronting on Lake Tapps, it offers a boat launch, swimming area, restrooms, baseball fields, picnic areas, tennis courts and a skate park. There is also a children’s play area and ample parking. There is currently a trail system in place running through the park, to which the Fennel Creek trail would connect. There are existing utilities available at this site.

CITY OF BONNEY LAKE (TARGET)
(Section F)

Located off of 192nd Ave E. this property is adjacent to the new Target Store. The City of Bonney Lake purchased this property in 2003 and currently has a large storm water retention pond built on site. This property borders Fennel Creek to the East and utilities are present at this site.

VICTOR FALLS
(Section I)

Located off of 192nd Ave E. this property is adjacent to the new Target Store. The City of Bonney Lake purchased this property in 2003 and currently has a large storm water retention pond built on site. This property borders Fennel Creek to the East and utilities are present at this site.

Victor Falls, located along Rhodes Lake Rd. E., is the site of an 85’ waterfall. This site is also the location for the City of Bonney Lake well. There is a fenced off portion of this property that could accommodate up to 15 vehicles. The south side of this parcel has very steep terrain. Utilities are present at this site.
TRAILHEAD DESCRIPTIONS (CONTINUED)

CITY OF BONNEY LAKE WELL SITE
(Section D)

Located at the corner of 214th Ave and Sumner Buckley Hwy, this property is the site of an old, abandoned well. The well is now dry and no longer in use, however a small well house still remains. The property is severely overgrown with brush and trees, but offers a great location for a trailhead. Power is available at this site.

TRAILHEADS OUTSIDE OF BONNEY LAKE CITY LIMITS

Following is a description of existing conditions at each trailhead location:

PIERCE COUNTY PROPERTY

Adjacent to McCutcheon Rd. is a 37-acre parcel that Pierce County acquired through flood plain acquisition. Fennel Creek runs through this property before emptying into the Puyallup River. Power available at this site.

RIVERSIDE STATE PARK

Located at Riverside Rd. and 78th St. Ct., this 50-acre scenic waterfront site along the Puyallup River contains four disc golf courses and a seasonal bicycle motocross, home of “River Valley BMX”. Parking, power and water are available at this site.

ELHI RIM RD

This is an old logging road that connected the valley to Bonney Lake prior to construction of Hwy 410. The connection is from 92ndSt. E. and Hwy. 410. This road is now predominantly a private drive, however the City of Bonney Lake owns 4 parcels of property on the upper end of Elhi Rim Rd. and Grainger Springs Treatment Facility, which is maintained by the Bonney Lake Public Works Water Division. Water and power are both available at this site.
TRAIL CONSTRUCTION STANDARDS
The standard trail section will consist of two (2) inches of porous asphalt over four (4) inches crushed rock base over twelve (12) inches of ballast. The porous asphalt will allow rainwater to percolate into the sub grade avoiding requirements for storm water retention. The porous asphalt will also avoid any standing water on the trail in the event of differential settlement or flat trail sections. The ballast will provide a firm foundation in low-density sub grade conditions. Forest duff excavated for the trail section will be spread adjacent to the trail to reestablish the native vegetation cover. Any soil exposed by construction will be seeded with grass to provide immediate erosion control until the native vegetation is reestablished.

TRAIL SECTION
The standard trail section will be twelve (12) feet wide with two (2) foot wide shoulders on each side as transitions to the adjacent grade. Where a full section cannot be constructed, the section may be reduced as required. The trail may initially be narrow, then expanded in the future.

The equestrian trail will be separated from the paved trail a minimum of five feet where possible and abut the paved trail when required by topographic or other conditions. The equestrian trail will consist of a two (2) foot wide cleared path. Surfacing will be native soil, woodchips or sand as site conditions dictate.

FULL TRAIL SECTION W/SEPARATE EQUESTRIAN TRAIL
An elevated trail or boardwalk may be employed where the trail crosses a wetland to avoid filling the wetlands. Materials may be synthetic lumber and either floating or fixed just above ground.

**TRAIL DRAINAGE**

Various drainage conditions will be encountered along the path of the Fennel Creek Trail, each of which must be uniquely addressed to maintain the integrity of the trail while not creating adverse conditions.

Bridges will be constructed at stream crossings and raised walkways will be constructed in areas where the trail must cross existing wetlands. Drain culverts will be installed in low spots and natural drainage ways to allow storm water to pass beneath the trail. In areas where the overland flow of storm water may collect on the uphill side of the trail, french drains (perforated pipe backfilled with gravel) will be installed to collect water and divert it to low points where culverts under the trail will disperse the water on the downhill side of the trail.
SIGNAGE
A signage system will be used to orient visitors to the trail and to interpret the various features, natural conditions, and habitats through which the trail passes.

Three basic types of signs will be needed for these purposes:

1. INFORMATION SIGNS AT TRAILHEADS AND ACCESS POINTS
2. DIRECTIONAL AND REGULATORY SIGNS
3. INTERPRETIVE EDUCATIONAL SIGNS AT KEY POINTS

1. INFORMATIONAL SIGNS AT TRAILHEADS AND ACCESS POINTS
Informational signs are important to orient visitors as they first enter the trail. Since the primary access to the trail will be from trailheads, this sign should include a map of the entire trail, showing all the trail links and trailhead locations with the specific trailhead prominently indicated. The map should be made of durable materials such as a porcelain enamel. It would also be desirable for the sign to have a roof covering. Trail access point signs will be placed where deemed necessary. “No Trail Access” signs may be employed to discourage access across private property. “Parking for Residence Only” signs may also be employed to prevent parking impacts on neighbors adjacent to trail access points (if needed).

2. DIRECTIONAL AND REGULATORY SIGNS
Small directional and regulatory signs will be provided at trail intersections. These directional signs will also give distances to various destinations and indicate trails that are wheelchair accessible. All directional signs should be of the same material and character. Regulatory signs such as “Stop” and “Trail Crossing” signs must comply with the Manual on Uniform Traffic Control Devices (MUTCD).

3. INTERPRETIVE EDUCATIONAL SIGNS AT KEY POINTS
Since the trail has so many different natural communities, a system of interpretive signage throughout the trail will be very important for educating visitors. These signs can be simple and inexpensive to elaborate and expensive, depending on the desired approach. The minimal interpretive signage system would be a series of posts with numbers that correspond to a pamphlet that would be available at the trailheads. The advantages of this approach are that the signs are very inexpensive, and the brochure can be changed over time. Also, the pamphlets can be taken with visitors when they leave.

Fixed signs with a specific message at key locations may also be employed. These signs could range from black and white signs etched on metal, or colored porcelain enamel signs with more elaborate, original art. In developing a signage system some combinations for signs may also be desirable.

INTERPRETIVE SIGN MESSAGE
It will be important to give visitors a basic understanding of why the trail and the creek environments are significant. The signs should explain to visitors:

- What is a creek riparian zone and why is it important
- How the creek hydrology functions
- How the creek supports salmon habitat downstream of Victor Falls and why it must be protected
- The geologic history of the area and how the creek corridor was formed
- What plants and animals live in the corridor
- What different types of sensitive areas exist on the trail
- Other pertinent issues include the effects of septic tank drain-field effluent on groundwater and effects of this effluent on the creek
Fennel Creek Trail Plan

INTERPRETIVE SIGN

INTERPRETIVE SIGN AT KEY LOCATION
TRAIL DETAILS
Following are example details of various site furnishings. In general, site furnishings should be rustic and in keeping with the trail corridor character. Materials could be treated wood (logs) with galvanized fasteners and stone. Recycled materials should also be considered.

MILE POST MARKER (TYP)

BOLLARD (TYP)

TRAFFIC SIGN (TYP)
VEGETATIVE SCREENING AND FENCING
Where needed to protect the privacy of adjacent property, evergreen screens may be planted. Colored chain link fencing or solid (wood) fencing may also be used as appropriate. Green or black chain link fencing, combined with a vegetative screen would blend visually while preventing trespassing.

BRIDGES
All creek crossings will be complete spans, perpendicular to the creek. A ten (10) foot wide bridge will accommodate safe passage in both directions. Equestrians will be required to dismount for safety to themselves and other trail users. A viewpoint in the middle of the bridge will provide an opportunity to stop and view the creek.
ROAD CROSSINGS
All road crossings will be signed for trail users to stop, with warning signs for both trail users and vehicles. Crosswalks will be employed on a case-by-case basis as determined by traffic engineers. Lockable, removable bollards will prevent vehicle access except for maintenance and emergencies.

UNDER-CROSSING AT ANGELINE RD. AND HWY. 410
The under-crossing at Angeline Rd. and Hwy. 410 will be accomplished by retaining the existing fill at the abutment and separating the trail from the travel lane with a concrete barrier.
HWY. 410 RIGHT-OF-WAY
Access along Hwy. 410 right-of-way will be accomplished by retaining the toe of the road fill to create space for the trail.

HWY. 410 RIGHT-OF-WAY

TRAILHEAD DETAILS
All the trailheads will have the same elements. Parking will be designed to accommodate single vehicles and vehicles with horse trailers as needed. The trailhead at Allan Yorke Park will utilize the existing parking and restroom facilities. Only an information sign will be needed.
**Fennel Creek Trail Plan**

**Bench Seat**

**Picnic Table**
Fennel Creek Trail Plan

**RESTROOM FACILITY**
Where sanitary sewer service is nearby, the restroom will be connected. Where sewer service is not available, chemical toilets may be contained in a wood structure that is of a rustic character.

**VICTOR FALLS OVERLOOK**
The Fennel Creek Trail will provide access to a most unique feature of the creek–Victor Falls. This eighty (80) foot high waterfall will be a popular destination along the trail corridor. The viewpoint will be developed to provide for an exciting yet safe opportunity for visitors to view the falls. So that people are not tempted to go beyond the designated viewing area, the promontory viewing platform must be easily accessible, provide a dramatic view of the falls, have secure containment and be in character with the surrounding natural setting.
COST ESTIMATE

Land Acquisition Cost Estimate
The City of Bonney Lake estimates land acquisition to be $1,000,000 (rough estimate).

Environmental Impact Mitigation Costs
The Fennel Creek Trail Plan environmental impact statement estimates wetland mitigations costs to be $474,000.

Construction Cost
Estimated costs for the plan are based on 2007 construction prices, and will need to be adjusted annually for the current rate of inflation. Precise quantities of the various construction items cannot be determined until final design is completed. The City of Bonney Lake administration costs must be added to this estimate.

Included in the construction cost is an estimate of the following items:

- Mobilization
- Survey Control
- Erosion Control
- Clearing
- Earthwork
- Crushed Surfacing
- Drainage
- Porous Asphalt
- Seeding
- Ballast Base
- Planting (if needed)
- Site Furnishings
- Fence (if needed)
- Bridge (if needed)

The probable construction costs was estimated for each parcel or right of way in each section within the city limits. The estimate includes the total construction cost and separate totals for sales tax at 8.8% and engineering, inspection, testing and permits at 15%.

FENNEL CREEK TRAIL PLAN
Estimated Probable Construction Cost

<table>
<thead>
<tr>
<th>SECTION</th>
<th>Description</th>
<th>Construction Cost</th>
<th>8.8% Sales Tax</th>
<th>Sub-total</th>
<th>Engineering Testing Permits - 15%</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Allan Yorke Park to City Property at 195th Ave. Ct. E. Trailhead</td>
<td>$185,268</td>
<td>$16,304</td>
<td>$201,572</td>
<td>$27,790</td>
<td>$229,362</td>
</tr>
<tr>
<td>B</td>
<td>City property at 195th Ave. Ct. E. to Church Lake Road Link from Bonney Lake Elementary to Church Lake Rd.</td>
<td>$310,524</td>
<td>$27,326</td>
<td>$337,850</td>
<td>$46,579</td>
<td>$384,429</td>
</tr>
<tr>
<td>C</td>
<td>Kelly Lake Rd. to 214th Ave. E.</td>
<td>$162,960</td>
<td>$14,340</td>
<td>$177,300</td>
<td>$24,444</td>
<td>$201,744</td>
</tr>
<tr>
<td>D</td>
<td>Church Lake Rd to Sumner Buckley Hwy. Undercrossing</td>
<td>$1,497,504</td>
<td>$131,780</td>
<td>$1,629,284</td>
<td>$224,026</td>
<td>$1,853,910</td>
</tr>
<tr>
<td>E</td>
<td>Sumner/Buckley Hwy. under crossing to Angeline Rd.</td>
<td>$569,496</td>
<td>$49,324</td>
<td>$609,820</td>
<td>$84,074</td>
<td>$693,894</td>
</tr>
<tr>
<td>F</td>
<td>Trailhead</td>
<td>$282,794</td>
<td>$24,886</td>
<td>$307,680</td>
<td>$42,149</td>
<td>$350,099</td>
</tr>
<tr>
<td>G</td>
<td>Angeline Rd to Garden Meadows</td>
<td>$765,104</td>
<td>$67,417</td>
<td>$833,521</td>
<td>$114,916</td>
<td>$948,437</td>
</tr>
<tr>
<td>H</td>
<td>Garden Meadows through Willow Brook</td>
<td>$228,480</td>
<td>$20,106</td>
<td>$248,586</td>
<td>$34,272</td>
<td>$282,858</td>
</tr>
<tr>
<td>I</td>
<td>Willow Brook to Victor Falls Overlook</td>
<td>$1,405,056</td>
<td>$123,845</td>
<td>$1,528,801</td>
<td>$210,758</td>
<td>$1,739,559</td>
</tr>
<tr>
<td></td>
<td>Trailhead</td>
<td>$282,794</td>
<td>$24,886</td>
<td>$307,680</td>
<td>$42,419</td>
<td>$350,099</td>
</tr>
<tr>
<td><strong>TOTALS</strong></td>
<td></td>
<td>$8,223,936</td>
<td>$647,890</td>
<td>$6,771,836</td>
<td>$903,546</td>
<td><strong>$7,704,861</strong></td>
</tr>
</tbody>
</table>

Summary
- Acquisition: $1,000,000
- Wetland Mitigation: $474,000
- Construction: $7,704,861
- Total: $9,178,861
IMPLEMENTATION

PHASING PRIORITY

Much of the trail corridor is already in City of Bonney Lake or other public ownership. While all property along the corridor will be acquired over time, the focus for acquisition and development has been prioritized based on the following:

- Near term viability for acquisition and development
- Significance to the trail as a whole

Following are the proposed phases based on priority:

PRIORITY 1:
Section F – Demonstration Trail:
Section “F” that extends from an existing under-crossing at the Buckley Sumner Hwy. to Angeline Road is recommended as a priority for development as a “Demonstration Trail”. This section will provide access from residential areas on both sides of Angeline Road to the new commercial development at 192nd Ave. E. The existing City owned property would provide a trailhead and visibility for the trail.

PRIORITY 2:
Section G & H: Angeline Road to Garden Meadows and Willow Brook development:
This section will connect the segment that is already owned by the City. It will also connect a significant population at Garden Meadows, Copperfield Estates, Crystal Meadows and Willow Brook, as well as Fennel Ridge to the new commercial area. Existing sidewalks also link Sky Island to the trail. These sections of the trail also offer the best opportunities for education and interpretation along the creek as it connects to Victor Falls Elementary School. Bonney Lake High School is also linked via right-of-way.

PRIORITY 3
Sections A, B & C – Allan Yorke Park to the under crossing at Sumner Buckley Hwy:
Completing this section will connect Parkside South, Mountain Vista and Kelly Creek Vista neighborhoods to the commercial area. It will also connect the residential areas all the way from Willow Brook to Allan Yorke Park.

PRIORITY 4
Section I – Willow Brook development to Victor Falls:
This section provides the final connection and completes the north/south trail within the city. It provides a significant destination point and sets the stage for continuation to the Foothills Trail.

PRIORITY 5
Section D & E – 214th Ave. E. to under crossing at Sumner Buckley Hwy:
This section completes the east/west section of the trail and part of the development for connection to the Pierce County Flume Trail. While this section is considered a lower priority compared to other sections, this section might well become a reality soon through development of the Corliss property currently in the planning stages.

PRIORITY 6
Section C – Bonney Lake Elementary School to Evergreen Drive:
This section will connect Bonney Lake Elementary to the balance of the trail and trail access to the school by the surrounding Mountain Vista neighborhood. It is considered the lowest priority, since it would serve the fewest number of people in the community.
PARTNERSHIP FOR JOINT USE

SECTION D
Implementation of the trail plan can take advantage of partnerships with other agencies for joint use of land. One such example is with Pierce County’s Capital Improvement project between Kelly Lake Road and 214th Ave. E.

Along Section D (214th Ave. E. downstream to Kelly Lake Rd.) Pierce County has a capital improvement project that entails the purchase of the lower sections of these properties. This is for the relocation of the Fennel Creek channel, raising the roadbed of Kelly Lake Rd. and installing a new bridge on Kelly Lake Rd. The improvement will help prevent future flooding of Sumner Buckley Hwy. The trail can capitalize on the purchase of these properties by Pierce County.

SECTION E
The large parcel abutting the north side of the Sumner Buckley Highway through Section E of the trail is currently being planned for a large residential development. While this property is outside the City limits and not subject to the City’s jurisdiction, the developer has indicated a willingness to develop the trail.

BONNEY LAKE SUBDIVISION CODE
Municipal Code 17.12.030 and RCW 58.11.110
All of Section H from Garden Meadows through Willow Brook has been set aside for the trail using this development tool. The City will continue to expand the trail corridor in Section G (Angeline Road to Garden Meadows) and possibly Section I - Willow Brook to Victor Falls as the current trend of land development occurs. Future requirements imposed on developments should include a trail section wide enough to accommodate the full trail and equestrian section (21 feet min.) and requirements to preserve existing vegetation on each side of the trail corridor.

EXPANSION BEYOND THE CITY LIMITS
Pierce County Planning and Land Services indicates that once the City of Bonney Lake adopts the Fennel Creek Trail plan, the City should present it to the residents of the Alderton/McMillin area. If the Alderton/McMillin community adopts the plan into their Community Plan, Pierce County automatically adds the trail plan to the Pierce County Comprehensive Plan. Pierce County will then recognize the trail as part of its parks and trails system, and take the necessary steps to implement those parts of the trail in rural Pierce County.

ENVIRONMENTAL IMPACT STATEMENT
In March 2006 the City contracted with Tetra Tech to prepare an Environmental Impact Statement (EIS) on this trail plan, focusing on those trail segments within the Bonney Lake city limits. Those segments are from 214th Avenue East to Victor Falls and north from that route along the Lake Debra Jane Outfall Corridor to Allan Yorke Park. The City issued the Draft EIS in January 2007 and the Final EIS in March 2007. Copies are available at the Bonney Lake Department of Planning and Community Development. The City is implementing the Fennel Creek Trail Plan in phases and will likewise perform further environmental review as portions of the trail get designed and built. Because the EIS is based on advance planning, with incomplete information about wetlands and other natural resources within the private-property sections of the trail corridor, additional site-specific review will be needed in the future. The EIS was "scoped" to only study impacts on riparian flora and fauna (terrestrial and aquatic) and wetlands. It assessed four alternative configurations for the proposed trail. All four alternatives follow the same general route. They differ based on the width of the trail section (14 feet or 24 feet) and the distance from the inner edge of the trail to Fennel Creek (50 feet or 100 feet). The following table summarizes the alternatives and their impacts. See the EIS for details.
<table>
<thead>
<tr>
<th></th>
<th>Alternative A</th>
<th>Alternative B</th>
<th>Alternative C</th>
<th>Alternative D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Width</strong></td>
<td>14 feet</td>
<td>24 feet</td>
<td>14 feet</td>
<td>24 feet</td>
</tr>
<tr>
<td><strong>Min. distance from creek</strong></td>
<td>50 feet</td>
<td>50 feet</td>
<td>100 feet</td>
<td>100 feet</td>
</tr>
<tr>
<td><strong>Temporary disturbance of vegetation</strong></td>
<td>Up to 4.1 acres along trail and 3.6 acres at trailheads.</td>
<td>Same as A.</td>
<td>Up to 3.8 acres along trail and 3.6 acres at trailheads.</td>
<td>Same as B.</td>
</tr>
<tr>
<td><strong>Long-term loss of vegetation</strong></td>
<td>Up to 9.6 acres</td>
<td>Up to 16.4 acres</td>
<td>Up to 8.9 acres</td>
<td>Up to 15.2 acres</td>
</tr>
<tr>
<td><strong>Filling of wetlands</strong></td>
<td>0.8 to 6 acres depending on trail location</td>
<td>1.4 to 8 acres depending on trail location</td>
<td>0.6 to 5 acres depending on trail location</td>
<td>1.1 to 8 acres depending on trail location</td>
</tr>
<tr>
<td><strong>Temporary wildlife displacement</strong></td>
<td>Same for all the alternatives</td>
<td>Same for all the alternatives</td>
<td>Same for all the alternatives</td>
<td>Same for all the alternatives</td>
</tr>
<tr>
<td><strong>Long-term habitat loss</strong></td>
<td>Slightly less than B or D</td>
<td>Slightly more than A or C</td>
<td>Slightly less than B or D</td>
<td>Slightly more than A or C</td>
</tr>
<tr>
<td><strong>Long-term wildlife impact due to noise, disturbance, and fencing</strong></td>
<td>Same for all the alternatives</td>
<td>Same for all the alternatives</td>
<td>Same for all the alternatives</td>
<td>Same for all the alternatives</td>
</tr>
<tr>
<td><strong>Loss of snags and old trees with cavities (habitat)</strong></td>
<td>Same for all the alternatives</td>
<td>Same for all the alternatives</td>
<td>Same for all the alternatives</td>
<td>Same for all the alternatives</td>
</tr>
<tr>
<td><strong>Temporary impacts on fish during construction</strong></td>
<td>Somewhat more than C or D</td>
<td>Somewhat more than C or D</td>
<td>Somewhat less than A or B</td>
<td>Somewhat less than A or B</td>
</tr>
<tr>
<td><strong>Long term fish disturbance due to trail users.</strong></td>
<td>Somewhat more than C or D</td>
<td>Somewhat more than C or D</td>
<td>Somewhat less than A or B</td>
<td>Somewhat less than A or B</td>
</tr>
<tr>
<td><strong>Estimated mitigation cost (see Draft EIS page 43)</strong></td>
<td>$474,000</td>
<td>$656,000</td>
<td>$391,000</td>
<td>$635,000</td>
</tr>
</tbody>
</table>

Short-term impacts from construction include potential erosion and sedimentation, which can be mitigated through best management practices (BMPs). Long-term impacts include loss of native vegetation, wetlands, and wildlife habitat within the trail footprint, all of which can be mitigated to non-significant levels. No impacts to Threatened, Endangered, or State Sensitive species of plants or animals are anticipated.

Wetlands are rather extensive within the trail corridor. It is not yet known exactly to what extent the trail can be routed to avoid wetlands. Based on generalized maps of where wetlands exist, the EIS indicates the range of potential impacts, in acres, for the four alternatives. The City would need to compensate for the actual wetland and riparian impacts through creation of new wetland habitat or enhancement of existing wetlands. Impact mitigation measures include:

- For vegetation, replanting of native species in areas disturbed by construction;
- For wetlands, choosing a final alignment in the field which avoids and minimizes wetland impacts; creating or enhancing wetlands elsewhere; directing drainage from the trail away from wetlands;
- For wildlife, choosing a final alignment that avoids sensitive habitat features such as large trees, snags, and amphibian breeding habitat; scheduling construction outside of the breeding season (March through July); prohibiting dogs off leash; prohibiting dog access to the creek;
• For fish, restricting construction and maintenance activities to in-water work windows; following stormwater management BMPs; preventing dog access to the creek; and

• For long-term protection of Fennel Creek, designing several trail spurs to the creek bank in areas where impacts would be minimal to prevent the public from creating their own access trails to the creek bank.

Given these mitigation measures, the adverse impacts can be mitigated. The most uncertainty concerns wetlands. Due to lack of access to private lands, the City had not delineated wetlands, chosen the trail location, or identified wetland impacts with exactness. An alternatives analysis demonstrating avoidance and minimization of impacts will be a requirement of the Corps of Engineers Section 404 permit that will be needed to construct the trail. However, enough wetland restoration can be accomplished on the City’s 37-acre site to offset the trail impacts and provide a surplus of mitigation credits.
PERMITS/APPROVALS
The following permits and approvals will likely be required for trail development:

**CITY OF BONNEY LAKE**
- Building Permits (required for structures)
- Tree Removal Permit
- Grading and Filling Permit
- Fire Department (may have accessibility requirements)

**PIERCE COUNTY**
- Building Permits (required for structures)
- Tree Removal Permit
- Grading and Filling Permit
- Fire Department (may have accessibility requirements)
- Police Department (may have accessibility requirements)

**DEPARTMENT OF FISH AND WILDLIFE**
- Hydraulic Project Approval
- SEPA Compliant

**CORPS OF ENGINEERS**
- 404 Permit (Wetland Filling & Dredging)

**DEPARTMENT OF ECOLOGY**
- 401 Permit (Water Quality)
FUNDING SOURCES
Portions of the trail corridor within the City have been and will be obtained through the City’s subdivision process as land is developed. Other portions will need to be purchased or easements obtained. Funding for acquisition and development will come from a variety of sources, including grants, impact fees or bond issue. As parcels become available for acquisition, grant applications should be made. To assure the opportunity to acquire parcels, the City should also consider negotiating “right of first refusal” payments with all property owners. There are partnerships with other agencies and organizations that provide opportunities as well. Implementation of the plan will need to take advantage of all potential funding sources. Following is a description of key funding sources:

WASHINGTON WILDLIFE AND RECREATION PROGRAM (WWRP)

PURPOSE:
For the acquisition and development of local and state parks, water access sites, trails, critical wildlife habitat, natural areas, and urban wildlife habitat.

ELIGIBLE GRANT RECIPIENTS:
- Municipal subdivisions (cities, towns, counties, and port, park and recreation, and school districts)
- State agencies
- Tribal governments
- Local and tribal government grant recipients must provide at least 50% matching funds in either cash or in-kind contributions.
- No max request. The project must be completed within 3 years of agreement. There are three (3) applications that can be applied for:
  - Acquisition Only
  - Development Only (Land must be already owned, or to be owned within 90 days of agreement)
  - Combination

GRANT EVALUATION PROCESS:
Grant applications are evaluated in seven categories: local parks, state parks, water access, trails, critical habitat, natural areas, and urban wildlife habitat. Applications are evaluated annually in a competitive process by teams with expertise specific to those categories. The Interagency Committee for Outdoor Recreation (IAC) submits prioritized lists of projects to the Governor and legislature for final approval. Funds are allocated to each category by formulas established in state statute. The next round of funding will be fall of 2006 for 2007 spring funding.

REVENUE SOURCE:
General obligation bonds. Funds are appropriated by the Legislature.

AVAILABLE FUNDS:
4 – 6.5 million (varies year to year). No maximum request.
LAND AND WATER CONSERVATION FUND (LWCF)

PURPOSE:
To provide funding to assist in preserving, developing, and assuring accessibility to outdoor recreation resources including but not limited to parks, trails, wildlife lands, and other lands and facilities desirable for individual active participation.

ELIGIBLE GRANT RECIPIENTS:
- Counties, cities and towns
- Park districts
- Port districts
- Tribal governments
- State agencies
- Grant recipients must provide at least 50% matching funds in either cash or in-kind contributions.

GRANT EVALUATION PROCESS:
Grants are to be evaluated based on:
- How the project addresses the identified needs and priorities of a statewide comprehensive or strategic plan
- Technical merits
- Public/private partnerships
- Applications are to be evaluated in a competitive process by a team of experts, with criteria developed by a citizen advisory committee.
- Annual funding varies year to year. It is an annual grant process, May 1st is the deadline. The project that is awarded this grant agrees to use the site for the above stated purposes in perpetuity.

REVENUE SOURCE:
A portion of Federal revenue derived from sale or lease of offshore oil and gas resources. The program is administered by the US Department of the Interior through the National Park Service and the IAC.

AVAILABLE FUNDS:
1.5 – 2 million annual appropriations. Maximum request - $500,000.
2006 – no funds available.
NATIONAL RECREATION TRAILS PROGRAM (NRTP)

PURPOSE:
To rehabilitate and maintain recreational trails and facilities that provide a backcountry experience.

ELIGIBLE GRANT RECIPIENTS:
- Nonprofit organizations
- Municipal subdivisions (cities, towns, counties, and port, park and recreation, and school districts)
- State and Tribal agencies
- Federal agencies (Forest Service, Park Service, etc.)

ELIGIBLE PROJECTS:
Maintenance of recreational trails, development of trailside and trailhead facilities, construction of new trails, operation of environmental education and trail safety programs.

GRANT EVALUATION PROCESS:
Grant applications are evaluated in a competitive process by a team of recreational trail users, including hikers, equestrians, bicyclists, ORV users, snowmobilers, and skiers.

REVENUE SOURCE:
Federal gasoline taxes attributed to recreational nonhighway uses. The program is administered by the U.S. Department of Transportation through the Federal Highway Administration and IAC.

AVAILABLE FUNDS:
1 million annual appropriation. Maximum request - $50,000.
CONSERVATION FUTURES PROGRAM

PURPOSE:
Conservation Futures is a land preservation program for protection of threatened areas of open space, timberlands, wetland, habitat areas, agricultural and farm lands within the boundaries of Pierce County. Conservation Futures funds are used to acquire the land or the rights to future development of the land. Conservation Futures is administered by Pierce County Government.

FUNDING:
The funding for this program is a State authorized/County property tax. The Pierce County Council enacted the tax and all property taxpayers pay up to six and one-quarter cents per thousand dollars of assessed value of each Pierce County owned parcel. These monies, identified in the budget as Conservation Futures, are budgeted annually by the Pierce County Council. A 20 million dollar bond was just passed for the purchase of 44 properties. Half of the available funds for the next 20 years will be used to repay the debt. This will limit the available funds by half for the coming years.

ELIGIBLE RECIPIENTS:
Any individual, who does not have an interest in the land, non-profit group, City, town, or Pierce County agency who wishes to preserve an eligible property can become a project Sponsor and nominate a property for purchase. Property can be the land itself or certain rights associated with the property. The rights may also be given as a gift, grant, bequest, devise (will), or be leased. The seller of the property may retain limited use of the property rights as part of the sale.

GRANT PROCESS:
The Sponsor starts the process by completing the Property Nomination application. The sponsor also signs a Sponsor's Affidavit indicating that the property owner is aware of the nomination and obtains a signature from a Receiving Agency on an Affidavit. If the property is selected for purchase, the County makes an offer to purchase on a County Purchase and Sales Agreement. This agreement assigns to the Seller the cost of the Title Report, State Excise Tax, brokers fees and all utilities charged to the property. The County pays for the Appraisal, Escrow fees, document preparation and recording fees. The Sponsor may pick up the Project Proposal application at the Pierce County Parks & Recreation office. The review process begins in June.

For 2005, there will not be a nomination process due to the unusually high quality and number of projects from 2004 that the County Council has approved for funding.
TRANSPORTATION ENHANCEMENT ACTIVITIES

PURPOSE AND FUNDING:
Through the Transportation Enhancement Activities group (TE) Congress provides innovative opportunities to enhance and contribute to the transportation system. This is being carried out in a non-traditional fashion through implementation of a specific list of TE activities. The focus of these actions is to improve the transportation experience in and through local communities. The Federal Highway Administration (FHWA) seeks to broaden TE program participation, and the rates of implementation of transportation and community enhancing projects. Therefore, it is the policy of the FHWA to foster and encourage partnerships with State and local officials and public interest groups to improve the delivery of these valuable transportation enhancements. Where appropriate, public-private partnerships may also be encouraged.

ELIGIBLE GRANT PROJECTS:
- Provision of facilities for pedestrians and bicycles.
- Provision of safety and educational activities for pedestrians and bicyclists.
- Acquisition of scenic easements and scenic or historic sites.
- Scenic or historic highway programs (including the provision of tourist and welcome center facilities).
- Landscaping and other scenic beautification.
- Historic preservation.
- Rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals).
- Preservation of abandoned railway corridors (including the conversion and use thereof for pedestrian or bicycle trails).
- Control and removal of outdoor advertising.
- Archaeological planning and research.
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity.
- Establishment of transportation museums.

GRANT PROCESS:
Many projects are a mix of elements, some on the list and some not. Only those project elements, which are on the list, may be counted as TE activities. For example, a rest area might include a historic site purchased and developed as an interpretive site illustrating local history. The historic site purchase and development would qualify as a transportation enhancement activity. Activities, which are not explicitly on the list, may qualify if they are an integral part of a larger qualifying activity. For example, if the rehabilitation of a historic railroad station required the construction of new drainage facilities, the entire project could be considered for TE funding. Similarly, environmental analysis, project planning, design, land acquisition, and construction enhancement activities are eligible for funding. The funded activities must be accessible to the general public or targeted to a broad segment of the general public. The project must meet just one (1) of the twelve (12) purposes listed above to be eligible.

MATCHING FUNDS:
In Washington State, there is no match and points are awarded based on how many of the above stated purposes are met.
ORGANIZATIONS - WITH INTEREST IN FENNEL CREEK

Opportunities exist for cooperation with various organizations for preservation, education and interpretation along the creek corridor since preservation, education and interpretation are also objectives of the plan. Cooperation with such organizations can be mutually beneficial. Following is a description of the organizations identified in the planning process:

THE PUYALLUP RIVER WATERSHED COUNCIL

The Puyallup River Watershed Council is a forum that promotes and implements programs to restore, maintain, and enhance the watershed in order to protect its environmental, economic, and cultural health. It is a voluntary group with diverse membership, representing private citizens, cities, counties, tribes, state and federal agencies, universities and private industry.

Their interest in Fennel Creek is to encourage education, public awareness and the importance of water quality and fish habitat along the Fennel Creek Watershed. The council is concerned about human impacts on the creek. The lower creek from Victor Falls to the Puyallup River is salmon bearing, and the importance of fish habitat is paramount.

The trail would be an asset to this group if done in a way that was environmentally friendly and did not introduce any new detrimental pollutants into Fennel Creek. They would act as an educational tool to the public, raising awareness of the importance of the Fennel Creek Watershed.

PIERCE COUNTY WATER PROGRAMS

The Pierce County Water Program works with capital projects and land acquisitions and addresses flooding, water quality and floodplain habitat problems.

Pierce County has purchased a 35-acre parcel of property at the mouth of Fennel Creek. The purchase of this property was under the Floodplain Acquisition Program. The purpose of the purchase was to limit the damage to private property, help control future flooding and habitat preservation. Pierce County Public Works is currently doing a feasibility study to see if the property can be used for environmental mitigation. Lower Fennel Creek has been looked at and has been deemed a candidate for fish habitat preservation. This is based on the Mid-Puyallup River Basin plan.

Pierce County currently has a capital improvement project on the upper part of Fennel Creek. This is for the purchase of properties for a floodplain restoration project. Currently there are 15 pieces of property that are being addressed as potential purchases. The project is to raise the roadbed, replace the bridge at Kelly Lake Road and to relocate the creek channel away from the Sumner Buckley Hwy. for stream restoration. Pierce County is currently looking at other properties for purchase along the lower Fennel Creek.

A trail along Fennel Creek would help raise awareness of the importance of the Fennel Creek Watershed. It would also raise awareness of the existence of the creek to the general public.

PIERCE COUNTY FENNEL CREEK ADVISORY COMMITTEE

Pierce County Council authorized through resolution the creation of the Fennel Creek Corridor Community Commission comprised of a cross section of the community including County, City, property owner and community prospective. This group met for a two (2) year period of time and recommended alternate proposals of the future development of this area and forwarded those to the County Council and Council Executive for their consideration. More information can be obtained at the Pierce County Planning Department, under the Fennel Creek Corridor Master Plan.
WASHINGTON STATE DEPARTMENT OF TRANSPORTATION (WSDOT), OLYMPIC REGION
The WSDOT Olympic Region office deals with project development, identifying wetlands, endangered species, fish, and archeological resources.

They are involved in wetland and creek restoration implemented over the past 10 years on a WSDOT owned site that is viewable from Fennel Creek. The mitigation property they hold was for the widening of SR-410 from 184th Ave. E. to 214th Ave. E. Currently that property is protected in perpetuity. There are no future plans along Fennel Creek currently. For the trail to cross this piece of property, the permits would have to be reopened with the Corps of Engineers and re-submitted. This could potentially lead to re-mitigation for acreage elsewhere depending on ratio calculations. Potential use of the property for a trail was excluded from mitigation. Under current permits, a trail cannot be constructed.

The main issue with constructing a trail on the property is obtaining permits. Secondly, the location of the trail on the property would ultimately have impacts on wildlife.

PUYALLUP TRIBE FISHERIES MANAGEMENT DIVISION
The Puyallup Tribe Fisheries Management Division reviews environmental impacts of any tributary to the Puyallup River and flood management. There are three (3) divisions - Harvest, Habitat, and Hatchery. Any tributary to the Puyallup River is of interest to the Puyallup Tribe Fisheries Management Division. They also protect tribal rights, which are federally protected treated rights. They represent Fennel Creek as a salmon spawning site to the Puyallup River Watershed System.

Their interest in Fennel Creek is for habitat preservation for future fish and wildlife. Excessive runoff upstream of the mouth of Fennel Creek is bringing with it copious amounts of sand and gravel down the channel, making it shallow and reducing the native habitat of fish and wildlife. Their plans for Fennel Creek include introducing large woody debris into the channel to create habitat, channel refuge and complexity to the creek.

The following concerns would have to be addressed in the trail development. The trail would allow people easier access to spawning areas, increasing the likelihood of poaching. There is a concern that people will not stay on the trail, which would result in damage to foliage as well as impacting wildlife. Where there are springs that feed into Fennel Creek, the trail would need to be elevated. If trees need to be removed, downed trees should be relocated to the stream channel and/or left on site for wildlife habitat.
REGULATORY AGENCIES – AFFECTING TRAIL DEVELOPMENT

BONNEY LAKE CITY DEPARTMENTS:

PUBLIC WORKS
The Public Works department is organizationally structured in the following manner:

• Public Works Administration
• Road Planning, Review and Permitting
• Road and Bridge Design and Construction
• Road Maintenance
• Surface Water Management
• Solid Waste
• Fleet Management

The mission of Public Works is to provide responsive, quality, cost-effective infrastructure and public works services for present and future generations. Public works is also responsible for maintenance. If right-of-ways are to be used in the interim for connections to Fennel Creek Trail, then sidewalks, crosswalks and lights, which fall under the jurisdiction of Public Works, would need to be installed at appropriate locations.

POLICE DEPARTMENT
The police department provides law enforcement to the City of Bonney Lake. Interest in the Fennel Creek Trail is ensuring the safety of the public using the trail. Vehicle access to the trail should be provided in case of emergencies.

PLANNING AND COMMUNITY DEVELOPMENT
Their responsibilities include current developments, future developments, and permits. Numerous land developments are planned for the City of Bonney Lake. There is a 200’ foot wide buffer requirement from the center of Fennel Creek. Currently trails can be constructed in the outer 50% of the buffer without mitigation. If the trail is constructed closer, mitigation will be required.

COUNTY AGENCIES:

PIERCE COUNTY PARKS AND RECREATION
Pierce County Parks and Recreation provides parks and recreation services to the residents of unincorporated Pierce County. The Parks Department maintains over 2,000 acres at over 30 park sites, which includes two recreation centers, five boat launch sites, trail corridors, and two golf courses. Pierce County Parks also manages the location for the Pierce County Fair, a salt water fishing pier, two disc golf courses, and a bicycle/motocross facility. In addition, they oversee a large number of passive open space sites through the Pierce County Conservation Futures Program. They are also a regional provider to deliver quality recreation opportunities and provide inviting and functional parks, trail and open space facilities to the residents of Pierce County. This can be accomplished through productive planning, competent and well-trained staff, and efficient financial management.

Once the Fennel Creek Trail plan is adopted by the City of Bonney Lake, it can be presented to the residence of the Alderton/McMillin area. Once it is accepted and adopted into their community plan, it will then become part of the Pierce County Comprehensive plan. The Alderton/McMillin Community Plan is a policy document adopted by the Pierce County Council that refines how the Pierce County Comprehensive Plan and its development regulations will be carried out in the community. The community plan will provide specific facilities and services. At that time, Pierce County Parks and Recreation can recognize the trail as part of their comprehensive park and trail plan and take steps to further the trail development in unincorporated Pierce County.
TACOMA WATER
Tacoma Water provides water for the City of Tacoma. They have been piping water from the Green river since 1913. This pipeline runs south of Falling Water development adjacent to what is currently being called Pipeline Rd. Pipeline Rd. extends from just south of Rhodes Lake Rd. E., east of Victor Falls south to McCutcheon Rd. (approx 1.8 miles). The access point for Pipeline Rd. is located in the development of Falling Water near a pump station for the pipeline.

Tacoma Water does not have any real interest in Fennel Creek. Tacoma Water has pipelines throughout Pierce and King County and has allowed trails to be installed on or adjacent to their pipeline. This is by all accounts to date, a viable option for locating the Fennel Creek Trail.

There are some concerns however, if the trail were to be constructed, would it be accessible to vehicles? Heavy equipment periodically services the pipeline; therefore, constructing a trail that would accommodate heavy equipment would be necessary. There are also other concerns that arise out of preliminary discussions. Where would the trail be located? Permits would be required and agreements would have to be made as to who would maintain the trail.

PIERCE COUNTY PLANNING AND LAND SERVICES (PALS)
PALS guide the development of better communities by providing quality and timely decisions and information related to land use, building safety, and environmental protection. There are 3 Functions of the PALS program and they are as follows:

- The Development Process function includes the one step location for the majority of the development applications and information needed for unincorporated Pierce County. Development Process function also includes the responsibility for reviewing construction projects for compliance with the Washington State Building Code. The responsibility for the review of any proposed development's road and storm drainage projects, land use approvals including items such as property division and actions requiring public hearings, administration of the County's environmental regulations, and presentation of public education programs to create awareness of natural resource issues are all located in the Development Process function.

- The Advance Planning team is the second function of PALS. They are responsible for community land use plans and the implementation of the new County-wide Comprehensive Plan as mandated by the Washington State Legislature, through the Growth Management Act.

- The Code Enforcement role is the third function in PALS. This function is responsible to enforce conditions of application approval, and violations of land use and development codes that are under the responsibility of PALS. This responsibility is executed in a reactive, not proactive manner.

Their interest in the Fennel Creek Trail is that the proposed trail will connect and enhance Pierce County trail systems that are already in existence. The comprehensive plan for Pierce County includes open space requirements, parks and trails, and the trail will be added to existing Pierce County priorities.
STATE AGENCIES:

DEPARTMENT OF ECOLOGY
The Department of Ecology’s role is to protect, preserve and enhance Washington’s environment and promote the wise management of the air, land and water for the benefit of current and future generations.

There are no ongoing projects along the Fennel Creek Corridor at this time. Currently the department of Ecology’s interest in the Fennel Creek Trail is the review of impacts on wetlands and other sensitive areas. This would also require a Corps of Engineers 401 permit (National Clean Water Act, water quality). The department of Ecology supports idea of the trail, and feels that the trail could serve as an environmental educational tool.

DEPARTMENT OF FISH AND WILDLIFE
The role of the Department of Fish and Wildlife is to manage fish and wildlife species based on the best available science and the scientific process that generates new information for informed, future decision making. The agency’s mission is to provide sound stewardship of fish and wildlife. Often, when fish and wildlife populations are threatened, their decline can predict environmental hazards or patterns that also may have a negative impact on people.

Their interest in Fennel Creek is to assure that the trail does not adversely affect the sensitive areas of Fennel Creek or the Puyallup River. Their concerns are that the trail location could alter the dynamic environment of the creek, in turn, destroying sensitive habit for wildlife. All creek crossings would have to have a Hydraulic Project Approval (HPA). To apply for this, SEPA compliance must be completed and approved prior to seeking an HPA. All creek crossings would have to be full span crossings, and not impede the flow of the creek. Mid-span piers will not be allowed in the creek channel. The crossings would have to be built in a way that they allow the creek to flow through its natural course, and at certain times of year that course fluctuates.

FEDERAL AGENCIES:

ARMY CORPS OF ENGINEERS
The Army Corps of Engineers’ mission is to provide quality, responsive engineering services to the nation including:

- Planning, designing, building and operating water resources and other civil works projects (Navigation, Flood Control, Environmental Protection, Disaster Response, etc.)
- Designing and managing the construction of military facilities for the Army and Air Force. (Military Construction)
- Providing design and construction management support for other Defense and federal agencies. (Interagency and International Services)

The Army Corps of Engineers does not have any projects planned or currently ongoing anywhere around the Fennel Creek Corridor. They have no concerns for a trail, however, where the trail crosses wetlands, a 404 permit would be needed (National Clean Water Act, placement of dredge or fill).
HOMEOWNERS ASSOCIATIONS
There are several existing and proposed developments along Fennel Creek. Developments that will be directly affected by the development of the trail could adopt their portion of the trail for simple maintenance, litter control and the like. These current homeowner associations are:

FENNEL RIDGE (BONNEY LAKE)
Fennel Ridge is situated on the East side of Fennel Creek along 111th St. E. and 198th. Ave. E. This development contains 50 homes. The City of Bonney Lake currently owns property leading to the development from the City-owned property adjacent to Willow Brook and Fennel Ridge. Approximately 27 homes overlook Fennel Creek from this development. The association also owns two large tracts of land located west and abutting the development, totaling 10.33 acres.

WILLOW BROOK (BONNEY LAKE)
Willow Brook is situated east of Angeline Rd. There are 311 homes in this development. This development deeded approximately 37 acres over to the City of Bonney Lake for the future trail and a large water retention pond. There are 3 access locations from Willow Brook to the Fennel Creek Corridor. The developer was required to install a crushed rock trail along the east side of the development.

CRYSTAL MEADOWS (BONNEY LAKE)
This is a proposed development consisting of 33 homes just north and adjacent to Willow Brook on Angeline Rd. The developer was required to install a minimum width trail along the east portion of the property to tie to the existing section of trail at Willow Brook. Permits have been issued and approved.

COPPERFIELD ESTATES (BONNEY LAKE)
This is a proposed development consisting of 119 homes located just north and adjacent to Crystal Meadows on Angeline Rd. The developer has granted a 15’ foot wide easement for trail use to the City of Bonney Lake to tie into the future trail at Crystal Meadows.

GARDEN MEADOWS (BONNEY LAKE)
This is a proposed development consisting of 25 homes located just north and adjacent to Copperfield Estates. A trail 5’ foot wide with a 15’ foot wide corridor has been constructed. This trail will tie into the trail at Copperfield Estates and end at the north end of the development. There is trail access for the people living within the development.

FALLING WATER (PIERCE COUNTY)
This is a proposed development currently under construction on an 8-year plan for 979 lots. The development is located south of Rhodes Lake Rd. E. A 100’ foot wide right-of-way has been established through the development west from Rhodes Lake Rd. E., with an eventual connection to McCutcheon Rd. The right-of-way has been designed for a five-lane roadway, however; only 3 lanes will be built now. A 12’ foot wide concrete sidewalk will be provided for pedestrians and bicyclists.

KELLY CREEK VISTA (PIERCE COUNTY)
This is a development that consists of 86 lots. This development is located north of Fennel Creek along Church Lake Rd. This development is located in both Pierce County and City of Bonney Lake limits. The proposed trail route crosses over property owned by the homeowners association. Initial response to the trail is positive however there is some concern about the location of the trail and how much of an impact it will pose on some of the homeowners.
RELATIONSHIP TO FENNEL CREEK

FOSTER WHEELER ENVIRONMENTAL ANALYSIS OF THE FENNEL CREEK CORRIDOR (1999)

In 1999, the City recognized that growth was immanent and commissioned a report to evaluate the current environmental health of the Fennel Creek corridor as a baseline for future assessments.

The report addressed environmental function performed by Fennel Creek and associated wetland and riparian habitats. Environmental functions afforded by vegetation, hydrology, soils, fish, wildlife, surface water and sediment quality were evaluated at selected locations along the Fennel Creek corridor. Recommendations for potential improvements to Fennel Creek were determined.

The report stated the following:

“Local, state, and federal agencies were consulted as part of this environmental assessment to determine whether potential restoration of environmental functions would be feasible. Each agency interviewed embraced the concept of the restoration and preservation of ecological functions associated with Fennel Creek.”

“The Environmental health of the Fennel Creek Corridor is important to residents, local community groups, and organizations at state and federal levels.”

“This environmental analysis will provide the foundation on which the City (of Bonney Lake) can build plans for maintaining the Fennel Creek Corridor as a vital and valuable component within local and regional landscapes. Maintenance of the corridor’s environmental health, in turn, will provide the citizens of Bonney Lake a valuable environmental resource that will continue to function as the City and surrounding areas continue to grow.”

Section 5.3.2 under Land Issues Associated with the Fennel Creek Corridor, of the Foster Wheeler Environmental Study stated the following:

“The City of Bonney Lake’s Park, Open Space and Recreation Plan provide the vision for an extensive open space and trail network for Bonney Lake and surrounding Pierce County. Fennel Creek plays a significant role in this system.”

The Report then describes the general route of the trail going from Allan Yorke Park to Victor Falls following the Fennel Creek corridor. It follows the creek south from Victor Falls with a connection to the Pierce County Trail system now known as the Foothills Trail. The report then stated the following:

“Other trails would feed off this main system to new parks and open space created within residential developments such as Fennel Ridge and Willow Brook.”

This report supports a trail system along the Fennel Creek Corridor based upon the assumption that the trail will have minimal or no negative effects on the environmental health of Fennel Creek.
PUBLIC INVOLVEMENT
A Citizens Ad Hoc Committee was formed to work with the consultant developing the trail plan. The committee met 11 times from June through October 2005. The committee represented a broad cross-section of the community, including both potential trail users and abutting property owners. The committee reviewed background information presented by the consultants and shared the specific needs and concerns of their representative interest group. The committee attended two public meetings – one at the beginning of the process on July 28th, 2005, to explain the planning process to the community and listen to needs and concerns expressed by the public. The second public meeting was held on September 15th, 2005 to present the draft plan and describe how the committee was addressing the needs and concerns expressed by the public. Individual invitations were sent to property owners along the Fennel Creek corridor. Accordingly, the majority of those in attendance were abutting property owners.

Following is a list of issues expressed at the meetings and the response or proposed means to address the issues by the committee:

ISSUE #1
How will private property be obtained if property owners are unwilling to sell their property? Will eminent domain be instituted by the City?

RESPONSE
Much of the corridor between Allan Yorke Park and Victor Falls is already in City ownership through direct purchase or through the City sub-division ordinance. The corridor will continue to be expanded as properties are developed. Individual parcels will be acquired over time as they become available for sale. In the interim, City-owned sections of the corridor will be linked, utilizing the public right-of-way on paralleling roads. While the committee is not recommending eminent domain for remaining parcels, it is an option for the City council.

ISSUE #2
How will compensation be determined if private property is acquired by the City?

RESPONSE
There is an established process for appraisals and negotiations for public purchase of private property.

ISSUE #3
There is a concern that if the trail is located outside the buffer of the creek, the trail will be very close to homes, thus affecting privacy.

RESPONSE
It is intended that the trail be inside the creek buffer and that existing vegetation be retained to buffer both the creek and adjacent property owners.

ISSUE #4
There is concern about the general public parking on private property or in neighborhoods when attempting to access the trail.

RESPONSE
Trailheads are placed with parking facilities and information about the trail at either end and at strategic points along the trail. All the trailhead locations will be well-signed and easily accessible. Access from abutting neighborhoods would be available for the residents for those areas. Vehicular access to those trail access points would be inconvenient and thus it is illogical that trail users from outside those neighborhoods would attempt to use neighborhood access points.
ISSUE #5
There are instances where people have accessed the creek and left trash along its bank. There is a concern that opening the creek to the public with the trail will increase the amount of trash left along the creek and/or private property.

RESPONSE
Based upon the experience at the Foothills Trail and other public trails – trail users tend to be conscientious about not littering or picking up litter inadvertently or purposely placed. Experience at the Foothills Trail and other public trails suggest that volunteer organizations could and would adopt portions of the trail for litter and other maintenance activities. Since the trail itself would be a linear park, park staff would also patrol it.

ISSUE #6
There is concern that construction of the trail will reduce property values.

RESPONSE
Studies along other public trails, especially the Burke Gillman Trail in the Seattle area have proven that property values abutting public trails actually increase in value. It is expected that the same thing will occur along the Fennel Creek Trail.

ISSUE #7
There is concern about the safety of trail users and potential liability of private property owners if someone is injured along the trail either adjacent to or on their private property.

RESPONSE
There is legal precedence “The Recreational Use Statute” that excludes adjacent property owners from liability associated with recreation on public property.

ISSUE #8
There is a concern about a loss of privacy currently enjoyed by people living along the creek. There is concern about trespassing on to private property from the trail.

RESPONSE
It is intended that the trail be placed on the opposite side of the creek from residences that are near the creek especially in the area between Highway 410 and Victor Falls. Vegetation will be retained and supplemental vegetation can be placed to provide additional visual screen. Where trespassing is a concern, a physical barrier such as a vinyl coated chain link fence can be placed at the property line to blend with the vegetation to provide a physical barrier and preclude trespassing.

ISSUE #9
There was an expression of need for police patrols on the trail.

RESPONSE
The City currently has police bicycle patrols utilized at Allan Yorke Park. The same patrols could be utilized along Fennel the Creek Trail.

ISSUE #10
Concern on how trail development will affect zoning along the trail and its affect on private property.

RESPONSE
Trail development will not change the zoning.
Fennel Creek Trail Plan

ISSUE #11
It was noted that the trail could provide a positive affect on the community by providing a transportation route throughout the community to retail areas and the schools.

RESPONSE
The trail will provide access to schools and shopping areas and serve as a non-motorized transportation corridor throughout its length.

ISSUE #12
There is concern that if the trail were up to 12’ wide, vehicle access would be difficult to control.

RESPONSE
Vehicle access will be prevented by the use of lockable, removable bollards so that emergency and maintenance vehicles only could have access to the trail when necessary.

ISSUE #13
There was a desire among many people to keep the trail low key and narrow.

RESPONSE
While the trail’s ultimate development is proposed to be a 12’ paved section with a separate equestrian trail, the trail could be narrower initially and expanded over time.

ISSUE #14
There was concern and questions on where access points would be and how those access points would affect adjacent private property owners.

RESPONSE
Access points would only be provided where it either exists or is obtained. Where inadvertent access through private property is a possibility, access could be prevented with fencing or signage.

ISSUE #15
There was concern that the trail would cause a negative impact on salmon habitat by people disturbing salmon spawning areas.

RESPONSE
Downstream of Victor Falls where salmon spawning occurs, the trail will be separated from the creek and no closer than 50’ feet. Where crossings do occur, they will be perpendicular to the creek via bridges.

ISSUE #16
There is concern about the safety and constructability of the trail in the vicinity of Victor Falls.

RESPONSE
Safe public access to an overlook would be developed and dangerous areas fenced to protect the public.

ISSUE #17
There is concern about unstable terrain in the canyon south of Victor Falls.

RESPONSE
The trail will be kept well away from steep slopes and unstable areas.
ISSUE #18
There is a need to preserve the natural habitat and environmentally sensitive areas along the stream.

RESPONSE
The trail will be kept at the outer edges of the creek buffer – no closer than 50’ from the stream. Trail development will include interpretive information about the sensitivity of the stream and surrounding habitat. It is intended that the corridor will become an outdoor classroom opportunity for the schools in the Bonney Lake area, thus developing an awareness and appreciation for the enhancement and protection of the stream corridor habitat.

ISSUE #19
There is concern about the potential for illegal activity associated with the trail and the potential of the trail being used to access private property.

RESPONSE
Records kept by Pierce County Sheriff regarding the Foothills Trail indicate that the crime rate associated with the Foothills Trail is extremely low. In the past 5 years, there have been four incidents associated with the Foothills Trail, whereas there have been several hundred incidents, not associated with the trail, in the surrounding communities.

Furthermore, it is highly probable that the trail will be utilized by the Department of Fish and Wildlife, whose officers would provide another uniformed presence along the trail. Finally, based upon the experience at the Foothills Trail and other public trails, the people using the trails generally tend to be responsible and their very presence discourages illegal activities.
# List of Contacts

<table>
<thead>
<tr>
<th>Name</th>
<th>Organization</th>
<th>Title</th>
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<tbody>
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<td>Andy Markos</td>
<td>Puget Sound Energy</td>
<td>Municipal Liaison Mgr</td>
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<td>Andy Mortensen</td>
<td>Regional Transportation</td>
<td>Planning Manager</td>
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<td>Art McGehee</td>
<td>City of Bonney Lake Police Department</td>
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<td>Bill Diamond</td>
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<td>Carl Ward</td>
<td>W.S.D.O.T Olympic Region</td>
<td>Biology Program Manager</td>
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<td>Chip Vincent</td>
<td>Fennel Creek Advisory Committee</td>
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<td>Dan Cardwell</td>
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<td>Dave Cihak</td>
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<td>Dave Sherman</td>
<td>Tacoma Water</td>
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<td>Elizabeth Chamberlain</td>
<td>City of Bonney Lake</td>
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<td>Fred Jacobson</td>
<td>Fennel Creek Council Member</td>
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<td>Les Soule</td>
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<td>Marsha Hubner</td>
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<td>Marsha Johnson</td>
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<td>Property Manager</td>
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<tr>
<td>Randy Brake</td>
<td>Pierce County Public Works &amp; Utilities</td>
<td>Water Program Division Civil Engineer</td>
</tr>
<tr>
<td>Roy Huberd</td>
<td>Pierce County Planner</td>
<td>Lead Entity Coord. for WRIA</td>
</tr>
<tr>
<td>Russ Ladley</td>
<td>Puyallup Indian Tribe Fisheries Mgmt. Div.</td>
<td>Resource Protection Mgr</td>
</tr>
<tr>
<td>Travis Carey</td>
<td>Pierce County Public Works/Utilities</td>
<td>Water Programs Planner</td>
</tr>
<tr>
<td>Travis Nelson</td>
<td>Wash. State Dept. of Fish &amp; Wildlife</td>
<td>Habitat Biologist – Pierce County</td>
</tr>
</tbody>
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