

# Adam Atwell

1. I wanted to note that the Friends of Maury Parks group has previously suggested that King County Parks construct a new trail from the new parking lot on 260th, to the north to connect to the existing capped trail which starts and ends on 260th and forms a broad arc. The parking lot was intentionally located on the site of the former skeet range as a sort of "2-Fer" - It capped the lead from the old range and provides parking. However, the lot is not ideally located to any of the most used access points - eg Bluffs TH, Mountain Bike Trails, or the old main entrance to the pit. Adding a short connector to the existing trails north of 260th would facilitate aesthetically pleasing loops which avoid walking on the road, and hopefully incentivise more use of this lot (and get cars off the shoulders).
2. I would like to add a note to encourage keeping the conveyor apparatus in place. Similar to Gas Works Park in Seattle it provides a striking history lesson at a glance, with opportunity to expand via interpretive signage.
3. The Dept of Ecology's mandate applies to a portion of a larger Parks complex including The Maury Island Natural Area, Dockton Forest, Dockton Park, Maury Island Marine Park. Actions and decisions related to the "Maury Island Open Space" should consider the broader complex. Together these parks form a significant regional asset with over two miles of shoreline, many hundreds of acres, more than a dozen miles of interconnected trails, and irreplaceable madrona forests, which may be the largest in the state. As an example - it is perplexing to have intimidating signs on the million\$ capped trails warning to stay out of the toxic forest, only a few hundred feet from high school kids digging new BMX trails in the dirt. (The bike trails are fantastic, my intent is to point out what seem to be glaring inconsistencies in actions based on which side of an imaginary line)