



City of Sumner SEPA Application

Community Development
1104 Maple Street, Suite 250
Sumner, WA 98390
Tel. (253)299-5530 Fax: (253)299-5539
www.ci.sumner.wa.us

(Please fill out ALL fields unless otherwise noted)

File Number: _____

Site/Project Address (if available):		Parcel #:		
Owner:	Phone:	Email:		
Owner Address:		City:	State:	Zip:
Surveyor/Engineer/Contractor:		Phone:	Contractor License Number:	
Address:	Email:	City:	State:	Zip:
Contact Person:	Phone:	Fax:		
Contact Address:	Email:	City:	State:	Zip:
Description of Project:				

Supporting Materials Required:

Office Applicant - (please check off all "applicant" boxes)

SEPA Application Form and Checklist
4 copies of the completed SEPA Checklist
Required fee (Please consult the Permit Specialist)

**Site Plan Drawing (To scale including ALL items below)
(Prepared, stamped, and dated by a licensed surveyor)**

**4 - 11" x 17"
2 - Full Sheet (24"x 36")**

- Legal Descriptions of existing and proposed lots
 - Vicinity map and site zoning
 - Property line dimensions and square footage of new lots
 - Existing public and private roads, driveway access and all easements
 - Existing and proposed fire hydrant locations or distance to the nearest hydrants
 - All major man-made features; drainage ditches, railroad tracks, etc.
 - Existing building locations and setbacks from property lines (if any)
 - Proposed access width
 - Building envelopes and lot number assigned to each lot
 - Location of nearest existing utilities including sanitary sewer, storm drainage, and water services
 - Environmental constraints identified and delineated (if any) such as wetlands, rivers, streams, slopes
- Other information as applicable from Pre-Application review comments (Wetland reports, etc)

PDF Copy of all submitted documents

I, THE UNDERSIGNED, SWEAR UNDER THE PENALTY OF PERJURY THAT THE ABOVE RESPONSES ARE MADE TRUTHFULLY AND TO THE BEST OF MY KNOWLEDGE. I ALSO UNDERSTAND THAT, SHOULD THERE BE ANY WILLFUL MISREPRESENTATION OR WILLFUL LACK OF FULL DISCLOSURE ON MY PART, THE AGENCY MAY WITHDRAW ANY DETERMINATION OF NON-SIGNIFICANCE THAT IT MIGHT ISSUE IN RELIANCE UPON THIS CHECKLIST.

****BY LEAVING THE CONTRACTOR INFORMATION SECTION BLANK, I HEREBY CERTIFY FURTHER THAT CONTRACTORS (GENERAL OR SUBCONTRACTORS) WILL NOT BE HIRED TO PERFORM ANY WORK IN ASSOCIATION WITH THIS PERMIT. (building permits only)**

DATE: ___/___/___

SIGNATURE OF OWNER / AUTHORIZED AGENT

PRINTED NAME

City of Sumner

ENVIRONMENTAL CHECKLIST

Purpose of checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply." in addition, complete the supplemental sheet for nonproject actions (part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

A. Background

1. Name of proposed project, if applicable:

24th Street Corridor Extension

2. Name of applicant:

City of Sumner Public Works

3. Address and phone number of applicant and contact person:

**Mike Dahlem
City of Sumner
1104 Maple Street, Suite 260
Sumner, WA 98390
253-299-5702
miked@ci.sumner.wa.us**

4. Date checklist prepared:

October 1, 2013

5. Agency requesting checklist:

City of Sumner

6. Proposed timing or schedule (including phasing, if applicable):

Project is estimated to take place March 1 – October 31, 2014.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

The 24th Corridor project in on the six year Capital Facilities and Transportation Improvement Plan. This is phase I of two phased project. Phase II will connect phase I to East Valley Hwy E. No funding or analysis has been completed for phase II, and will go through SEPA at the time it is determined feasible to complete phase II.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

**Wetland Delineation
Habitat Management Plan**

In addition, the project will comply with the prior commitments that the USFWS and NOAA issued in their Biological Opinion dated March 28, 2003 for the SR 167: North Sumner Interchange project. These commitments included long term environmental commitments that any future developments and policy decisions occurring along the White River and its floodplain must comply with. These commitments and the proposed project's compliance with them are discussed in the habitat management plan for this project.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

None are known to be pending.

10. List any government approvals or permits that will be needed for your proposal, if known.

**NPDES permit
City of Sumner environmental review**

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

The project proposes to construct a new two-lane vehicular bridge extending from the existing cul-de-sac at 24th Street E eastward over the White River. The alignment will continue eastward until the BNSF tracks. The new bridge will be constructed immediately south of an existing pedestrian bridge. It will be 40 feet wide with a 130-foot clear span over the river. It will consist of 5 total spans, totaling 524 feet in total span length. The foundation will be drilled shafts constructed outside of the OHWM. There will be no in-water structures and no in-water work will be required for this project. Other project activities will include drainage facilities, installation of utilities, the construction of an access road on the east side of the White River to connect to the new bridge, and realigning 24th Street East on the western side for the bridge approach. 142nd Avenue E will be modified to connect with the new alignment. This connection will be designed to meet the applicable City design standards and Level of Service requirements for a controlled intersection. The final intersection configuration may result the construction of a traffic signal once the traffic warrants are met. The construction of this intersection may also require some minor revision to the private access points in and around the intersection. In addition, the pedestrian path on the east side of the river will be realigned to go under the bridge and connect with the existing path to the south.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The proposed bridge is approximately 950 feet east of the intersection of 24th Street East and 142nd Avenue East, at the end of 24th Street East. It is within Township 20N, Range 04E, and Section 12. See site plan and maps.

TO BE COMPLETED BY APPLICANT

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site (circle one): **Flat**, rolling, hilly, steep slopes, mountainous, other

b. What is the steepest slope on the site (approximate percent slope)?

The site is very flat, including the banks of the White River. On average, the steepest slope is approximately 3%.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.

According to soil survey data for Pierce County, soils in the vicinity consist of Pilchuck fine sandy loam and Puyallup fine sandy loam.

The project area goes through the 300-foot buffer of agricultural resource lands as identified on the City of Sumner Agricultural Resource Land Map. Agricultural resource lands are mapped on the south side of 24th Street on the west side of the White River while both sides of 24th Street is mapped immediately east of the river.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

There are no unstable soils in the immediate vicinity. The area is flat and not mapped on the Sumner Landslide & Erosion Hazard Area map. It is within a seismic hazard area.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

Approximately 300 cubic yards of excavation will occur for construction of bridge abutments, piers, and new roadway alignments.

Approximately 25,000 cubic yards of fill will be required for the new road alignments, approach abutment walls, and for work in the existing stormwater ponds. It is anticipated that fill from the existing road will be left in place and utilized for the new road as much as possible. The abutments will be filled and graded beyond the 200-foot buffer of the White River.

Approximately 4,750 square feet of the northern portion of the two existing stormwater ponds will be filled and graded in order to provide construction access and right-of-way for the new bridge approach on the west side of the river. The new wetted banks of the ponds will be stabilized with biodegradable erosion blankets or other appropriate means.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Short term erosion may occur during construction as clearing, grubbing, and excavation will occur. Minor erosion may occur during vibratory pile driving.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

The project will result in the creation of approximately 40,000 square feet (0.92 acres) of new impervious surfaces. This is approximately 75% of the project site.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Standard erosion control BMPs will be installed prior to construction and regularly inspected throughout. These BMPs include, but are not limited to: biodegradable erosion control blankets, seeding, silt fence, straw bales, containment fences, stabilized construction entrances, and final revegetation of the disturbed areas. In addition, the project will comply with the City of Sumner’s municipal NPDES permit with the Department of Ecology. It will comply with all related City code.

Air

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

The project may result in increased emissions from construction equipment, vehicles, and dust during construction. As the project will create a new vehicular road connection, it will also result in increased automobile exhaust emissions.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

As the project is located in an industrial setting, there are emissions from the surrounding operations but they will not impact the proposal.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

During construction, measures will be taken to limit the amount of idling time of construction equipment and vehicles. Dust will be minimized by spraying exposed soil with water, if necessary.

3. Water

a. Surface:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

The project will be over the White River. The White River drains to the Puyallup River.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Work will occur over the White River but the project will not require any work below the OHWM. Shafts for the bridge will be installed at least 12 feet above the OHWM. One pier will be within the floodplain but the bridge has been designed to comply with the appropriate FEMA floodplain regulations.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

No fill or dredge material will be placed in or removed from surface water or wetlands.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

No.

- 5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

The proposal is within the 100 year floodplain of the White River.

- 6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

No waste material will be discharged to surface waters.

b. Ground:

- 1) Will ground water be withdrawn, or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.

No groundwater will be withdrawn or discharged.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

No waste material will be discharged into the ground.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The main source of runoff is stormwater runoff. Stormwater will be conveyed to the two existing detention ponds located on the southwest corner of the project. Though the northern ends of the ponds will be filled to accommodate construction, they will be restructured and remain operational. On site stormwater will also be treated via the bioswales that will be constructed as a part of this project. Runoff from all new impervious surfaces will be treated prior to infiltration or reaching the White River.

- 2) Could waste materials enter ground or surface waters? If so, generally describe.

Waste materials are not anticipated to enter any waters.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

To reduce or avoid impacts to surface, ground, and runoff water impacts, the project will incorporate the following measures at the minimum:

- **Preparation and implementation of an approved Temporary Erosion and Sediment Control (TESC) plan**
- **Erosion control BMPs (silt fence, straw wattle, straw mulch, plastic covering, seeding, check dams, inlet protection, etc.)**
- **Provide a containment structure under the new bridge, past the drip line, to catch debris generated from work on the deck**
- **Check equipment daily for leaks**
- **Proper containment of any concrete, petroleum, or other potentially hazardous substances**
- **Conduct refueling operations at least 50 feet from any open water body**
- **Preparation of a Spill Prevention, Pollution, and Countermeasures (SPCC) plan for procedures and contacts to act upon in the event of a spill**

4. Plants

a. Check or circle types of vegetation found on the site:

deciduous tree: **alder, maple, cottonwood**, aspen, other

evergreen tree: **fir, cedar**, pine, other

shrubs

grass

pasture

crop or grain

wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

water plants: water lily, eelgrass, milfoil, other

other types of vegetation

b. What kind and amount of vegetation will be removed or altered?

Approximately 20 deciduous trees (cottonwood and alder) will be removed for the construction of the new bridge and for construction access; 4 trees on the western side of the river, and 16 on the eastern side. Approximately 4.5 acres of grass and shrub vegetation will be removed. Removed trees will be replaced with native conifer trees at a 2:1 ratio.

c. List threatened or endangered species known to be on or near the site.

No threatened or endangered plant species are known to be on or near the site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Existing vegetation will be preserved to the maximum extent possible. Clearing limits will be marked with high visibility fence prior to construction. The trees to be removed will be utilized as large woody debris, if suitable. They will be securely anchored along the banks of the river and into the wetted channel. Unimproved disturbed areas will be seeded and replanted with native vegetation. Removed trees will be replaced at a ratio of 2:1.

5. Animals

- a. Circle any birds and animals which have been observed on or near the site or are known to be on or near the site:

birds: **hawk**, heron, eagle, **songbirds**, other:

mammals: deer, bear, elk, beaver, other: **skunk, opossum, squirrel,**

fish: bass, **salmon, trout,** herring, shellfish, other:

- b. List any threatened or endangered species known to be on or near the site.

Endangered Species Act listed species with the potential to be present on or near the site include bull trout, Chinook salmon, and steelhead trout.

- c. Is the site part of a migration route? If so, explain.

The site may be part of the Pacific Flyway Route. The White River also provides migratory habitat for salmonid species.

- d. Proposed measures to preserve or enhance wildlife, if any:

Listed BMPs above will avoid or minimize any impacts to habitat for wildlife. Other measures such as: conducting all over-water work within the WDFW designated in-water work period and replanting all disturbed areas with native vegetation. In addition, the riparian/aquatic habitat will be enhanced with the installation of large woody debris. Removed trees will be anchored into the bank, as deemed suitable. They will be allowed to overhang or enter in the channel. This will provide improved habitat complexity and prey sources.

6. Energy and natural resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project’s energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity will meet the needs of the project.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

The proposal will not affect the potential use of solar energy.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

None.

7. Environmental health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and

explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe.

No environmental health hazards are anticipated. However, as there will be concrete work involved and heavy construction equipment used, there is the potential for spill of concrete or petroleum product.

1) Describe special emergency services that might be required.

No additional emergency services will be required. The SPCC plan will have necessary contact information and procedures in the event of a spill. Spill containment kits will be available on site at all times.

2) Proposed measures to reduce or control environmental health hazards, if any:

Spill cleanup kits and containment materials will be on site at all times. All waste materials will be fully contained and disposed of offsite in accordance with federal, state, and local laws. No equipment will operate in the water.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Traffic noise is the main source of noise within the project area. SR 167 is approximately 0.6 miles west of the project site. The immediate vicinity does not receive heavy traffic. Roads in the immediate vicinity are mainly utilized by semi-trucks from the surrounding businesses. Noise will not affect the project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

There will be short term increased noise from construction noise. The loudest form of noise during construction will be from the vibratory pile driver. As the project will create a new road, there will be increased traffic noise on a long term basis. However, the noise increase will not be significant until future development on the east side of the river occurs. Currently there are only a few industrial properties and heavy traffic utilizing the new road is not expected.

3) Proposed measures to reduce or control noise impacts, if any:

For short term noise, construction will be limited to be conducted during normal business hours, or as indicated in the Sumner Municipal Code 8.14. All noise generated by project construction activities will comply with applicable City Codes.

8. Land and Shoreline use

a. What is the current use of the site and adjacent properties?

The site is currently used for public recreation as it has a walking trail. Adjacent properties are currently used as industrial facilities.

b. Has the site been used for agriculture? If so, describe.

Yes. Currently properties to the south of 24th Street on the west side of the White River and both sides of the road on the east side of the river are utilized for farming. Prior to development of industrial facilities, the areas to the west of the project site were presumably also utilized for agriculture.

c. Describe any structures on the site.

There is an existing 12-foot wide pedestrian bridge spanning the White River from the cul-de-sac at the end of 24th Street E. Other structures include the stormwater detention ponds with associated drainage facilities, fencing, signs, and overhead power lines and poles.

d. Will any structures be demolished? If so, what?

No structures will be demolished. Power poles may be relocated. The pedestrian bridge will remain in the same location as existing, immediately north of the proposed vehicular bridge. The pedestrian path on the east side of the White River will be realigned to turn south under the most easterly span of the new vehicular bridge. It will then turn east until it is beyond 200 feet from the eastern bank of the river, whereupon it will connect to the existing paved path.

e. What is the current zoning classification of the site?

The site is currently zoned as light industrial (M-1) and agriculture (AG). It is within the MIC core overlay area.

f. What is the current comprehensive plan designation of the site?

MIC core overlay.

g. If applicable, what is the current shoreline master program designation of the site?

The White River at the project location is designated as Urban Conservancy 200'.

h. Has any part of the site been classified as an “environmentally sensitive” area? If so, specify.

The project is within the shoreline and buffer of the White River.

i. Approximately how many people would reside or work in the completed project?

N/A

j. Approximately how many people would the completed project displace?

N/A. None.

k. Proposed measures to avoid or reduce displacement impacts, if any:

N/A

- 1. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

This project is compatible with existing and project land uses and plans as it will provide improved access and connectivity to the existing industrial facilities. It will provide access to the planned future industrial areas. The project is listed on the TIP. The project location has been designated in the comprehensive plan as “right-of-way preservation”.

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

N/A

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

N/A

- c. Proposed measures to reduce or control housing impacts, if any:

N/A

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

N/A

- b. What views in the immediate vicinity would be altered or obstructed?

No views will be altered or obstructed.

- c. Proposed measures to reduce or control aesthetic impacts, if any:

The project will completely stabilize and restore unimproved disturbed areas upon completion.

11. Light and glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

The proposal will include standard street lighting at the intersection of 142nd Avenue E and 24th Street E as well as a traffic signal once warrants are met. No lighting is proposed on the new bridge unless safety concerns warrant lighting on the bridge. If necessary, any lighting on the bridge would be installed such that illumination to the open water surface will be avoided.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

No.

c. What existing off-site sources of light or glare may affect your proposal?

None.

d. Proposed measures to reduce or control light and glare impacts, if any:

None

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

The existing pedestrian trail is the only recreational opportunity in the immediate vicinity. It is a part of the Sumner trail network.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No. The project will maintain the existing pedestrian trail. The crossing will remain open as much as possible during construction, but certain project activities will require the pedestrian bridge to be closed. The bridge will remain in the same location but the pathway on the east side of the river will be slightly realigned. It will re-connect with the existing path.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

The existing trail crossing will remain open as much as possible during construction. When the trail must be closed to allow for bridge construction and access, appropriate signage will be established and a notice will be posted on the City website.

13. Historic and cultural preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

No properties are listed on the state or national registers within or immediately adjacent to the project area. The nearest register property is approximately 0.5 miles to the northeast. That property is Dieringer School.

c. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

None are known to be on or next to the site.

b. Proposed measures to reduce or control impacts, if any:

None.

14. Transportation

- a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The site is served by 24th Street East. On the west side of the River, 24th Street East provides access to SR 167. On the east side of the river, 24th Street East begins approximately 1,000 feet east of the river, at 148th Ave E and continues east to E Valley Highway E. A gravel path currently connects the pedestrian path to 24th St E. The gravel portion will be paved and widened to connect with the existing road on the east side. From the pedestrian bridge, the path turns south on the east side of the river.

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?

The site is not currently served by public transit. The nearest stops are approximately 2 miles north of the project, in Pacific, and 2.3 miles south, at the Sounder Station in downtown Sumner.

- c. How many parking spaces would the completed project have? How many would the project eliminate?

The project will not generate or remove any parking spaces.

- d. Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

The proposal will construct a new vehicular bridge which will connect segments of existing roads and may construct a new signalized intersection at 142nd Avenue East.

- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The project will not use water, rail, or air transportation. BNSF railroad track is located adjacent to the eastern terminus of the project.

- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

Projected traffic volumes generated by this new connection is unknown at this time.

- g. Proposed measures to reduce or control transportation impacts, if any:

The project is not anticipated to create transportation impacts during construction as the existing road are dead ends on both sides of the river. Transportation will be improved as part of this project as it will create a new connection between both sides of the river. The next nearest crossing is approximately one mile to the north of the project.

15. Public services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.

Increased need for public services are not anticipated. The proposal will require the same public service as existing. It will provide improved emergency response time since it provides an additional river crossing.

- b. Proposed measures to reduce or control direct impacts on public services, if any.

None.

16. Utilities

- a. Circle utilities currently available at the site: **electricity**, natural gas, **water**, refuse service, **telephone**, **sanitary sewer**, septic system, other.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Utilities will be upgraded or installed including gas, water, and sewer.

C. SIGNATURE

I, the undersigned, swear under the penalty of perjury that the above responses are made truthfully and to the best of my knowledge. I also understand that, should there be any willful misrepresentation or willful lack of full disclosure on my part, the agency may withdraw any determination of non-significance that it might issue in reliance upon this checklist.

Signature:

Name:

Date Submitted:

D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS

(do not use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Proposed measures to avoid or reduce shoreline and land use impacts are:

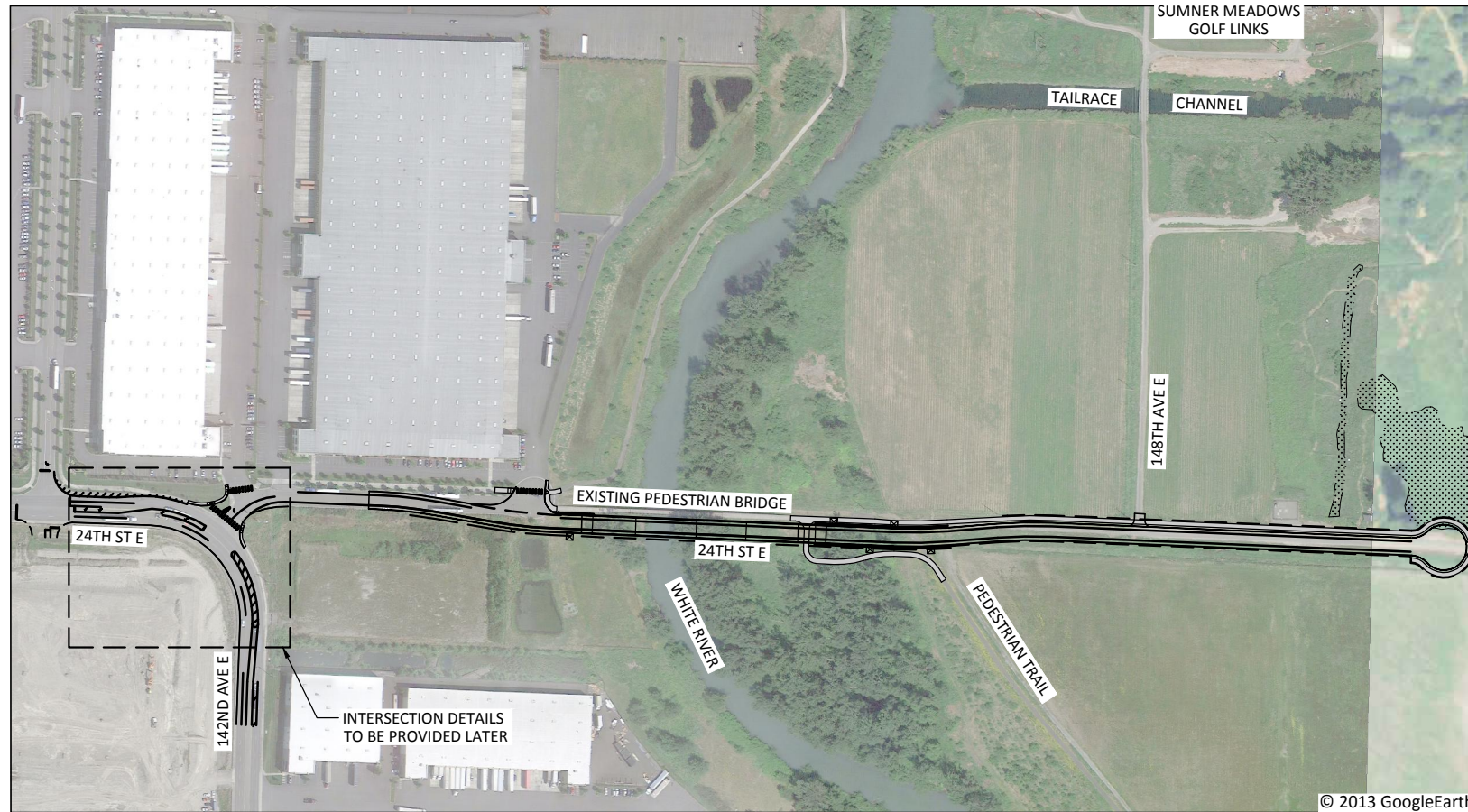
6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

[Statutory Authority: RCW 43.21C.110. 84-05-020 (Order DE 83-39), § 197-11-960, filed 2/10/84, effective 4/4/84.]

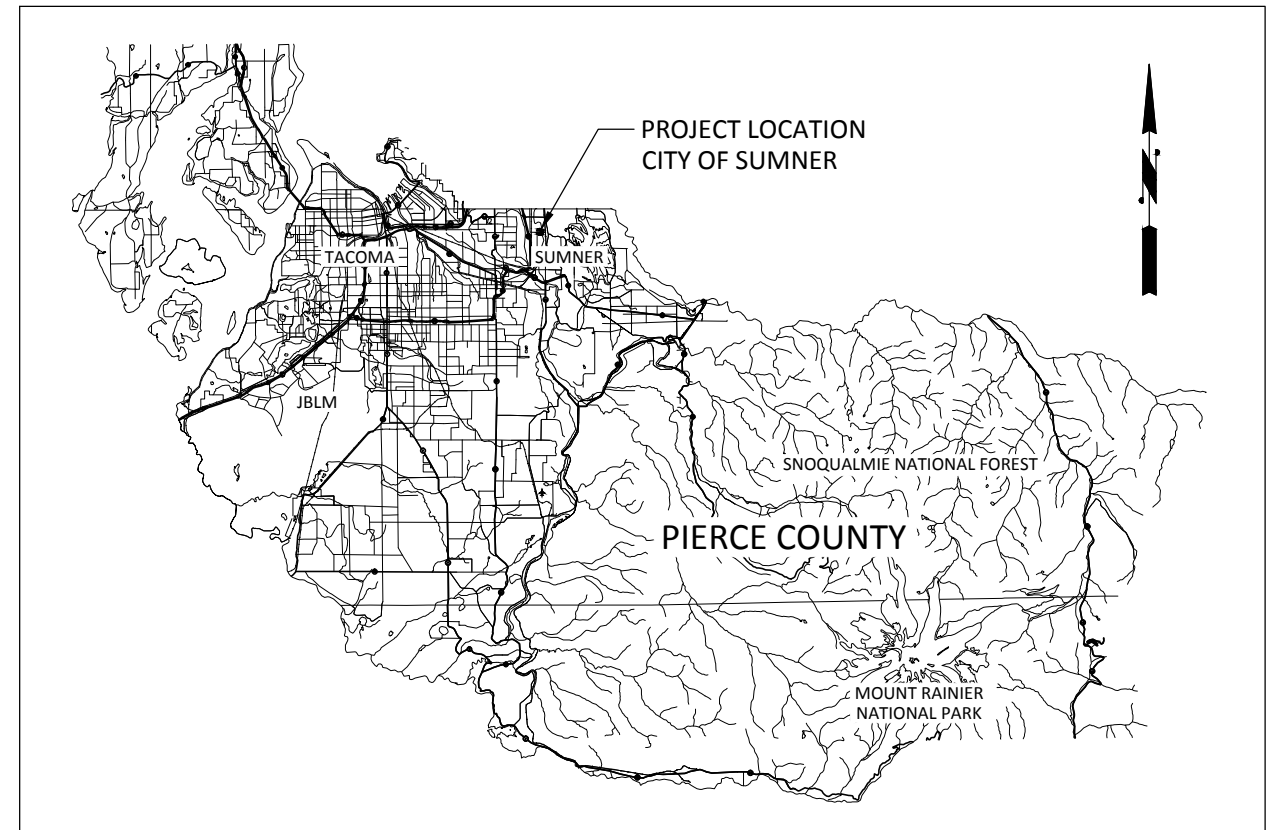
CITY OF SUMNER 24TH STREET CORRIDOR EXTENSION



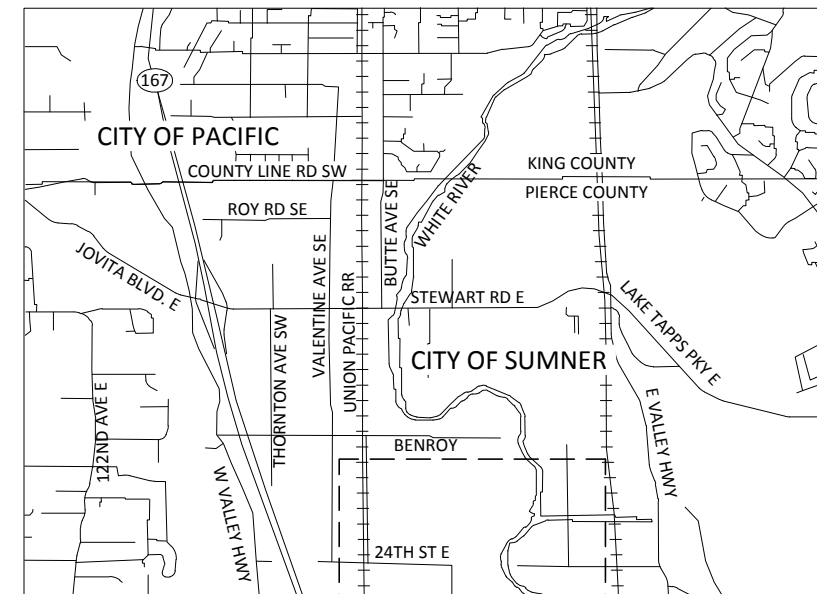
SITE PLAN

DRAWING INDEX

TOWNSHIP 20 N, RANGE 4 E, W. M.



LOCATION MAP



VICINITY MAP

PROJECT LOCATION

PRELIMINARY

MARK	REVISION DESCRIPTION	BY	APP.	DATE

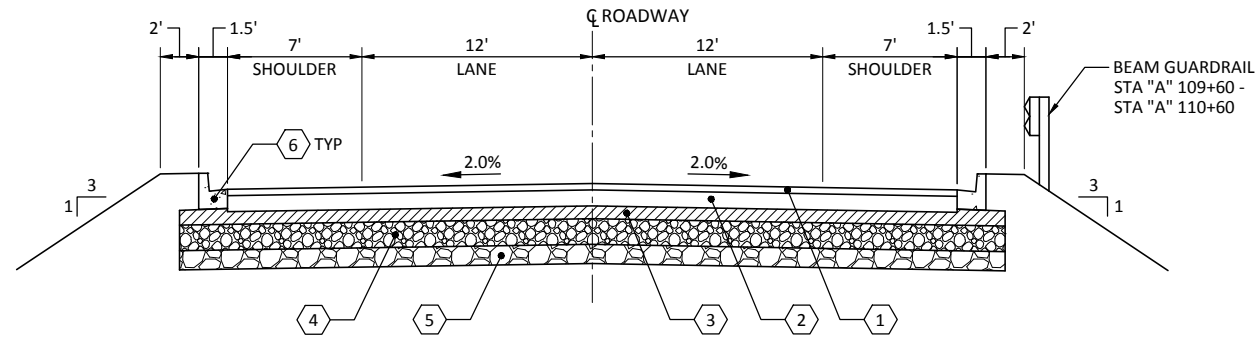
33301 9th Avenue South, Suite 300
Federal Way, Washington 98003-2600
(206) 431-2300 Fax: (206) 431-2250

DRAWN BY JCR
DESIGN BY EGP
CHECK BY _____
PROJ MGR GHG

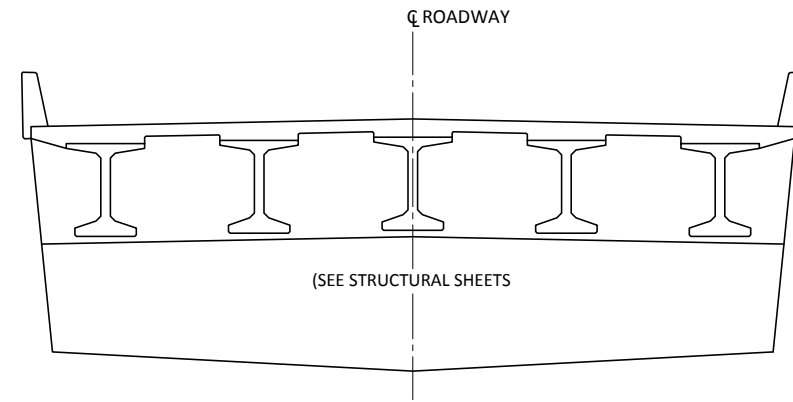
CITY OF SUMNER
24TH STREET CORRIDOR EXTENSION

GENERAL
SHEET 1

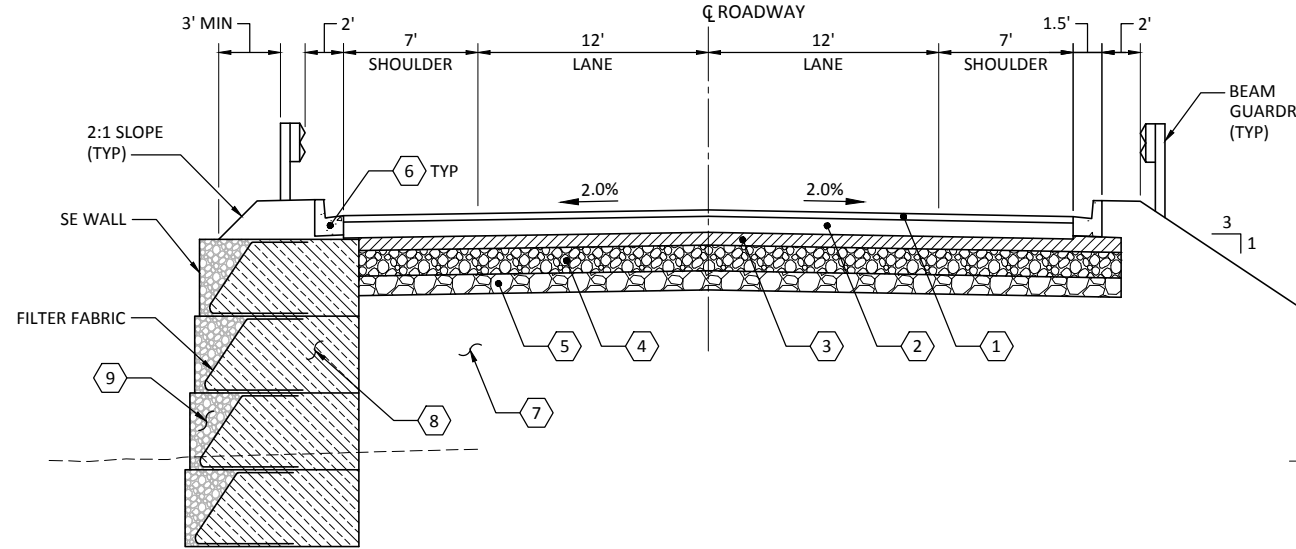
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PROJECT NO. A13.0298
DATE: 10/11/13
SHEET NO. _____



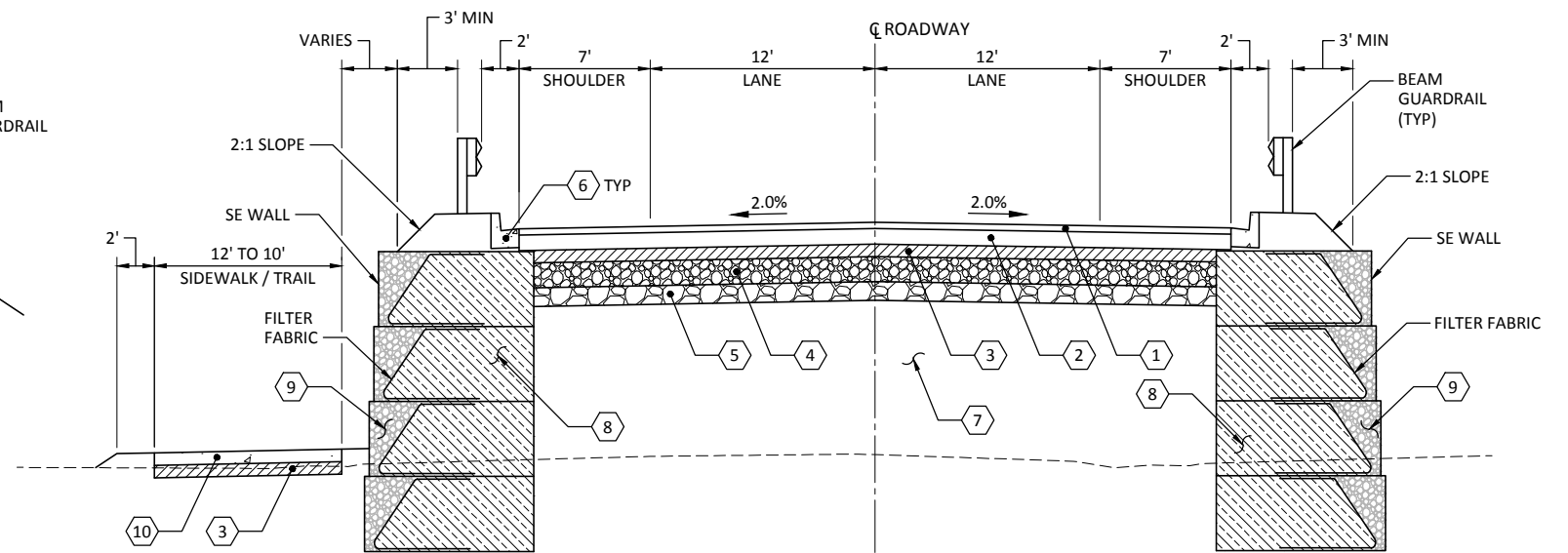
1 ROADWAY SECTION
SCALE: NTS STA "A" 106+25 - STA "A" 110+60



3 BRIDGE SECTION
SCALE: NTS STA "A" 111+45 - STA "A" 116+60



2 ROADWAY SECTION
SCALE: NTS STA "A" 110+60 - STA "A" 111+45



4 ROADWAY SECTION
SCALE: NTS STA "A" 116+60 - STA "A" 119+68

CONSTRUCTION NOTES

- ① 2" MIN THK HMA PG 64-22 WEARING COURSE
- ② 5" MIN THK HMA PG 64-22 LEVELLING COURSE
- ③ 4" MIN THK CRUSHED SURFACING TOP COURSE
- ④ 8" MIN THK CRUSHED SURFACING BASE COURSE
- ⑤ 6" MIN THK GRAVEL BASE
- ⑥ CEMENT CONCRETE CURB AND GUTTER
- ⑦ GRAVEL BORROW AS NEEDED
- ⑧ BACKFILL FOR STRUCTURAL EARTH WALL
- ⑨ WALL FACING
- ⑩ 4" THK CEMENT CONCRETE SIDEWALK

PRELIMINARY

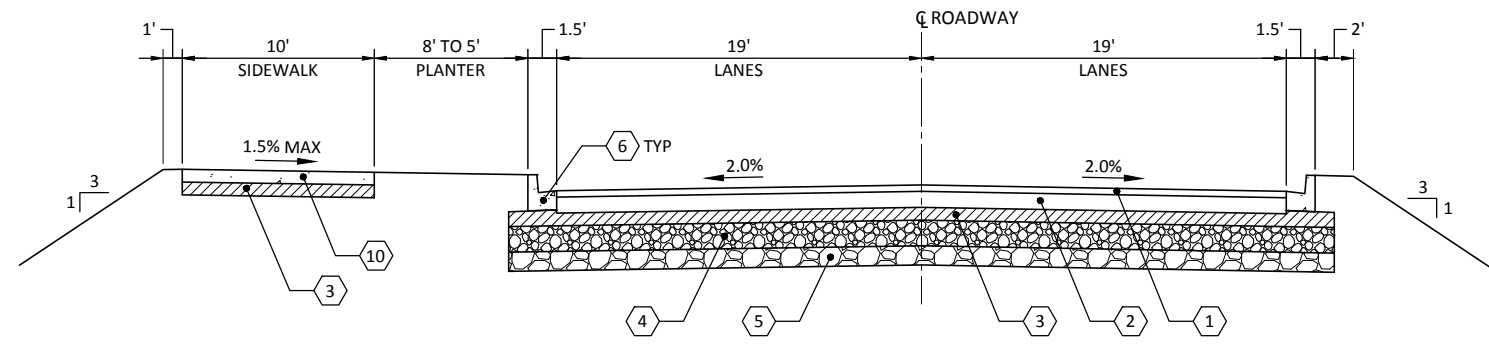
MARK	REVISION DESCRIPTION	BY	APP.	DATE

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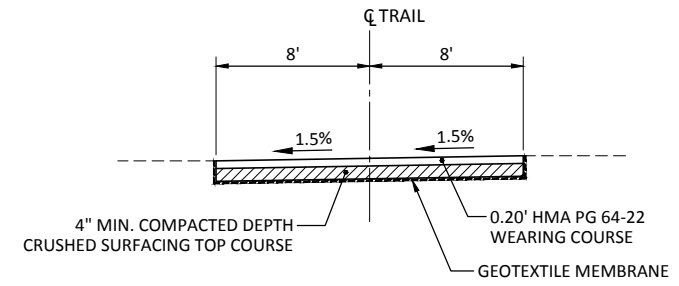
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PROJ MGR GHG

CITY OF SUMNER
24TH STREET CORRIDOR EXTENSION
ROADWAY SECTIONS
SHEET 1

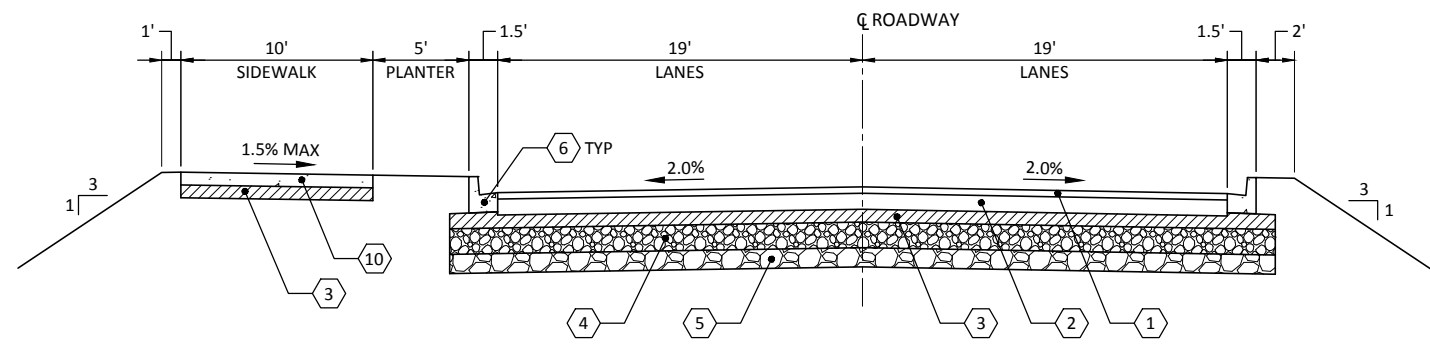
DRAWING NO. **RS-1**
PROJECT NO. A13.0298
DATE: 10/11/13
SHEET NO. _____



5 ROADWAY SECTION
SCALE: NTS STA "A" 119+68 - STA "A" 121+06



7 TRAIL SECTION
SCALE: NTS



6 ROADWAY SECTION
SCALE: NTS STA "A" 121+06 - STA "A" 130+36

CONSTRUCTION NOTES

- ① 2" MIN THK HMA PG 64-22 WEARING COURSE
- ② 5" MIN THK HMA PG 64-22 LEVELLING COURSE
- ③ 4" MIN THK CRUSHED SURFACING TOP COURSE
- ④ 8" MIN THK CRUSHED SURFACING BASE COURSE
- ⑤ 6" MIN THK GRAVEL BASE
- ⑥ CEMENT CONCRETE CURB AND GUTTER
- ⑩ 4" THK CEMENT CONCRETE SIDEWALK

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PROJ MGR GHG

CITY OF SUMNER
24TH STREET CORRIDOR EXTENSION

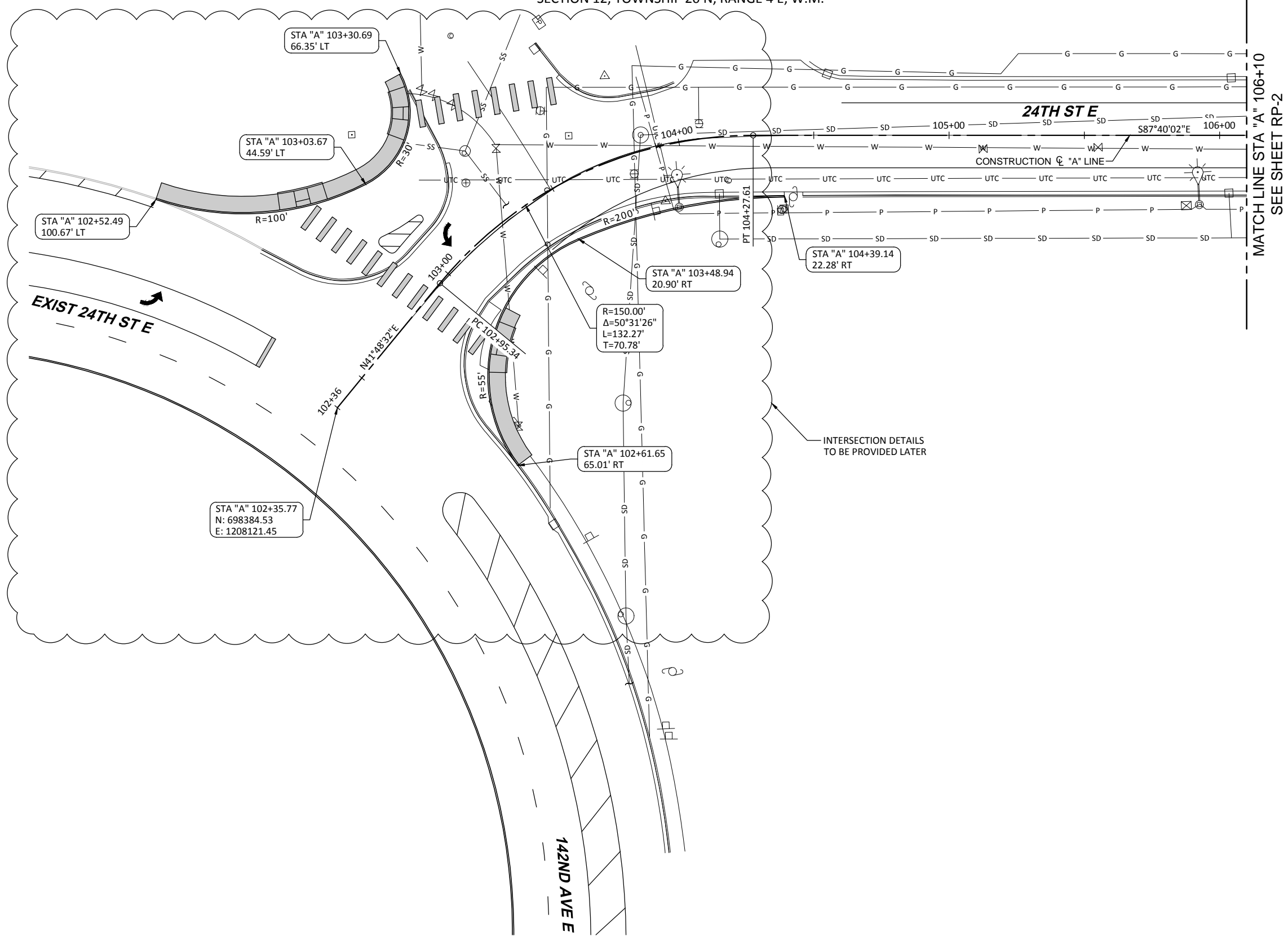
ROADWAY SECTIONS
SHEET 2

DRAWING NO. **RS-2**
PROJECT NO. A13.0298
DATE: 10/11/13
SHEET NO. _____

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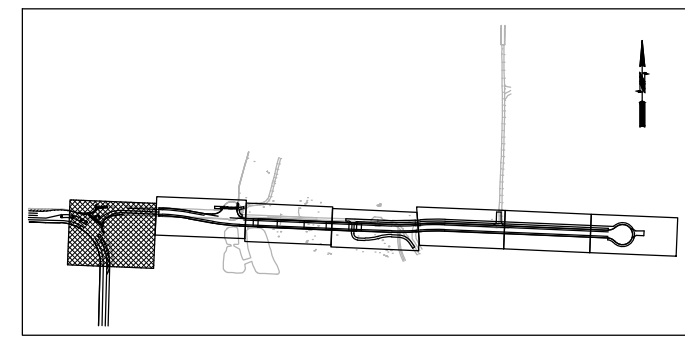
SECTION 12, TOWNSHIP 20 N, RANGE 4 E, W.M.



PLAN

CONSTRUCTION NOTES

① NOTE



KEYPLAN

HORIZ. scale 20 0 20 40 feet

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 PROJ MGR GHG

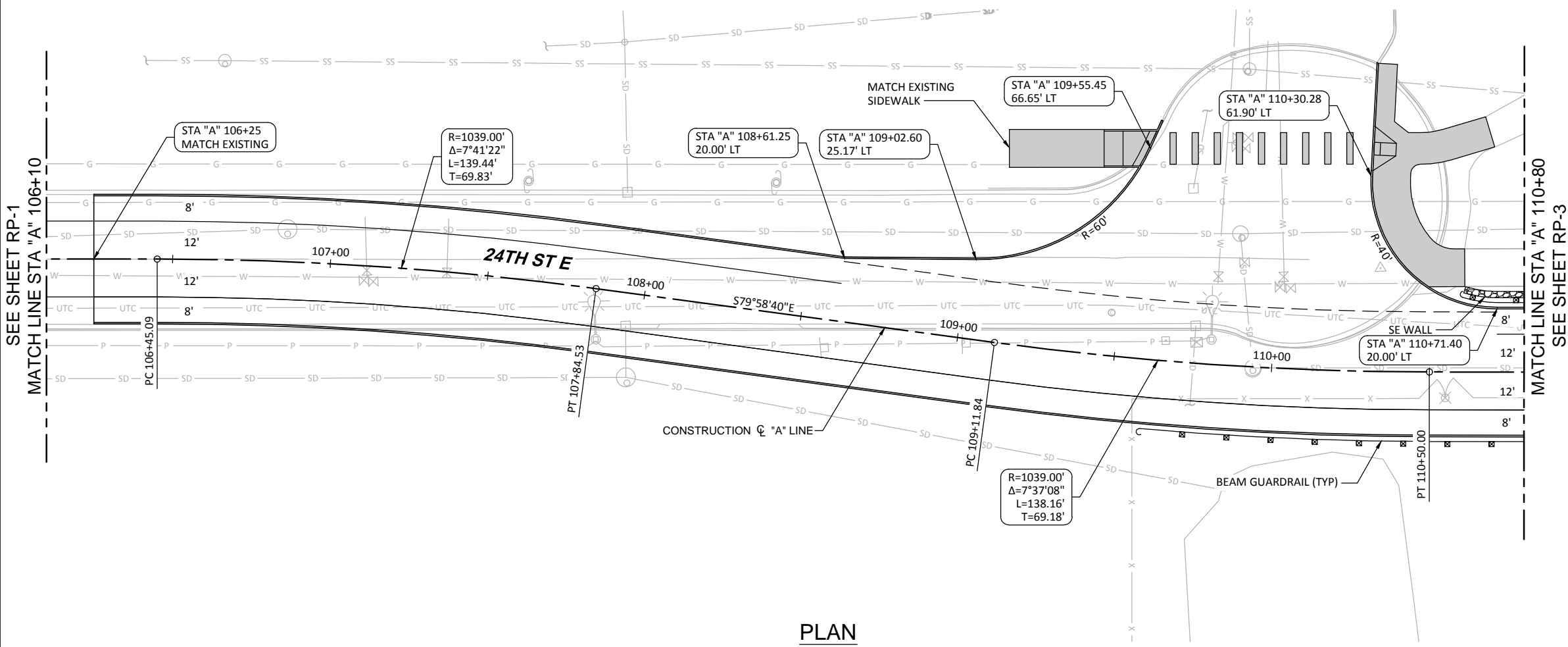
CITY OF SUMNER
24TH STREET CORRIDOR EXTENSION
 ROADWAY PLAN & PROFILE
 SHEET 1

DRAWING NO. **RP-1**
 PROJECT NO. A13.0298
 DATE: 10/11/13
 SHEET NO. _____

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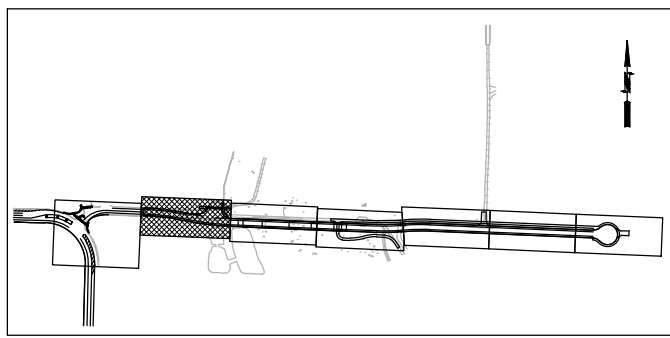
SECTION 12, TOWNSHIP 20 N, RANGE 4 E, W.M.



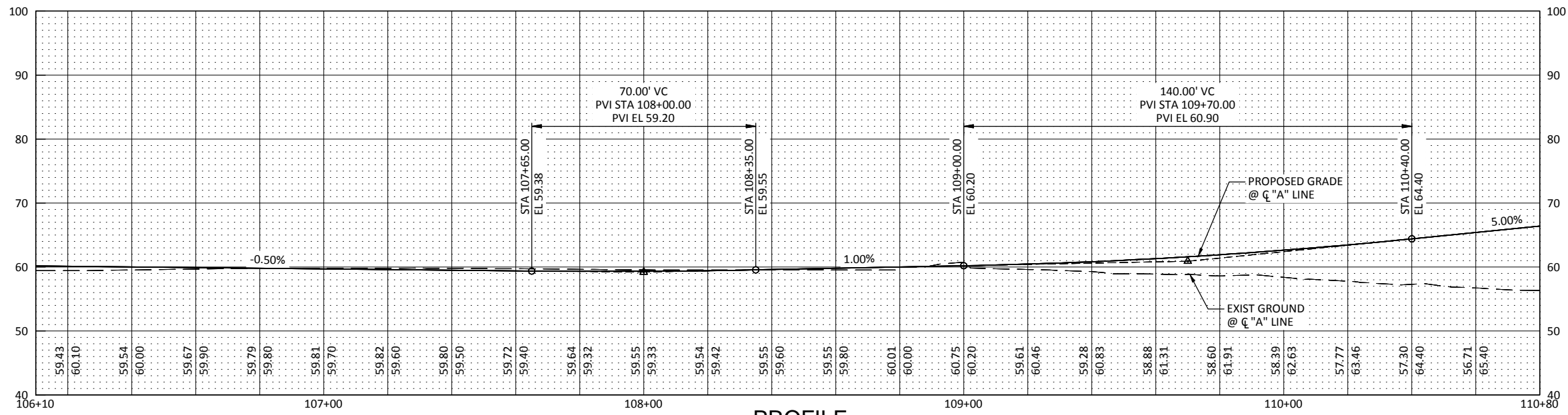
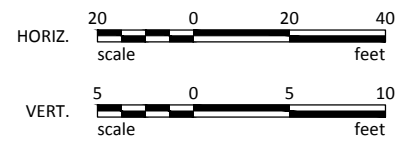
PLAN

CONSTRUCTION NOTES

① NOTE



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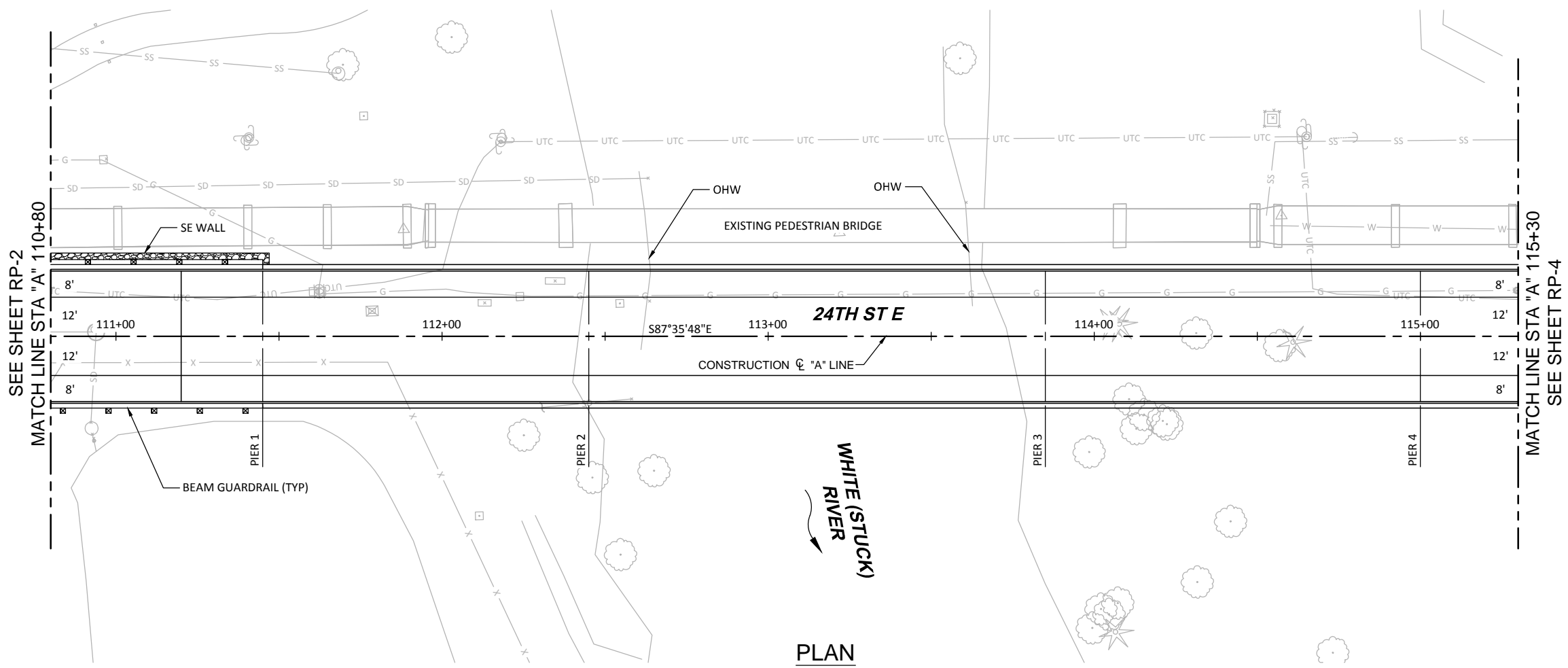
CITY OF SUMNER
24TH STREET CORRIDOR EXTENSION
 ROADWAY PLAN & PROFILE
 SHEET 2

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 PROJECT NO. A13.0298
 DATE: 10/11/13
 SHEET NO. _____

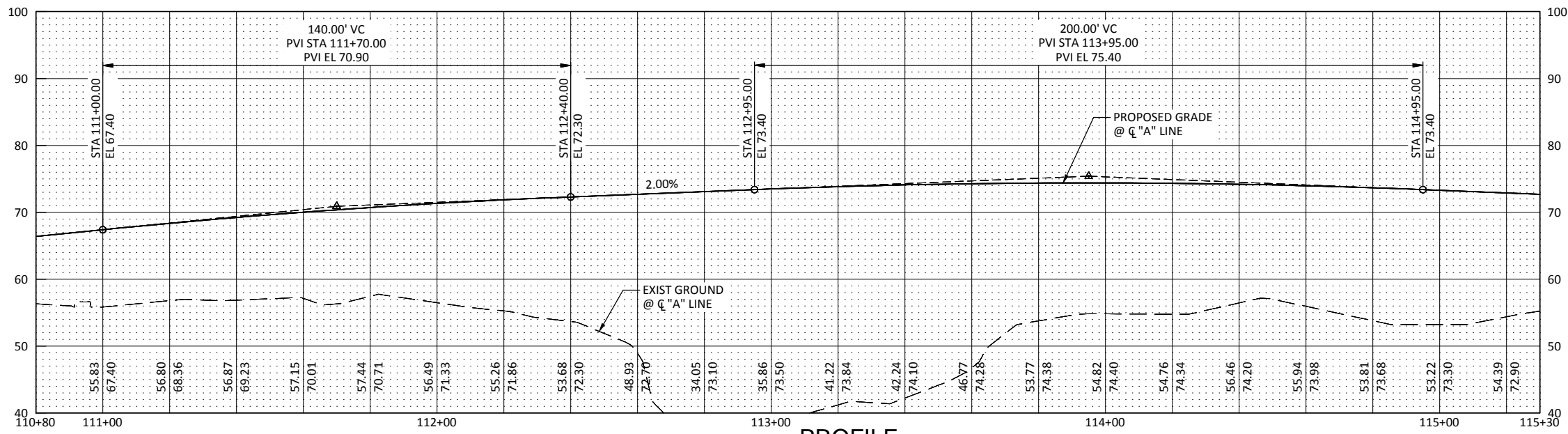
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SECTION 12, TOWNSHIP 20 N, RANGE 4 E, W.M.



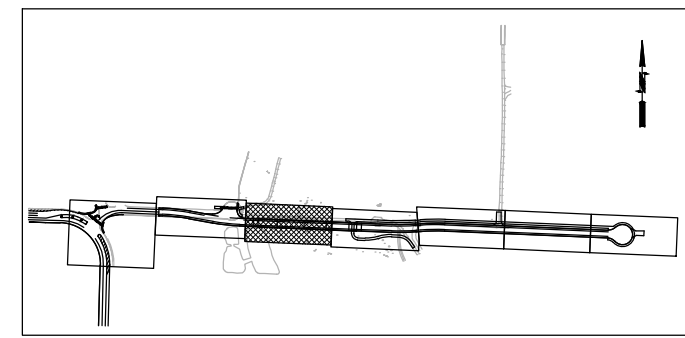
PLAN



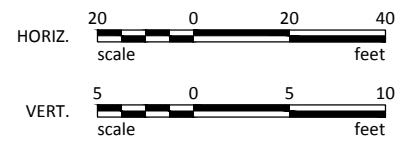
PROFILE

CONSTRUCTION NOTES

NOTE



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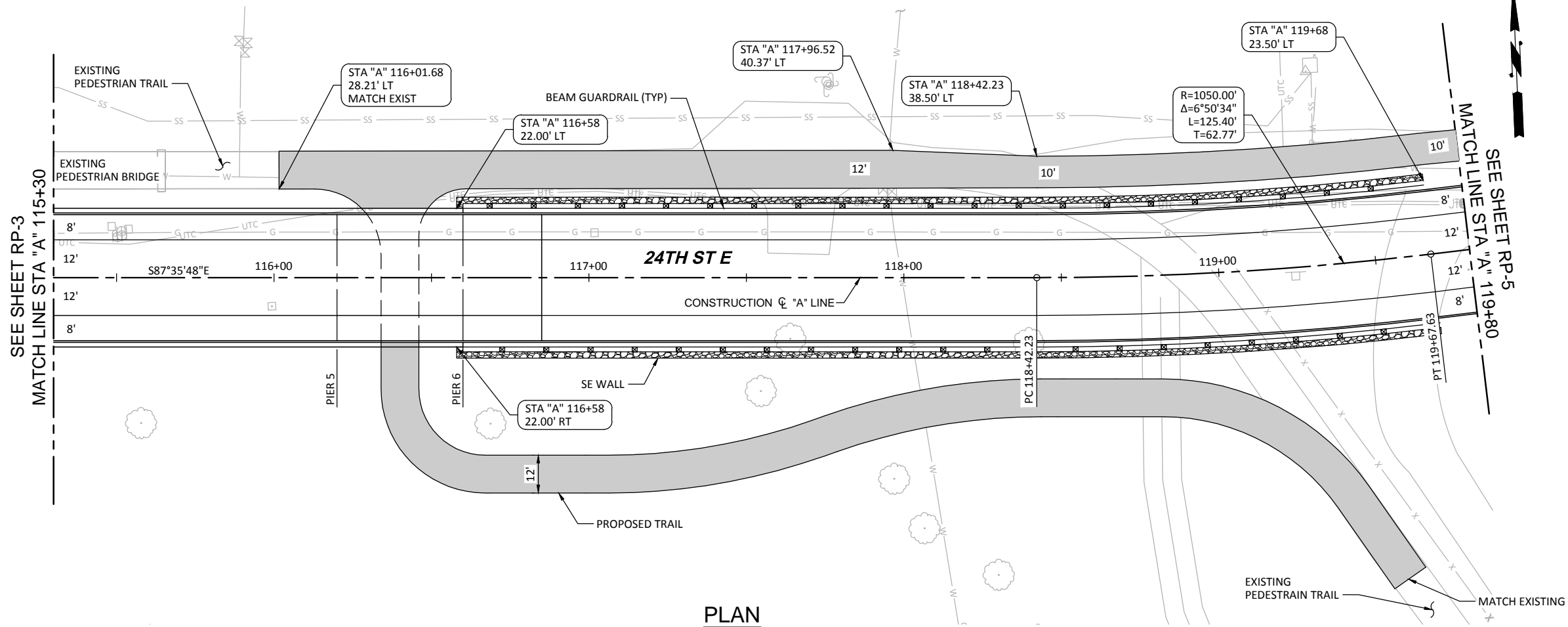
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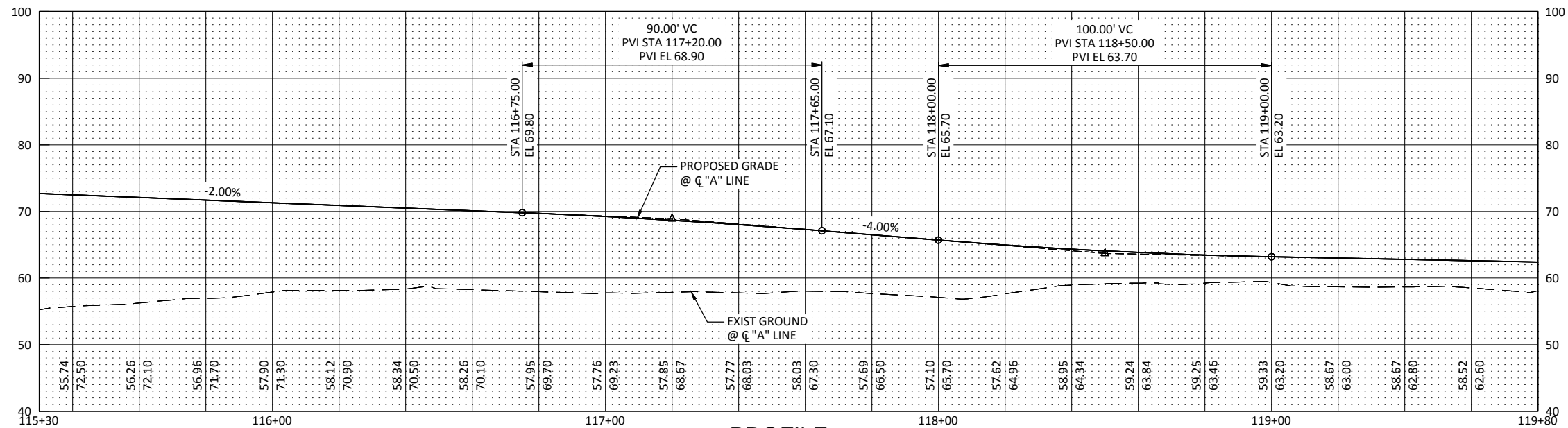
CITY OF SUMNER
24TH STREET CORRIDOR EXTENSION
 ROADWAY PLAN & PROFILE
 SHEET 3

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 PROJECT NO. A13.0298
 DATE: 10/11/13
 SHEET NO. _____

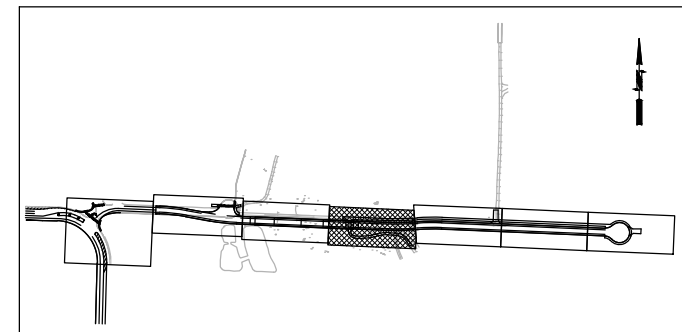
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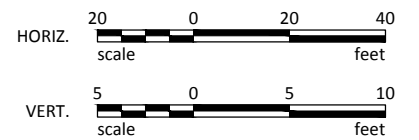
PLAN



PROFILE



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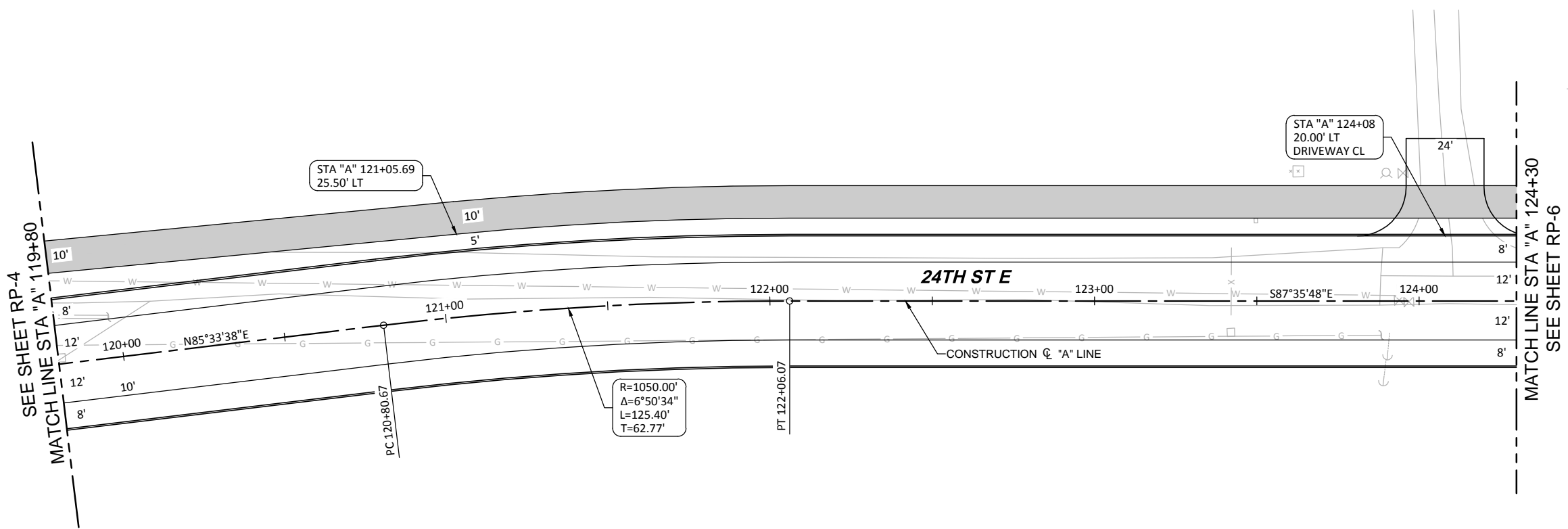
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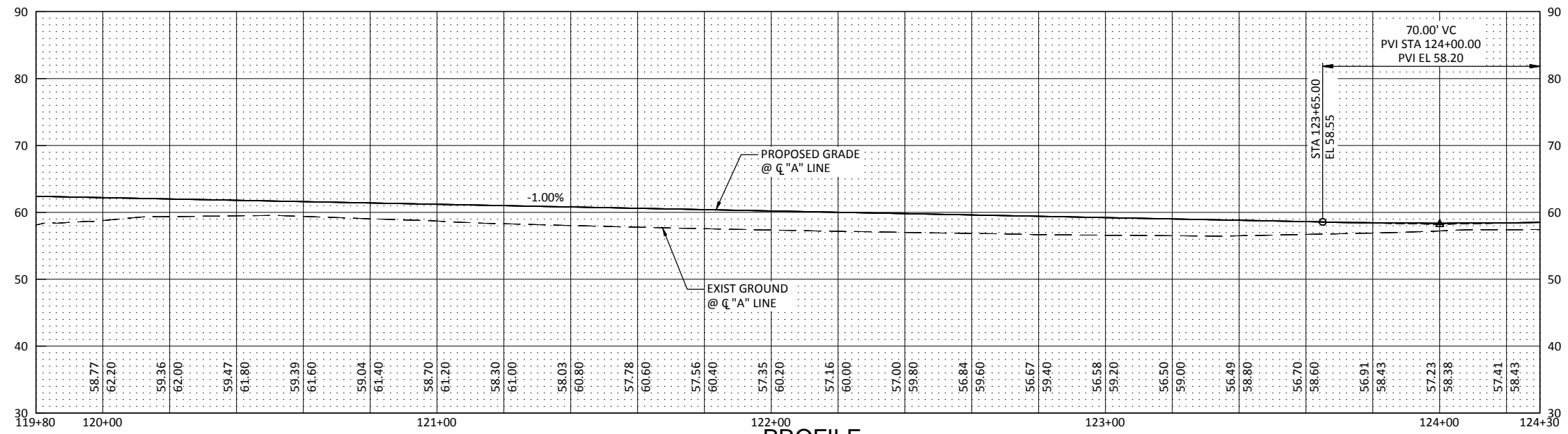
CITY OF SUMNER
24TH STREET CORRIDOR EXTENSION
 ROADWAY PLAN & PROFILE
 SHEET 4

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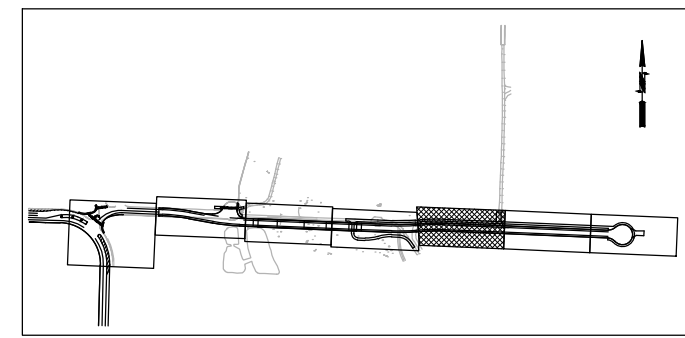
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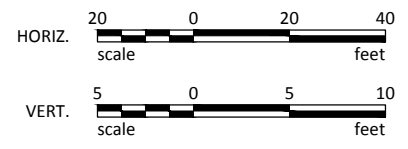
PLAN



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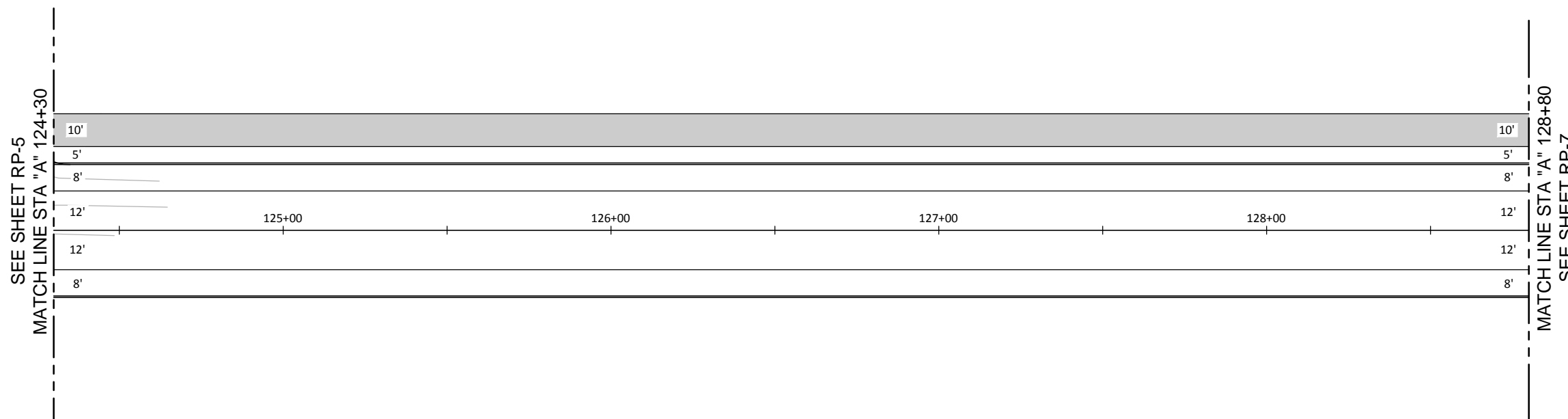
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CHECK BY _____
PROJ MGR GHG

CITY OF SUMNER
24TH STREET CORRIDOR EXTENSION
ROADWAY PLAN & PROFILE
SHEET 5

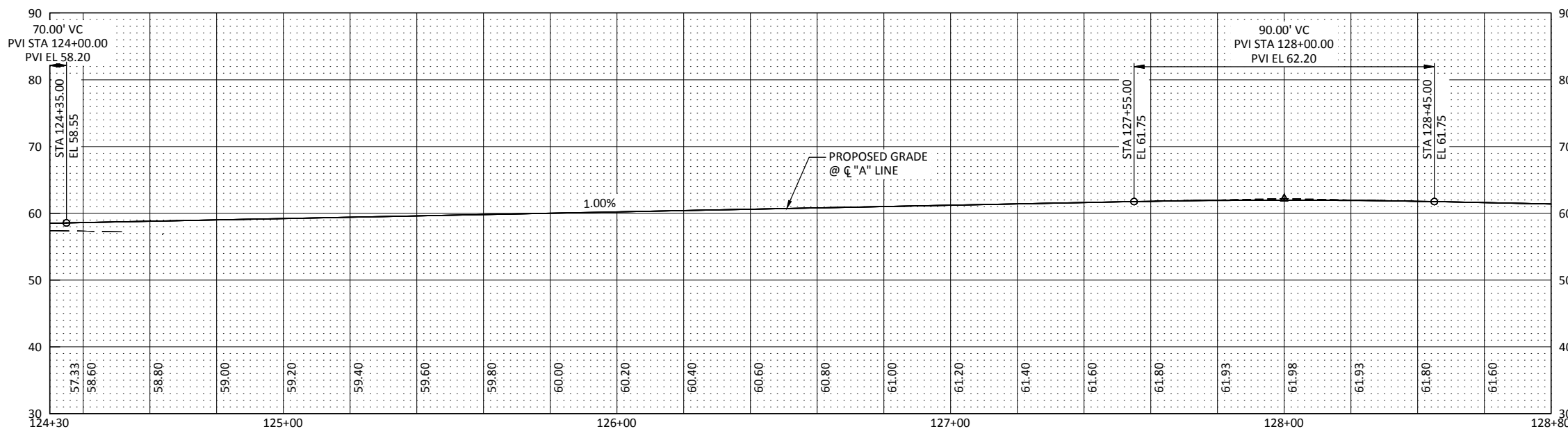
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PROJECT NO. A13.0298
DATE: 10/11/13
SHEET NO. _____

CONSTRUCTION NOTES

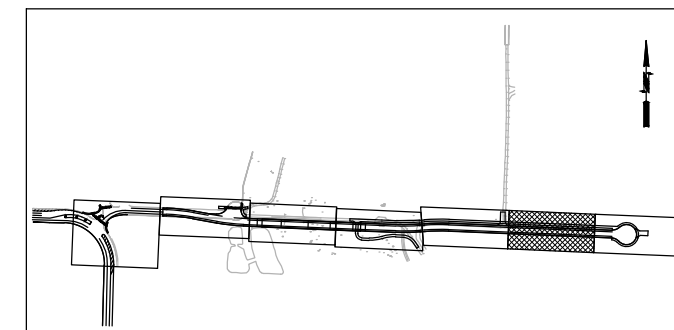
① NOTE



PLAN



PROFILE



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MARK	REVISION DESCRIPTION	BY	APP.	DATE

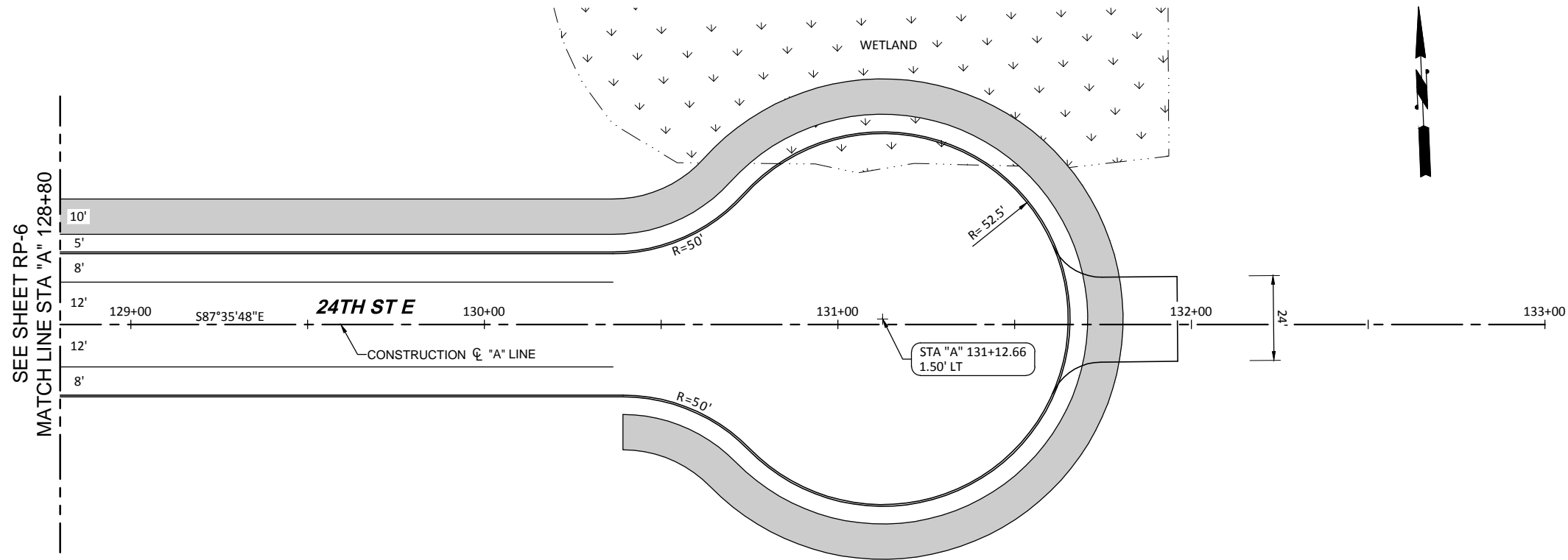
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PROJ MGR GHG

CITY OF SUMNER
24TH STREET CORRIDOR EXTENSION
ROADWAY PLAN & PROFILE
SHEET 6

DRAWING NO. **RP-6**
PROJECT NO. A13.0298
DATE: 10/11/13
SHEET NO. _____

SECTION 12, TOWNSHIP 20 N, RANGE 4 E, W.M.

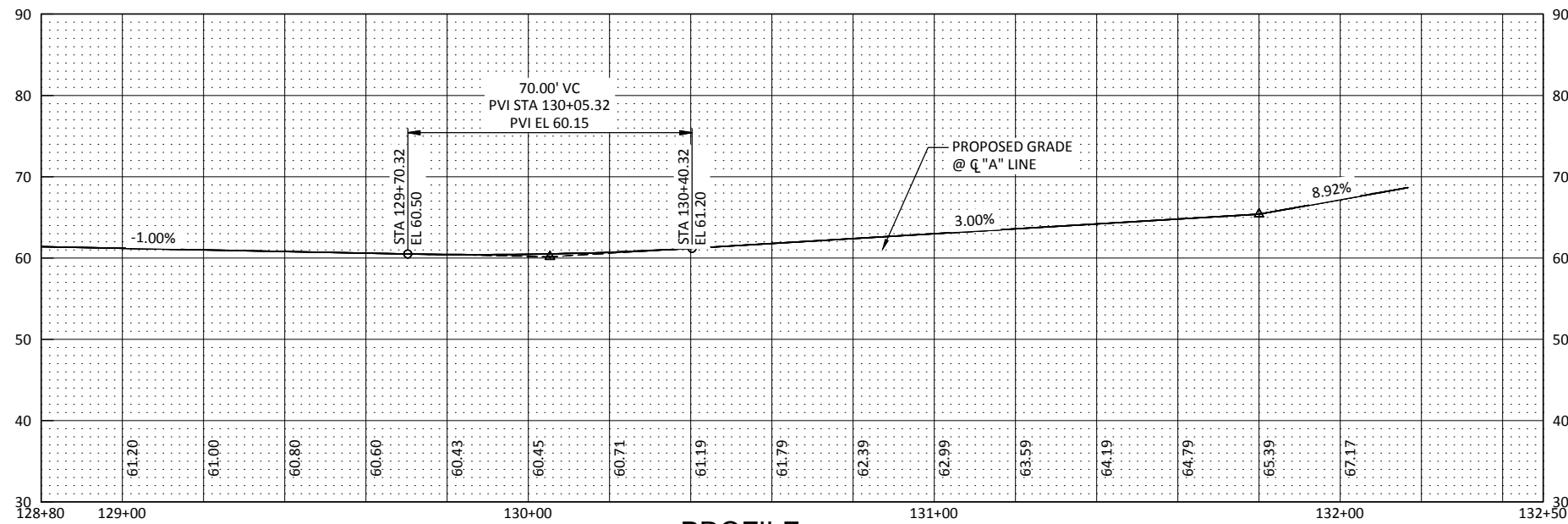


CONSTRUCTION NOTES

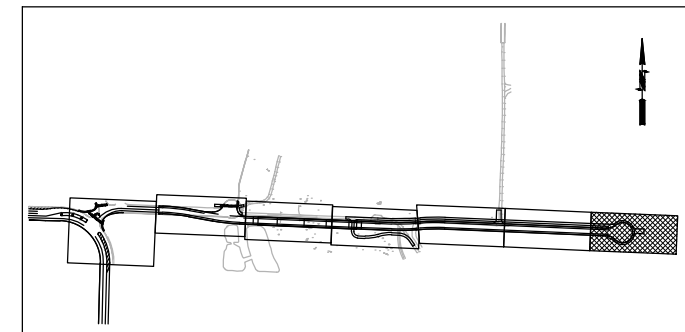
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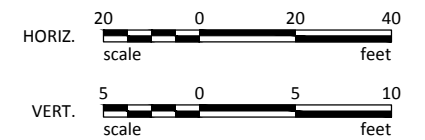
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PROFILE



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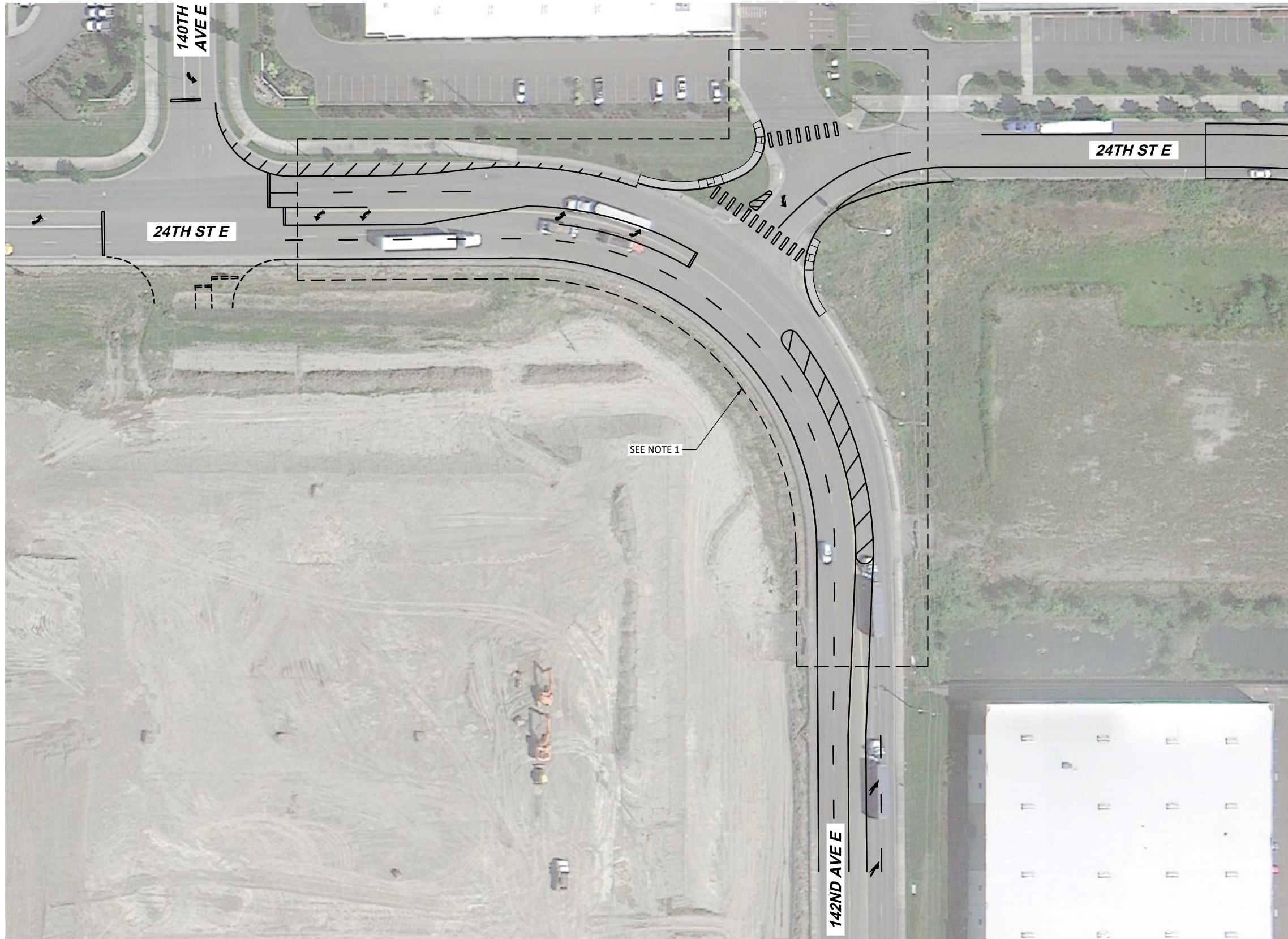
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CITY OF SUMNER
24TH STREET CORRIDOR EXTENSION
ROADWAY PLAN & PROFILE
SHEET 7

DRAWING NO. **RP-7**
PROJECT NO. A13.0298
DATE: 10/11/13
SHEET NO. _____

SECTION 12, TOWNSHIP 20 N, RANGE 4 E, W.M.



NOTES

1. INTERSECTION DETAILS TO BE PROVIDED LATER.

PLAN

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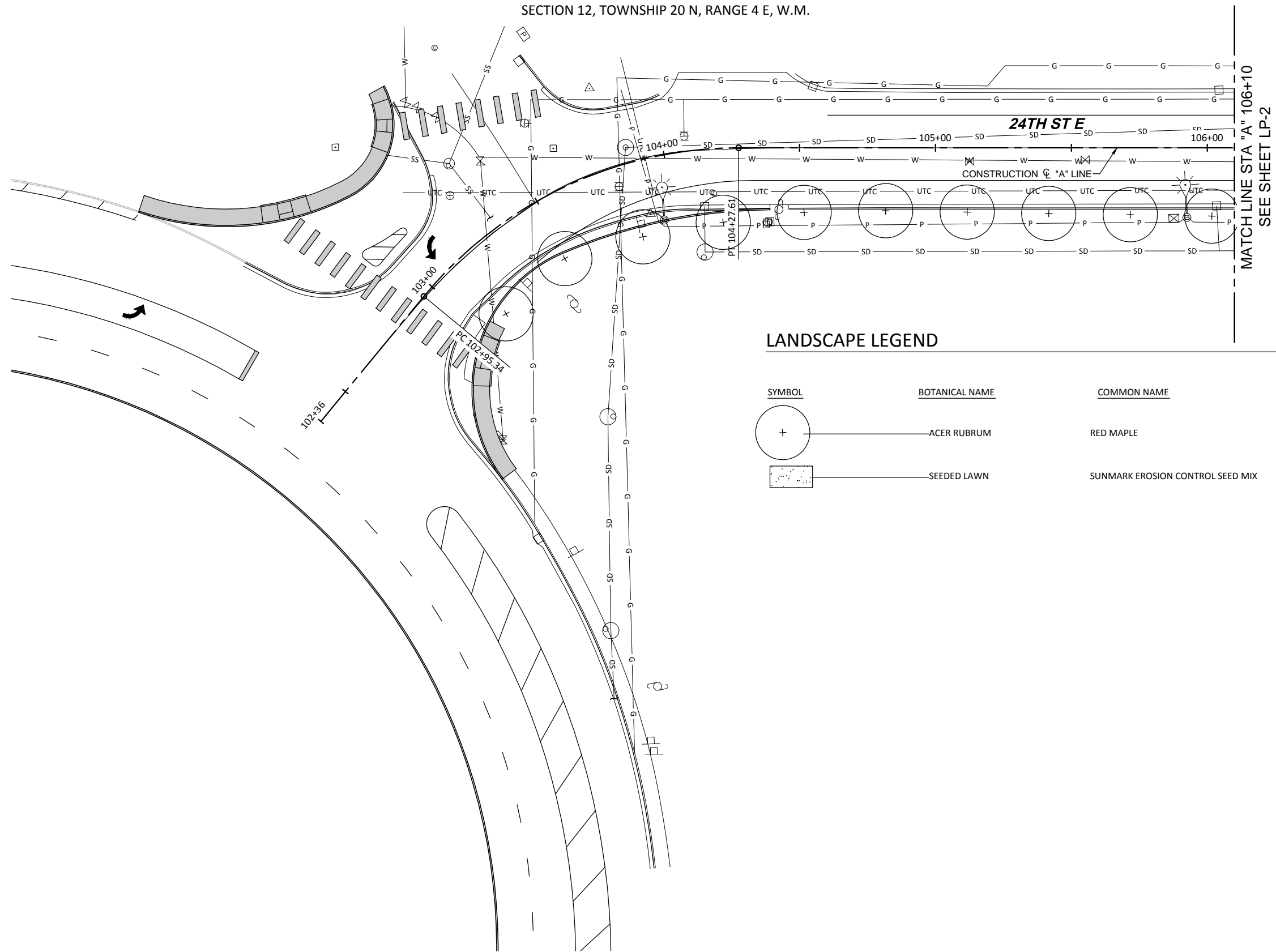
CITY OF SUMNER
24TH STREET CORRIDOR EXTENSION
 CHANNELIZATION AND SIGNING PLAN
 SHEET 1

DRAWING NO. **CH-1**
 PROJECT NO. A13.0298
 DATE: 6/21/13
 SHEET NO. _____

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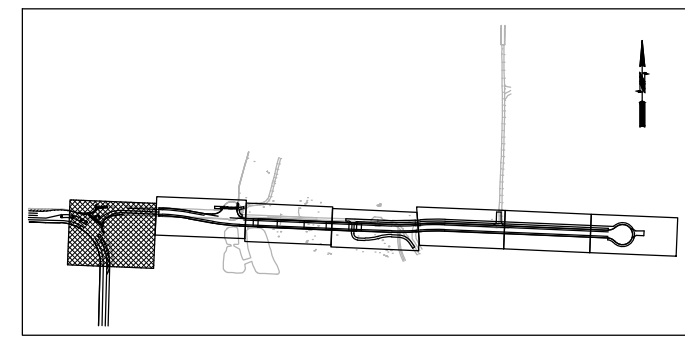
SECTION 12, TOWNSHIP 20 N, RANGE 4 E, W.M.



MATCH LINE STA "A" 106+10
SEE SHEET LP-2

LANDSCAPE LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	CAL
	ACER RUBRUM	RED MAPLE	2" CAL
	SEEDED LAWN	SUNMARK EROSION CONTROL SEED MIX	7LBS/1000 SF



KEYPLAN



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PROJ MGR GHG

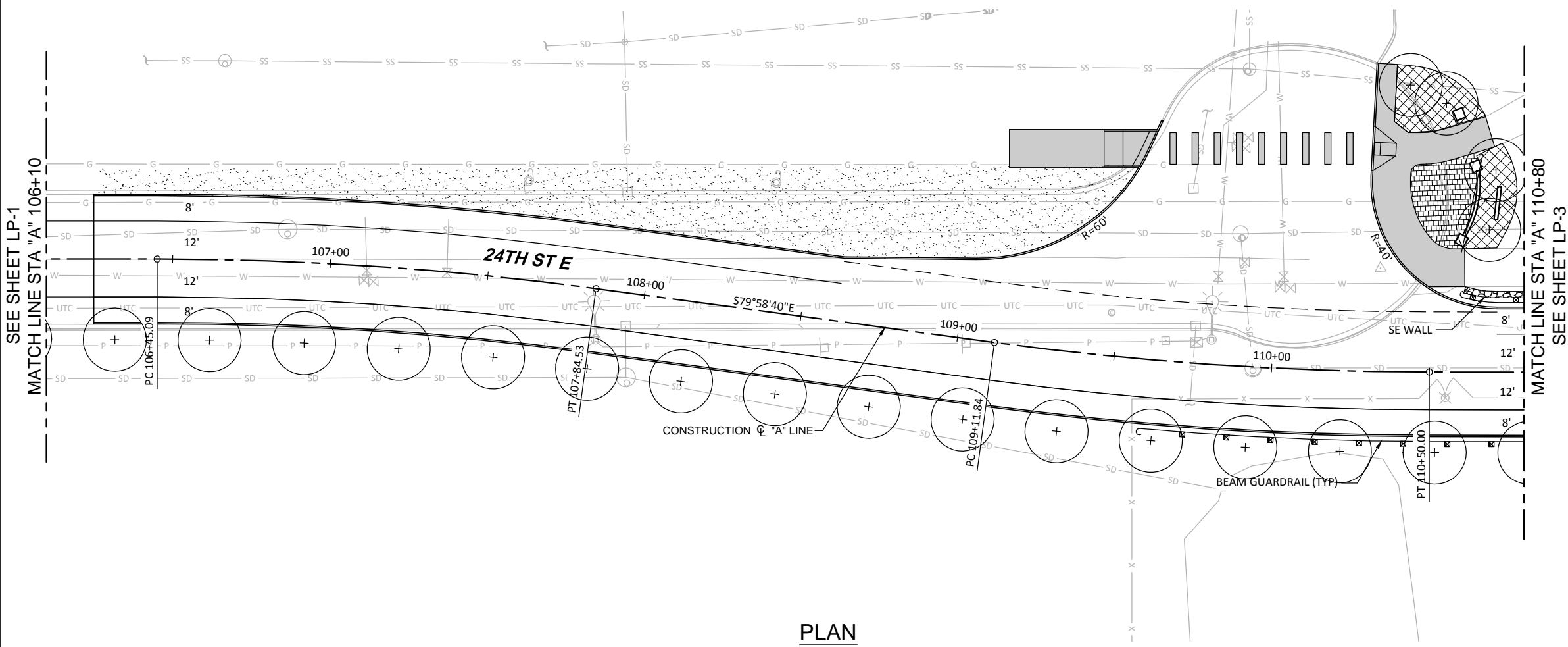
CITY OF SUMNER
24TH STREET CORRIDOR EXTENSION
LANDSCAPE PLANTING PLAN
SHEET 1

DRAWING NO. **LP-1**
PROJECT NO. A13.0298
DATE: 10/11/13
SHEET NO. _____

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SECTION 12, TOWNSHIP 20 N, RANGE 4 E, W.M.



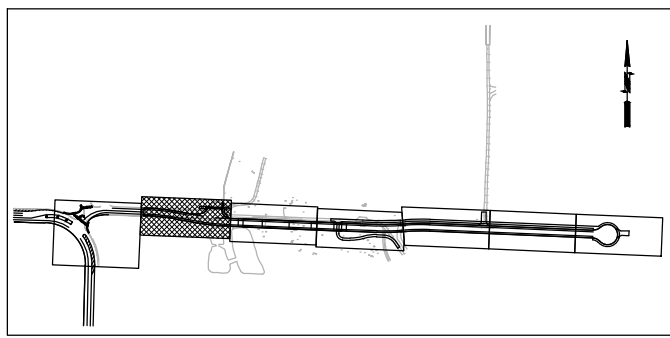
PLAN

CONSTRUCTION NOTES

① NOTE

LANDSCAPE LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	CAL
	ACER RUBRUM	RED MAPLE	2" CAL
	SEEDED LAWN	SUNMARK EROSION CONTROL SEED MIX	7LBS/1000 SF



KEYPLAN



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PROJ MGR GHG

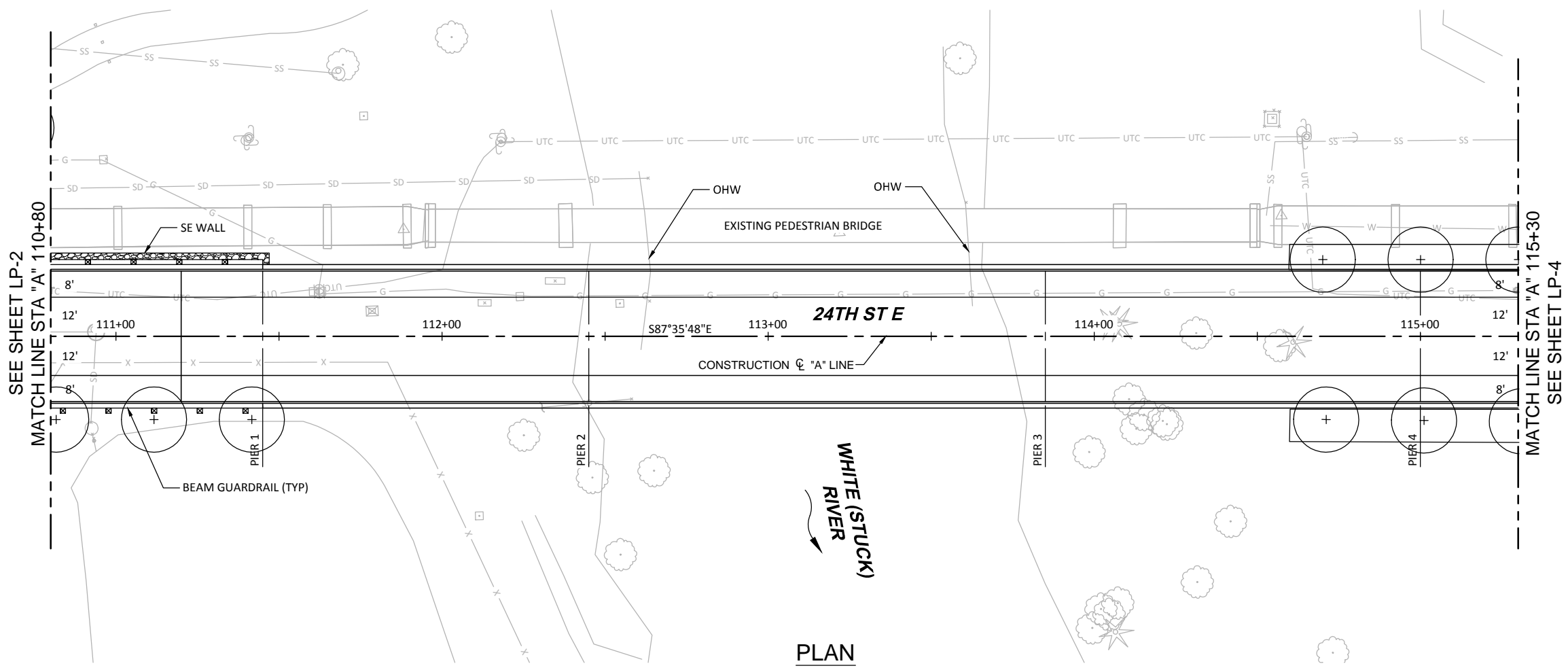
CITY OF SUMNER
24TH STREET CORRIDOR EXTENSION
LANDSCAPE PLANTING PLAN
SHEET 2

DRAWING NO. **LP-2**
PROJECT NO. A13.0298
DATE: 10/11/13
SHEET NO. _____

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SECTION 12, TOWNSHIP 20 N, RANGE 4 E, W.M.



PLAN

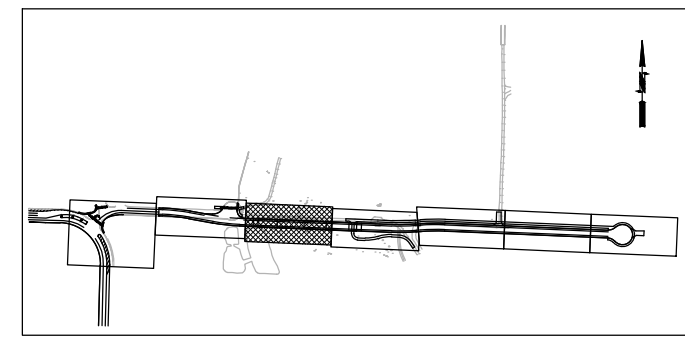
CONSTRUCTION NOTES

① NOTE



LANDSCAPE LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	CAL
	ACER RUBRUM	RED MAPLE	2" CAL
	SEEDED LAWN	SUNMARK EROSION CONTROL SEED MIX	7LBS/1000 SF



KEYPLAN



PRELIMINARY

MARK	REVISION DESCRIPTION	BY	APP.	DATE

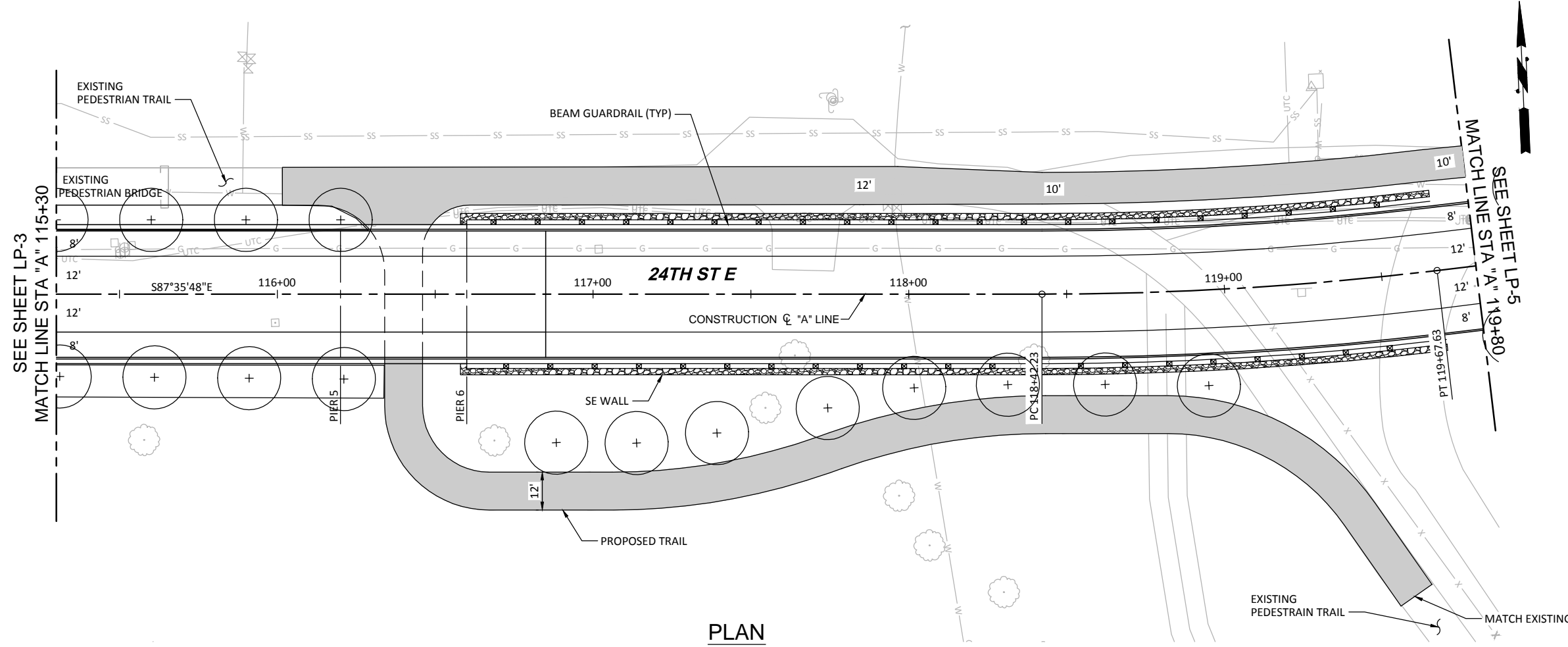
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DRAWN BY EJC
DESIGN BY EJC
CHECK BY DJS
PROJ MGR GHG

CITY OF SUMNER
24TH STREET CORRIDOR EXTENSION
LANDSCAPE PLANTING PLAN
SHEET 3

DRAWING NO. **LP-3**
PROJECT NO. A13.0298
DATE: 10/11/13
SHEET NO. _____

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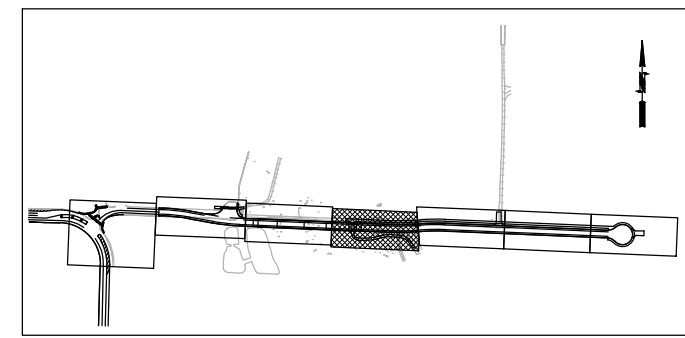
PLAN

CONSTRUCTION NOTES

① NOTE

LANDSCAPE LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	CAL
	ACER RUBRUM	RED MAPLE	2" CAL
	SEEDED LAWN	SUNMARK EROSION CONTROL SEED MIX	7LBS/1000 SF



KEYPLAN



PRELIMINARY

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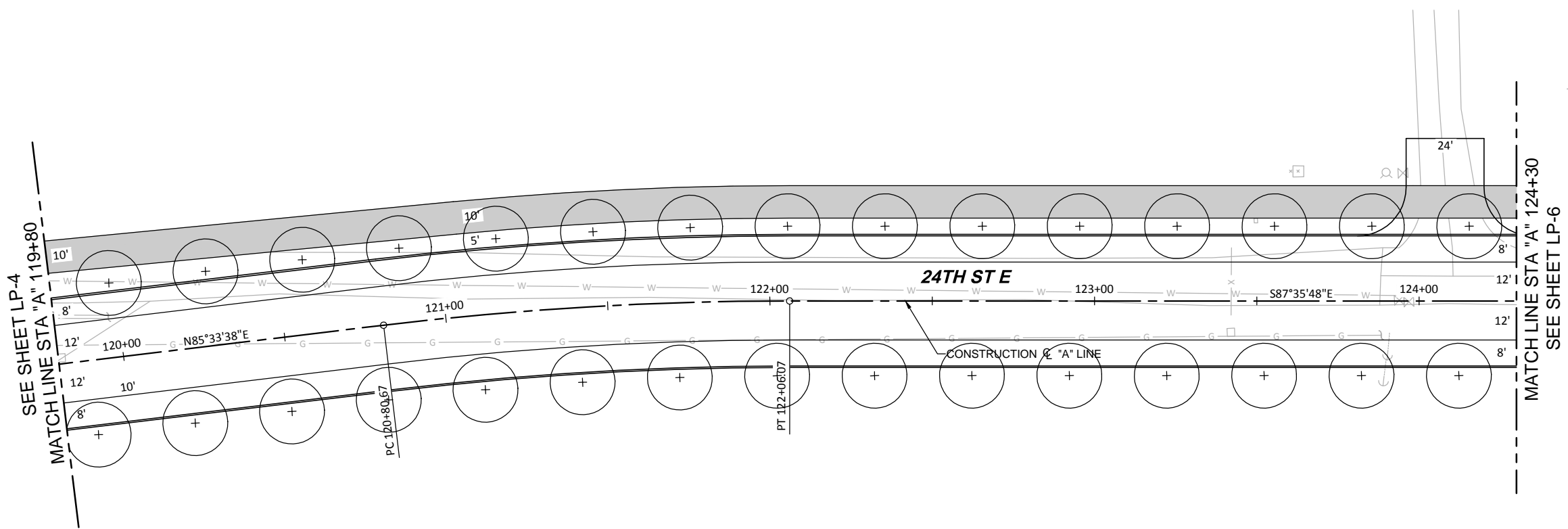
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CITY OF SUMNER
24TH STREET CORRIDOR EXTENSION
LANDSCAPE PLANTING PLAN
SHEET 4

DRAWING NO. **LP-4**
PROJECT NO. A13.0298
DATE: 10/11/13
SHEET NO. _____

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CONSTRUCTION NOTES

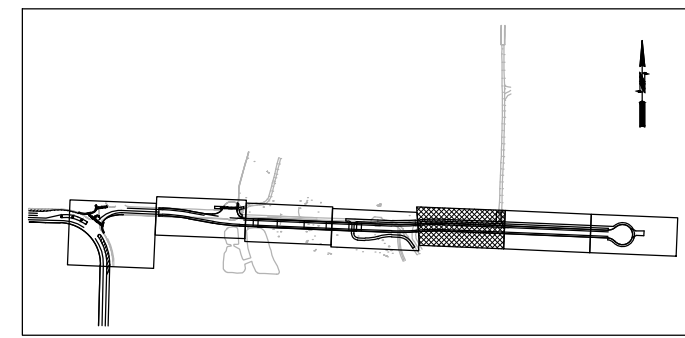
① NOTE



PLAN

LANDSCAPE LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	CAL
	ACER RUBRUM	RED MAPLE	2" CAL
	SEEDED LAWN	SUNMARK EROSION CONTROL SEED MIX	7LBS/1000 SF



KEYPLAN



PRELIMINARY

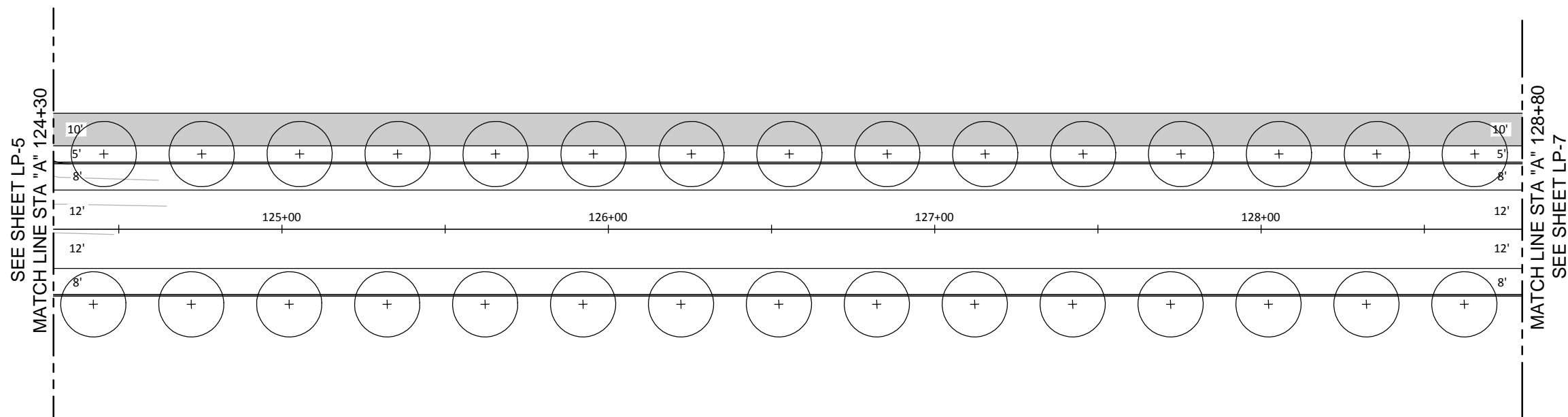
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24TH STREET CORRIDOR EXTENSION
LANDSCAPE PLANTING PLAN
SHEET 5

DRAWING NO. **LP-5**
PROJECT NO. A13.0298
DATE: 10/11/13
SHEET NO. _____



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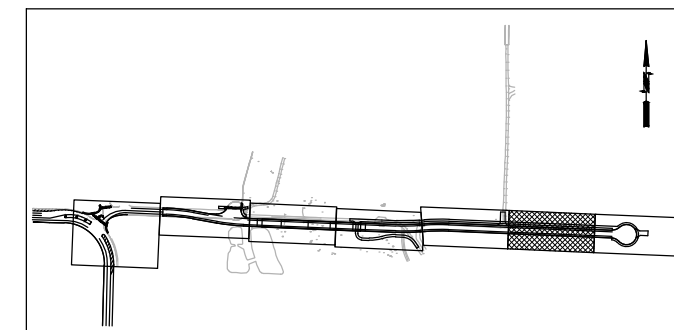
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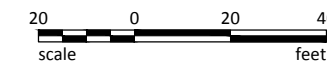
PLAN

LANDSCAPE LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	CAL
	ACER RUBRUM	RED MAPLE	2" CAL
	SEEDED LAWN	SUNMARK EROSION CONTROL SEED MIX	7LBS/1000 SF



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24TH STREET CORRIDOR EXTENSION
LANDSCAPE PLANTING PLAN
SHEET 6

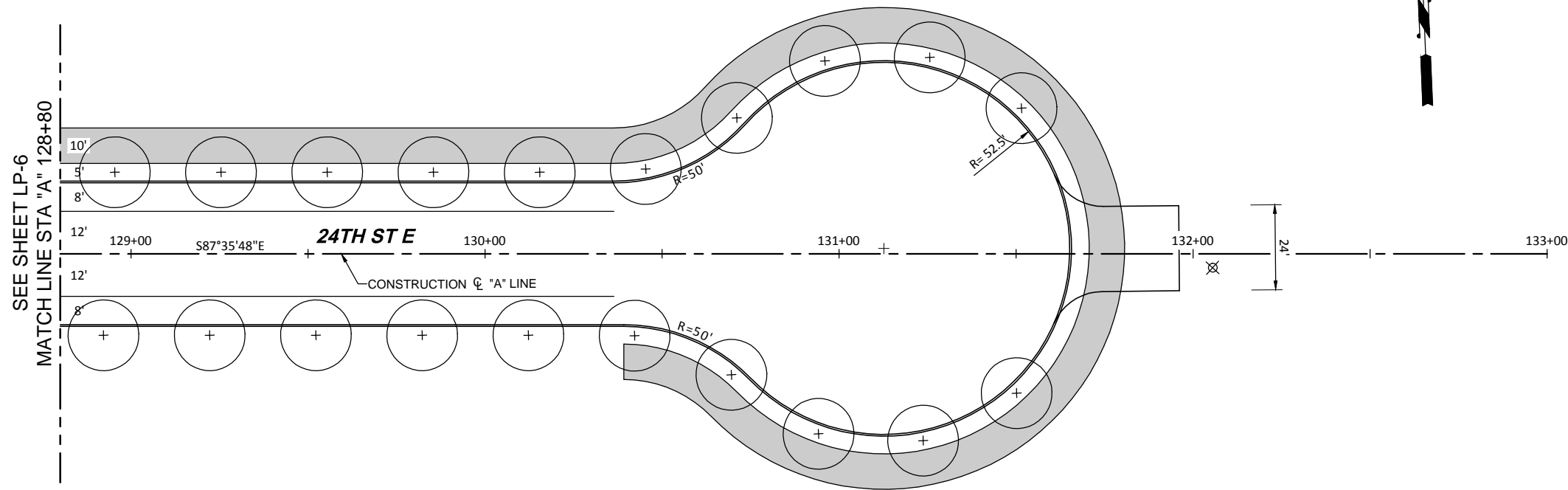
DRAWING NO. LP-6
PROJECT NO. A13.0298
DATE: 10/11/13
SHEET NO. _____

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SECTION 12, TOWNSHIP 20 N, RANGE 4 E, W.M.

CONSTRUCTION NOTES

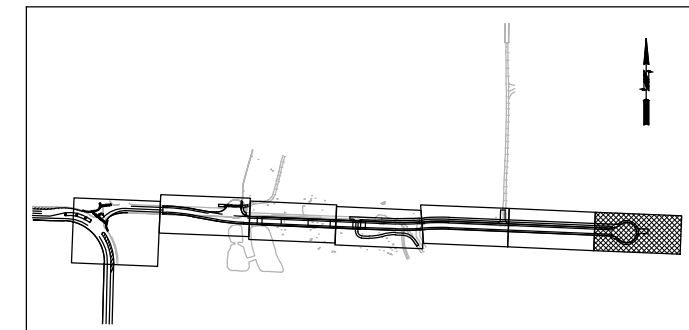
① NOTE



PLAN

LANDSCAPE LEGEND

SYMBOL	BOTANICAL NAME	COMMON NAME	CAL
+	ACER RUBRUM	RED MAPLE	2" CAL
[Stippled Box]	SEEDED LAWN	SUNMARK EROSION CONTROL SEED MIX	7LBS/1000 SF



KEYPLAN



PRELIMINARY

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CITY OF SUMNER
24TH STREET CORRIDOR EXTENSION
LANDSCAPE PLANTING PLAN
SHEET 7

DRAWING NO. LP-7
PROJECT NO. A13.0298
DATE: 10/11/13
SHEET NO. _____

LANDSCAPE NOTES

GENERAL

1. THE CONTRACTOR IS TO THOROUGHLY REVIEW THE SITE. IF THERE ARE ANY DISCREPANCIES BETWEEN THE PLAN AND THE EXISTING CONDITIONS THE CONTRACTOR SHALL NOTIFIED OWNER'S REPRESENTATIVE IMMEDIATELY.
2. CONTRACTOR TO VERIFY ALL QUANTITIES, MEASUREMENTS, AND SITE CONDITIONS. PLANT COUNT FOR TREES ARE SUPPLIED FOR THE CONTRACTOR'S CONVENIENCE. CONTRACTOR RESPONSIBLE FOR INSTALLING ALL PLANTS IN LOCATIONS AND QUANTITIES SHOWN GRAPHICALLY.
3. INFORM THE OWNER'S REPRESENTATIVE IF ANY AREA DIFFERS SIGNIFICANTLY IN SIZE FROM THAT SCALED ON DRAWING AND REQUIRES MORE OR LESS MATERIAL.
4. SPRAY AND STRIP EXISTING GRASSES AND INVASIVE VEGETATION IN ACCORDANCE WITH THE SPECIFICATIONS. PROTECT EXISTING TREES AND SHRUBS.
5. DO NOT DISTURB PLANTS, PAVEMENTS, CURB, STRUCTURES OR UTILITIES TO REMAIN. CONTRACTOR SHALL REPLACE IN-KIND ALL SUCH ITEMS DAMAGED DURING CONSTRUCTION.
6. CONTRACTOR SHALL CALL UTILITY PROTECTION SERVICE A MINIMUM OF 72 HOURS PRIOR TO CONSTRUCTION. CONTRACTOR SHALL EXERCISE CARE TO PROTECT UNDERGROUND UTILITIES AND AVOID DISTURBING OR DAMAGING THEM. ANY DAMAGE RESULTING FROM THIS WORK SHALL BE RESTORED AT THE CONTRACTOR'S EXPENSE AND TO THE SATISFACTION OF THE OWNER.
7. COORDINATE WORK SHOWN ON THIS DRAWING WITH OTHER EXISTING OR PROPOSED SITE WORK, SEE CIVIL DRAWINGS.
8. SOIL TESTS TO BE PROVIDED BY CONTRACTOR AND RECOMMENDATIONS TO BE SUBMITTED TO OWNERS REPRESENTATIVE CONCERNING ANY SOIL AMENDMENTS OR FERTILIZATION REQUIREMENTS.

MATERIALS

9. TOPSOIL
 - a. UPON BEING AWARDED THE CONTRACT, THE GENERAL CONTRACTOR SHALL COORDINATE WITH A STATE LICENSED SOIL LABORATORY AND THE OWNERS REPRESENTATIVE, TO DETERMINE THE SUITABILITY AND AVAILABILITY OF THE EXISTING SITE TOPSOIL. THE CONTRACTOR SHALL SEND THE TOPSOIL TO A SOIL LABORATORY FOR ANALYSIS STATING THAT THE TOPSOIL BE ANALYZED FOR A LANDSCAPE CROP. THE OWNER'S REPRESENTATIVE WILL DECIDE AFTER RECEIVING RECOMMENDATIONS FROM THE SOILS EXPERT WHETHER THE EXISTING ON-SITE STOCKPILE WILL BE USED FOR THE PROJECT.
 - b. SEEDED AREAS: PROVIDE MINIMUM 8 INCH DEPTH OF TOPSOIL.
 - c. RIP SUB-GRADE TO A DEPTH OF 12"
 - d. REMOVE COBBLES, ROCKS, CONCRETE, ASPHALT AND OTHER DEBRIS OVER 1" DIAMETER.
 - e. TILL IN 3 INCHES OF ORGANIC COMPOST IN TWO LIFTS INTO THE SUB-GRADE TO A DEPTH OF EIGHT (8) INCHES. TILLING THE COMPOST INTO THE SOIL SHALL BE ACCOMPLISHED BY TILLING IT TWICE, THE SECOND TIME PERPENDICULAR TO THE FIRST. ALL AREAS SHALL BE FINAL GRADED TO AVOID HIGH OR LOW SPOTS, AND PROVIDE POSITIVE DRAINAGE.
10. PLANTING SOIL MIX. MIX OF TOPSOIL AND COMPOST TO PRODUCE PLANTING MIX. MIX IN PLACE AT A RATIO OF 70% TOPSOIL AND 30% COMPOST
 - a. ROTOTILL PREPARED AND APPROVED SUBGRADE WHEN TOP SOIL AND AMENDMENTS ARE ADDED TO CREATE A HOMOGENOUS MIX TO AN 8 IN DEPTH. DELAY MIXING FERTILIZER IF PLANTING DOES NOT FOLLOW PLACING OF PLANTING SOIL WITHIN 24 HOURS.
 - b. ROCK & DEBRIS (LARGER THAN 1" IN DIAMETER) IN PLANTING AREAS SHALL BE REMOVED.
11. COMMERCIALY AVAILABLE SLOW RELEASE STARTER FERTILIZER (16-16-16) SHALL BE APPLIED AT 400 LBS. PER ACRE OR AS RECOMMENDED BY THE SOIL TEST.
12. APPLY FERTILIZER TO ALL PLANT HOLES AND TURF AREAS OF THE TYPE, QUANTITY, APPLICATION METHOD, AND TIMING NOTED IN THE SPECIFICATIONS.
13. COMPOST SHALL BE GENERAL PURPOSE, WELL COMPOSTED RECYCLED PLANT WASTE FREE OF INERT MATERIALS, FRESH SAWDUST, OR OTHER FRESH WOOD BY-PRODUCTS. PRODUCT SHALL HAVE A UNIFORM, DARK, SOIL-LIKE APPEARANCE. COMPOST MUST MEET THE STANDARDS OF THE US COMPOSTING COUNCIL'S "SEAL OF TESTING ASSURANCE" (STA) PROGRAM.
 - a. APPLY 3 INCH DEPTH COMPOST OVER ALL LAWN AREAS.
14. SPREAD 3 INCH DEPTH FINE-MEDIUM GRADE FIR/HEMLOCK BARK MULCH OVER ALL SHRUB BEDS. KEEP BARK CLEAR OF TREE AND SHRUB STEM BASE. ALL TREES TO RECEIVE 6'-0" DIAMETER MULCH RING WITH 3" OF MULCH.
15. FINISH GRADE (TOP OF MULCH) IN PLANTING BEDS AND TURF AREAS SHALL BE 1/2" TO 1" BELOW TOP OF HEADER, WALL, CURB, OR FINISHED SURFACE OF ADJACENT WALK OR PAVED AREAS.
16. PLANT MEASUREMENTS, CALIPER, BRANCHING, GRADING QUALITY, BALLING AND BURLAPPING SHALL FOLLOW THE AMERICAN STANDARD OF NURSERY STOCK BY THE AMERICAN ASSOCIATION OF NURSERYMEN, LATEST EDITION.

17. CONTAINER-GROWN STOCK. HEALTHY, VIGOROUS, WELL-ROOTED PLANTS GROWN IN A CONTAINER, WITH A WELL-ESTABLISHED ROOT SYSTEM REACHING SIDES OF CONTAINER AND MAINTAINING A FIRM BALL WHEN REMOVED FROM CONTAINER. CONTAINER SHALL BE RIGID ENOUGH TO HOLD BALL SHAPE AND PROTECT ROOT MASS DURING SHIPPING AND BE SIZED ACCORDING TO ANSI Z60.1 FOR TYPE AND SIZE OF PLANT REQUIRED.
18. ALL PLANT MATERIAL PROPOSED FOR USE ON THE PROJECT SHALL BE APPROVED BY THE OWNERS REPRESENTATIVE AT THE TIME OF DELIVERY TO THE SITE FOR CONFORMANCE WITH THE REQUIREMENTS OF THE PLANT SCHEDULE, PLANT SPECIFICATIONS, AND STORAGE AND HANDLING REQUIREMENTS. CONTRACTOR IS TO PROVIDE A MINIMUM OF TWO WEEKS' NOTICE PRIOR TO DELIVERY TO THE OWNERS REPRESENTATIVE.
19. ALL PLANT MATERIAL AND LOCATIONS TO BE INSPECTED AND APPROVED BY THE OWNERS REPRESENTATIVE PRIOR TO INSTALLATION.
20. TREES SHALL BE PLACED FIRST, THEN SHRUBS, AND THEN GROUNDCOVERS. TREES SHALL BE STAKED OR GUYED PER DETAILS WITHIN 24 HOURS OF INSTALLATION. TREE TRUNKS SHALL BE LOCATED NO CLOSER THAN 15' FROM BUILDING WALLS.
21. LEAVE PLANT NAME IDENTIFICATION TAGS ON TEN PERCENT OF ALL TREES AND SHRUBS INSTALLED TO AID INSPECTORS IN VERIFYING THAT SPECIFIED PLANTS HAVE BEEN INSTALLED.
22. PLANT CENTER OF SHRUBS A MINIMUM OF 24 INCHES FROM ADJACENT PAVING. PLANT CENTER OF GROUND COVERS A MINIMUM OF 18 INCHES FROM ADJACENT PAVING.
23. DURING INSTALLATION THE CONTRACTOR SHALL NOTIFY THE OWNERS REPRESENTATIVE OF ANY CONDITIONS WHICH MAY BE HARMFUL TO PLANT LIFE, SUCH AS POOR DRAINAGE, HAZARDOUS MATERIALS, ETC. THE LANDSCAPE CONTRACTOR SHALL MAKE A RECOMMENDATION TO ADDRESS THE SPECIFIC SITUATION.
24. PROTECT EXISTING TREES TO REMAIN DURING CONSTRUCTION.
25. STREET TREES SHALL BE INSTALLED IN COMPLIANCE WITH GOVERNING JURISDICTION PLANTING PROCEDURES. TREES MUST BE LOCATED A MINIMUM OF 24" INCHES FROM FACE OF CURB, 5' FROM UNDERGROUND UTILITY LINES.
26. CONTRACTOR SHALL NOT INSTALL PLANTS WITHIN CLOSE PROXIMITY TO UTILITY VAULTS OR FIRE HYDRANTS. KEEP 5'-0" CLEARANCE FROM ALL HYDRANTS AND UTILITY VAULTS UNLESS OTHERWISE NOTED IN PLANS.
27. PLANT SPACING SHALL BE COORDINATED WITH VALVE BOX LOCATIONS. CONFIRM ALL ADJUSTMENTS TO PLANT SPACING WITH OWNERS REPRESENTATIVE PRIOR TO INSTALLATION.
28. PLANTING PERIOD IS WEATHER DEPENDENT AND PLANTING SEQUENCE SHALL BE ADJUSTED ACCORDING TO SOIL MOISTURE. ALL PLANTINGS SHALL BE COMPLETED BY THE 5TH OF NOVEMBER UNLESS PLANTING PERIOD IS EXTENDED AS A RESULT OF CONTINUING MILD WEATHER.

MAINTENANCE

29. WHEN INSTALLATION HAS BEEN ACCOMPLISHED, SUBMIT TO THE OWNERS REPRESENTATIVE A WRITTEN REQUEST FOR SUBSTANTIAL COMPLETION. NOTIFICATION OF ACCEPTANCE OF ALL WORK WILL BE MADE BY THE OWNERS REPRESENTATIVE TO THE CONTRACTOR IN WRITING, EXCLUSIVE OF THE POSSIBLE REPLACEMENT OF PLANTS SUBJECT TO GUARANTEE, OR IF THERE ARE DEFICIENCIES OF THE REQUIREMENTS FOR COMPLETION. THE ESTABLISHMENT PERIOD SHALL BEGIN UPON SUBSTANTIAL COMPLETION NOTIFICATION.
30. LANDSCAPE MAINTENANCE PERIOD BEGINS IMMEDIATELY AFTER THE COMPLETION OF ALL PLANTING OPERATIONS AND WRITTEN NOTIFICATION TO THE OWNER.
31. MAINTENANCE OF THE PLANTED AREAS THROUGH THE ESTABLISHMENT PERIOD SHALL INCLUDE WATERING, PROTECTION FROM INSECTS AND DISEASES, WEEDING AND PRUNING AS WELL AS REPLACEMENT OF ANY PLANTS WHICH APPEAR TO BE IN DISTRESS. TREE STAKES SHALL BE KEPT SECURE AT ALL TIMES. DEFECTIVE MATERIALS AS DETERMINED BY THE OWNER SHALL BE REPLACED IMMEDIATELY WITH SPECIMENS OF THE SAME SPECIES AND SIZE OF THE ORIGINAL.
32. THE OWNER WILL MAINTAIN THE FACILITY AFTER THE ONSITE CONSTRUCTION IS COMPLETE AND THE VEGETATION IS ESTABLISHED, UNTIL THE END OF A TWO YEAR MAINTENANCE PERIOD OR RELEASE OF MAINTENANCE BOND ON THE FACILITY WHICHEVER IS LONGER. THIS INCLUDES, BUT IS NOT LIMITED TO THE FOLLOWING
 - a. WATER GRASS, TREES, AND SHRUBS, AS NEEDED DURING DRY PERIODS TO MAINTAIN VIGOROUS GROWTH.
 - b. REMOVE LITTER AND DEBRIS FROM DETENTION POND AREA ON A REGULAR BASIS, (MINIMUM ONCE EVERY THREE MONTHS).
33. UPON COMPLETION OF THE WARRANTY PERIOD, THE CONTRACTOR SHALL SUBMIT A WRITTEN REQUEST FOR FINAL INSPECTION TO THE OWNERS REPRESENTATIVE. AN INSPECTION SHALL BE CONDUCTED WITH THE OWNERS REPRESENTATIVE AND CONTRACTOR PRESENT, AND FOLLOWING REPLACEMENT OR REPAIR OF DEFICIENT ITEMS NOTED IN THE INSPECTION. A NOTIFICATION OF ACCEPTANCE OF ALL WORK SHALL BE ISSUED BY THE OWNERS REPRESENTATIVE TO THE CONTRACTOR.

HYDROSEED

34. GRADE AREAS TO BE SEEDED TO A SMOOTH, EVEN SURFACE WITH LOOSE, UNIFORMLY FINE TEXTURE. ROLL AND RAKE, REMOVE RIDGES AND FILL DEPRESSIONS TO MEET FINISH GRADES. REMOVE TRASH, DEBRIS, STONES LARGER THAN 1 IN IN ANY DIMENSION, AND OTHER OBJECTS THAT MAY INTERFERE WITH PLANT OR ESTABLISHMENT OPERATIONS.
35. ROLL ALL AREAS TO BE SEEDED WITH A HEAVY ROLLER, 200-300 LBS. TO REMOVE RIDGES AND DEPRESSIONS.
36. HYDROSEEDING SHALL NOT OCCUR UNTIL TEMPORARY IRRIGATION SYSTEM HAS BEEN FULLY INSTALLED AND APPROVED BY OWNER.
37. HYDROSEEDING SHALL OCCUR BETWEEN MARCH 1 AND MAY 15 AND SEPTEMBER 1 TO OCTOBER 1. PROCEED WITH SEEDING ONLY WHEN EXISTING AND FORECASTED WEATHER CONDITIONS ARE SUITABLE FOR WORK. DO NOT SEED WHEN THE GROUND IS FROZEN, SNOW COVERED, MUDDY OR WHEN AIR TEMPERATURE EXCEEDS 90 DEGREES FAHRENHEIT.
38. EROSION CONTROL SEED MIX SHALL BE ADDED TO ALL OTHER SEED MIXES. EROSION CONTROL MIX SHALL BE SUNMARK NATIVE E/C SEED MIX OR APPROVED EQUAL: SUNMARK SEEDS INTERNATIONAL, INC. 18032 NE AIRPORT WAY PORTLAND OREGON, 97230. (1-888-214-7333). SEED MIX SHALL MEET THE FOLLOWING COMPOSITION BY WEIGHT:
 - a. NATIVE E/C MIX (50 LBS. PER ACRE)

MIXTURE COMPOSITION	PERCENTAGE
HORDEUM BRACHYANTHERUM	40%
BROMUS CARINATUS	35%
FESTUCA RUBRA	20%
DESCHAMPSIA CAESPITOSA	3%
AGROSTIS EXERATA	2%
39. HYDROSEED MULCH SHALL BE A 100% BIODEGRADABLE DYED-WOOD CELLULOSE FIBER MULCH APPLIED AT 2,000 LBS. PER ACRE WITH NON-ASPHALTIC TACKIFIER PER MANUFACTURER'S RECOMMENDATION.
40. 100% OF HYDROSEED AREAS SHALL SHOW A UNIFORM DISTRIBUTION OF MATERIALS. AREAS NOT RECEIVING A UNIFORM APPLICATION OF SEED, MULCH OR MULCH AT THE SPECIFIED RATE SHALL BE RESEDED AND REFERTILIZED AT NO EXPENSE TO THE OWNER.
41. PROTECT STRUCTURES, SIDEWALKS, PAVEMENTS AND OTHER FACILITIES, TREES, SHRUBS AND PLANTINGS FROM OVER-SPRAYING OR OTHER DAMAGE CAUSED BY SEEDING OPERATIONS.
42. MAINTENANCE OF THE PLANTED AREAS THROUGH THE ESTABLISHMENT PERIOD SHALL INCLUDE WATERING, PROTECTION FROM INSECTS AND DISEASES, AND WEEDING.
43. CONTRACTOR SHALL PROVIDE TEMPORARY, ESTABLISHMENT WATERING OF NON IRRIGATED EROSION CONTROL SEED AREAS DURING ESTABLISHMENT AND MAINTENANCE PERIOD. UNLESS OTHERWISE INDICATED, CONTRACTOR SHALL REMOVE TEMPORARY IRRIGATION EQUIPMENT AT THE END OF THE MAINTENANCE AND WARRANTY PERIOD.
44. RE-SEED STAGING AREAS AND OTHER AREAS DISTURBED DURING CONSTRUCTION.

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CITY OF SUMNER
24TH STREET CORRIDOR EXTENSION
 LANDSCAPE PLANTING NOTES

PRELIMINARY

DRAWING NO. LP-8
 PROJECT NO. A13.0298
 DATE: 10/11/13
 SHEET NO. _____

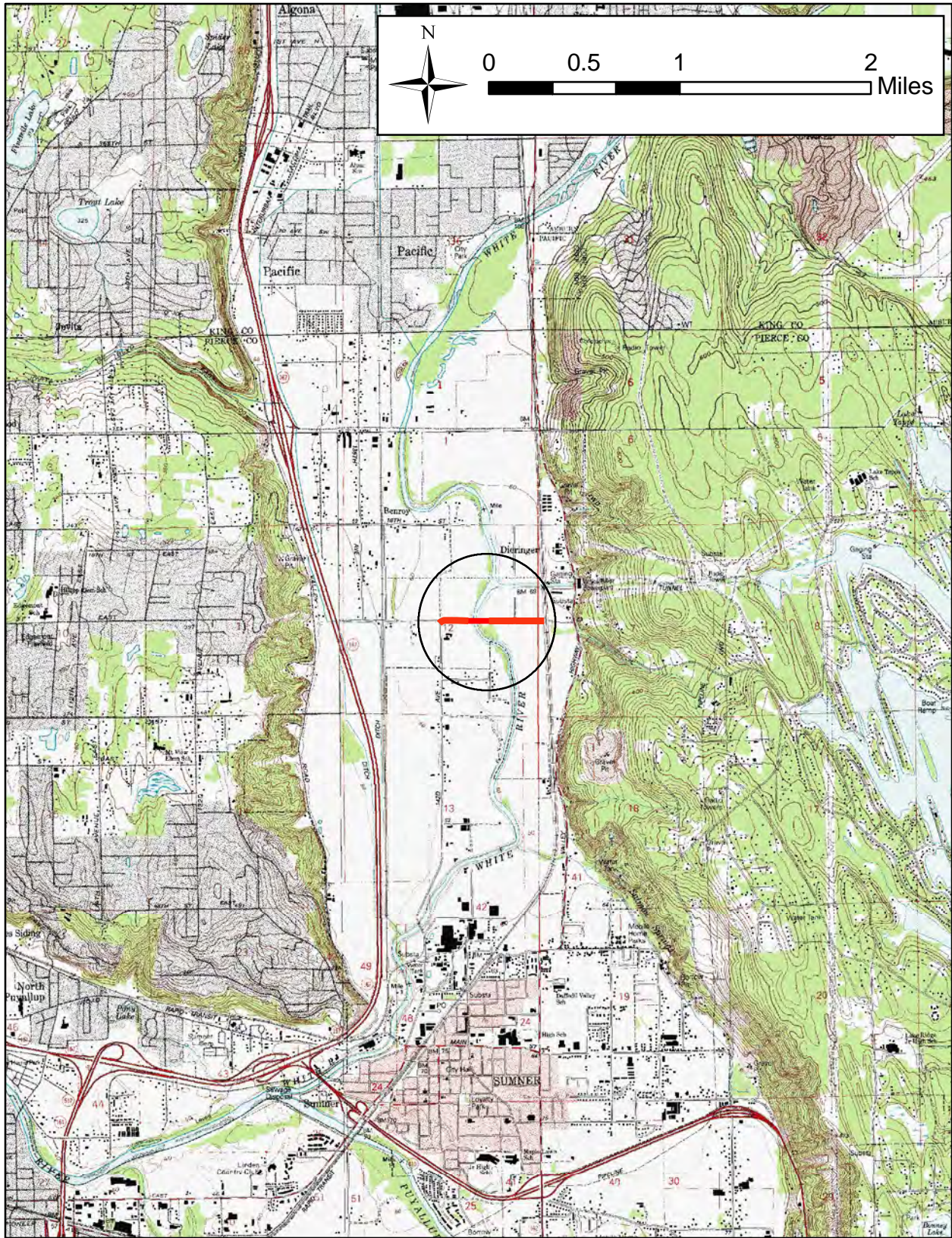
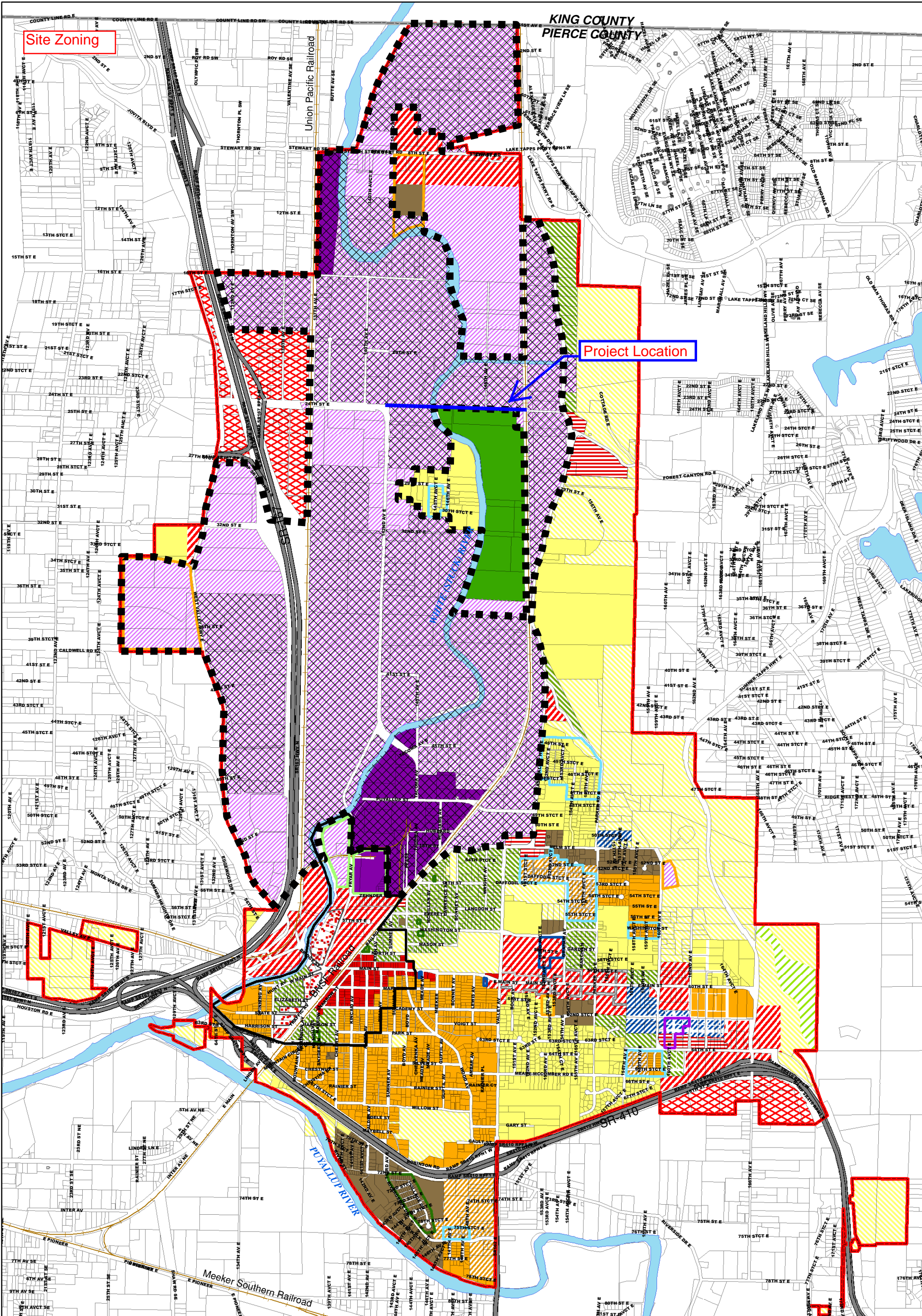


Figure 1: Vicinity Map
 24th Street Bridge
 City of Sumner



Site Zoning

Project Location

City Of Sumner
Zoning Map

ADOPTED: 5-17-2010
 ORDINANCE NO: 2319
 PLOTTED ON: 5-24-2010, JAM



DISCLAIMER
 The City of Sumner does not make any warranties or representations with regard to the accuracy of this map. No reliance should be placed upon this map for the location of any easement, street, road, highway, or boundary line or other matter shown on this map, and no liability is assumed by the City of Sumner for the correctness thereof.

Scale: Not To Scale

LEGEND:	ZONING AMENDMENTS:	SUMNER ZONING DESIGNATIONS:
MIC	Cross-Access Corridors/Combined Driveways (deeded)	Central Business District (CBD)
MIC Core Overlay	Cross-Access Corridors/Combined Driveways (not deeded)	General Commercial (GC)
County Limits	Detached Single-Family Development	Interchange Commercial (IC)
Sumner City Limits	Mixed Use Commercial	Neighborhood Commercial (NC)
Town Center Area	Mobile Home Parks Allowed	Mixed Use Development (MUD)
Highways	Special Restrictions & Agreement	Heavy Industrial (M-2)
Railroads	Traditional Neighborhood Design Option	Light Industrial (M-1)
Tax Parcels	PMUD	High Density Residential (HDR)
		Medium Density Residential (MDR)
		Low Density Residential 12000 (LDR-12)
		Low Density Residential 8500 (LDR-8.5)
		Low Density Residential 7200 (LDR-7.2)
		Low Density Residential 6000 (LDR-6)
		Low Density Residential 4000 (LDR-4)
		Residential Protection (RP)
		Agriculture (AG)

Habitat Management Plan

24th Street Bridge

City of Sumner, WA



Prepared By:
Widener & Associates
10108 32nd Ave W Ste. D
Everett, WA 98204

October 2013

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1.0 Introduction

This habitat management plan has been prepared for the 24th Street Bridge construction project in accordance with Sumner Municipal Code (SMC) 16.56.080. The Code requires a management plan for any proposed development within 1,000 feet of fish and wildlife habitat areas. These fish and wildlife habitat include¹:

A. Areas with which federally or state-listed endangered, threatened, or sensitive species of fish, wildlife, or plants have a primary association;

B. Areas with habitats and species of local importance, including the following:

1. Areas with which state-listed monitor or candidate species or federally listed candidate species have a primary association, and which, if altered, may reduce the likelihood that the species will maintain and reproduce over the long term;
2. Special habitat areas which may provide specific habitats which certain animals and plants require such as breeding habitat, winter range, and movement corridors;

C. Naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish and wildlife habitat;

D. Waters of the state, including all water bodies classified by the Washington State Department of Natural Resources water typing classification system as detailed in WAC 222-16-031;

E. Lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity;

F. State natural area preserves and natural resource conservation areas. (Ord. 2071 § 34, 2003; Ord. 1546 § 1 (part), 1992)

As the proposed project will occur over the White River, a water of the state, a habitat management plan is required.

2.0 Project Description

The 24th Street Bridge project proposes to construct a new two-lane vehicular bridge over the White River immediately south of an existing pedestrian bridge at the current cul-de-sac of 24th Street East. It is proposed that 24th Street East will continue from its existing terminus at the cul-de-sac, over the White River, and eastward to connect with its existing segment east of the river that ties into East Valley Highway East. The proposed project improvements will terminate at the BNSF railroad tracks approximately 800 feet west of East Valley Highway East (Figures 1 & 2). The proposed bridge will be 40

¹ SMC 16.56.050 <http://www.codepublishing.com/wa/sumner/>

feet wide and consist of 5 spans, totaling 524 feet in total span length. It will have a 130-foot clear span over the White River that will provide a 6-foot clearance over the 100-year floodplain. No in-water structures and no in-water work will be needed (Figure 3). Up to 20 deciduous trees will need to be cleared. They will be used as large woody debris (LWD) where possible. Other project activities will involve the realignment and improvement to the 24th Street East/142nd Avenue East intersection, realignment of 24th Street East on both sides of the river to tie into the new bridge approaches, stormwater conveyance and treatment, utility work, realignment of the pedestrian trail under the new bridge, and site restoration. A portion of two existing stormwater ponds will be filled and graded for the construction of the new bridge approaches. They will be reconfigured and renovated after the crossing is built. This project is located in Section 12 of Township 20 North and Range 4 East.

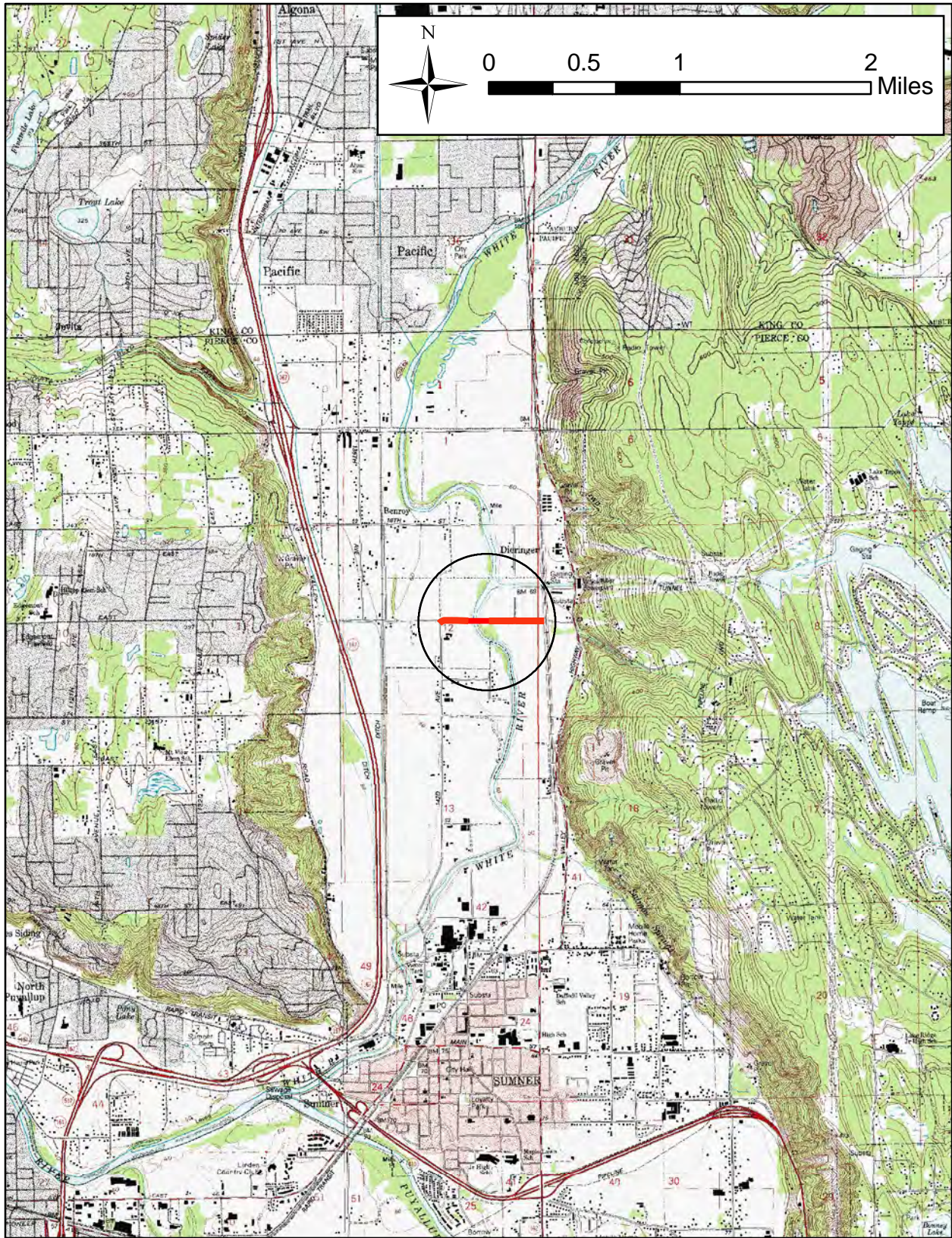
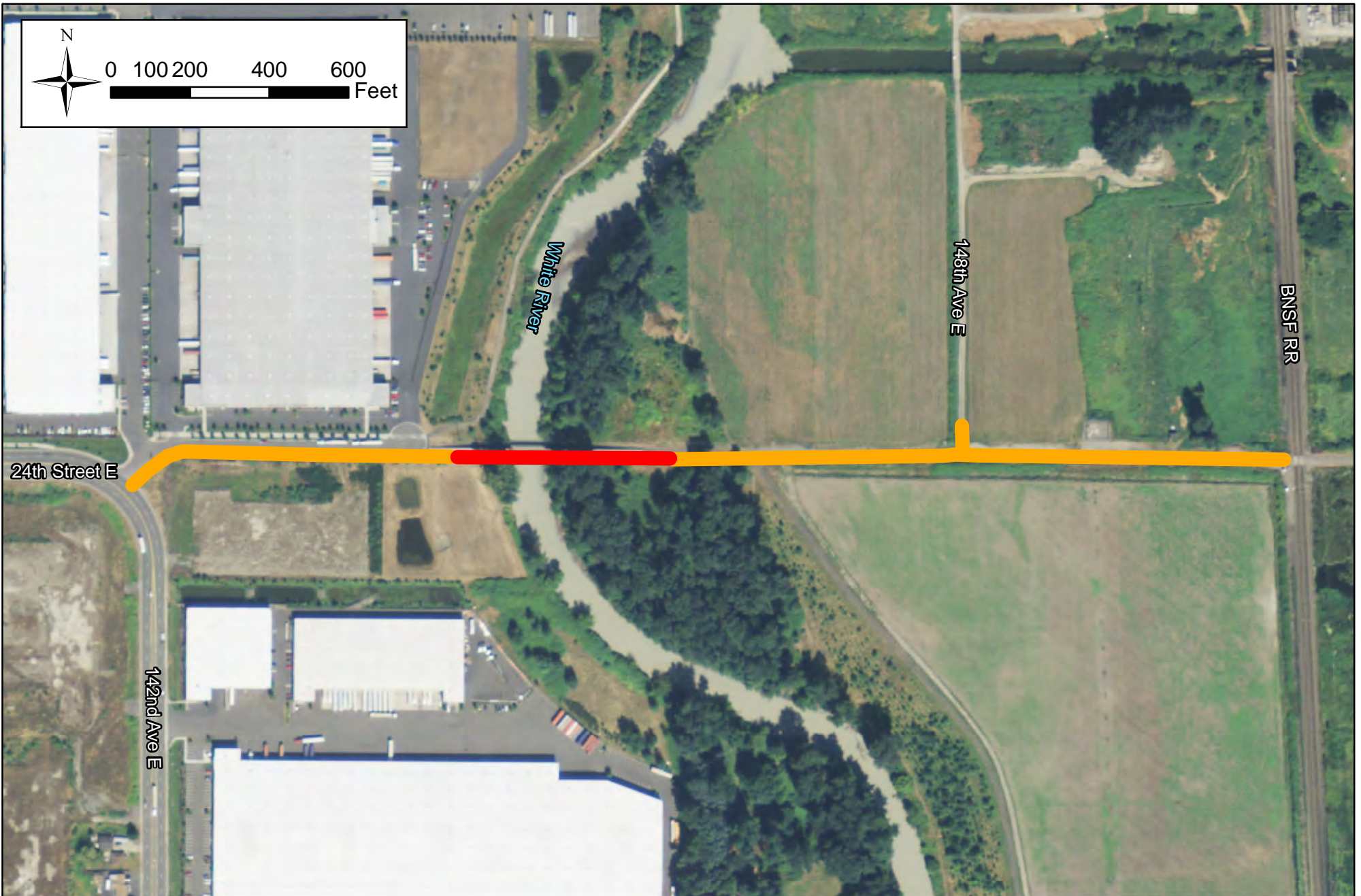


Figure 1: Vicinity Map
24th Street Bridge
City of Sumner

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-  Proposed Bridge
-  Proposed Road

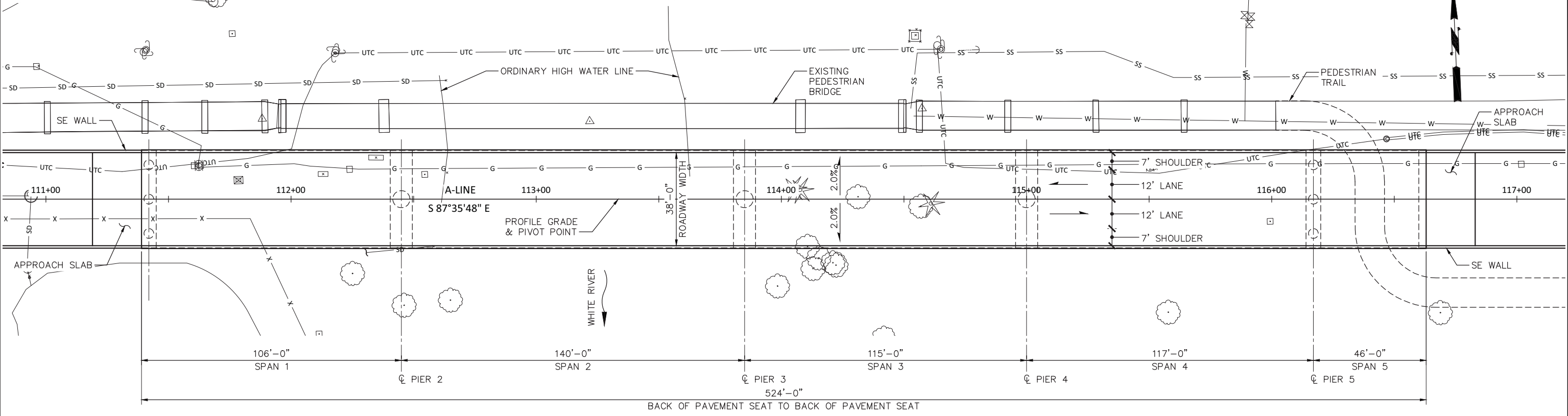
Figure 2: Project Area
24th Street Bridge
City of Sumner

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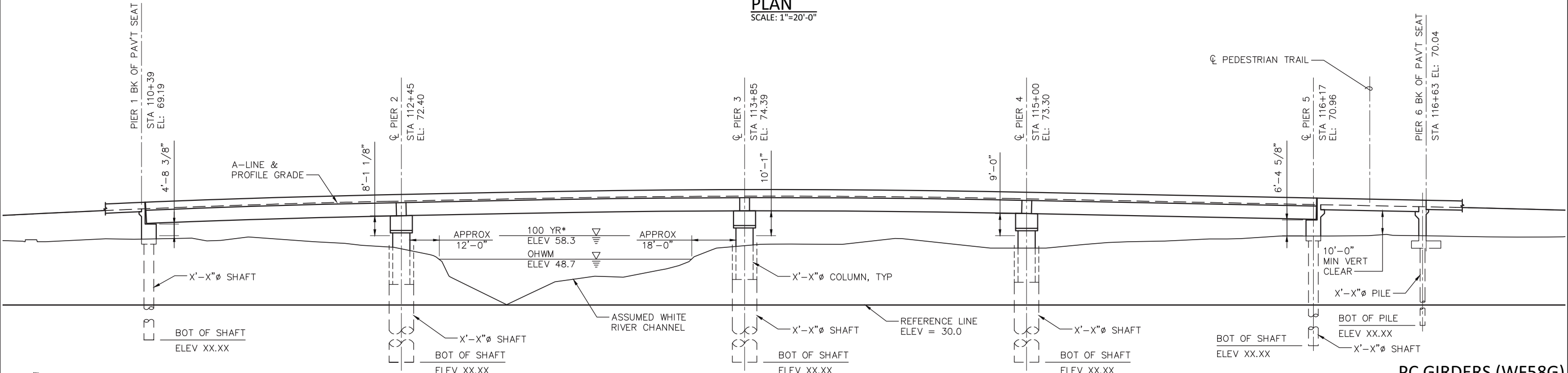
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24TH STREET EAST

N.E. & S.E. OF SECT. 12, T.20 N., R.4 E., W.M.



PLAN
SCALE: 1"=20'-0"



ELEVATION
SCALE: 1"=20'-0"

- NOTE:**
- 1) PIER ELEVATIONS REPORTED ARE ALONG PGL @ TOP OF ROADWAY.
 - 2) 100 YR FLOOD ELEVATION PER 2009 FIRM MAPS & PIERCE COUNTY FLOODWAY DATA, DATED 2009.

PC GIRDERS (WF58G)
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VERT DATUM: NAVD88

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Figure 3

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CHECK BY GAB
PROJ MGR GHG

CITY OF SUMNER
24TH STREET CORRIDOR EXTENSION
BRIDGE STRUCTURE
SHEET 1

DRAWING NO. **S-1**
PROJECT NO. **A13.0298**
DATE: **6/21/13**
SHEET NO. _____

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3.0 Existing Environmental Conditions

The project is located over the White River, at approximately river mile (RM) 3.35, just east of 24th Street East in the north part of the City. It is approximately 2.5 miles north of SR 167's intersection with SR 162 (SR 410). The river runs southward through the project area. The immediate area is zoned as Light Industrial (immediately west of the river) and Agricultural (immediately east of the river) according to the City of Sumner zoning map.

The site is flat and soils consist of Pilchuck fine sandy loam and Puyallup fine sandy loam formed in mixed alluvium under hardwoods and conifers on natural levees in major river valleys.

Current vegetation is dominated by grasses with scattered deciduous trees. Tree cover primarily consists of red alder (*Alnus rubra*), black cottonwood (*Populus balsamifera*), red osier dogwood (*Cornus sericea*), and willows. Associated shrubs in the vicinity include salmonberry (*Rubus spectabilis*), black twinberry (*Lonicera involucrata*), beaked hazelnut (*Corylus cornuta*) and Nootka rose (*Rosa nutkana*).

4.0 Species and Habitat Presence

Habitat within 1,000 feet of the project area include the White River and mapped wetlands adjacent to the railroad tracks.

4.1 White River

The White River originates from the Emmons and Fryngpan glaciers on the north face of Mt. Rainier and flows 68 miles from its mountain source to its confluence with the Puyallup (SSDC 2007, Kerwin 1999). It has a drainage area of approximately 494 square miles. Within the project area the White River flows in a southeastern direction outletting into the Puyallup River approximately four miles south of the project area. The White River is listed as a Category 5 impaired waterbody for temperature approximately 0.6 mile downstream of the project and for both pH and temperature approximately 0.6 mile upstream of the project (Ecology 2012). Flows within the project area are regulated by the Mud Mountain Dam (at RM 28) which diverts upstream flows to Lake Tapps. These flows rejoin the White River through the Lake Tapps diversion (RM 3.6) which is located approximately 1/4 mile upstream (north) of the project area.

The lower White River has been subject to flood control modifications including diking and gravel removal to deepen the channel. In efforts to limit the extent of flooding, levees have been created along the river. The levees prevent floodplain connectivity from properly functioning at this time. Flood control has also led to extensive development of the lower river floodplain from Auburn downstream. Because of flood control efforts, habitat elements such as pool frequency, refugia, and off channel habitat are not properly functioning in the action area. Levees and dikes have reduced channel complexity, the recruitment of LWD, and the potential for juvenile refugia and rearing.

A search of the Washington State Department of Fish and Wildlife (WDFW) Priority Habitat and Species (PHS) and SalmonScape databases was conducted to identify the presence of habitats and species at the site. Salmonid species documented to utilize the White River in the project vicinity include: Chinook

salmon, Coho salmon, Chum, Pink, Sockeye, Bull Trout, and Steelhead trout (WDFW 2013a, b). Of these, Bull trout, Chinook, and Steelhead are listed under the Endangered Species Act.

4.2 Wetlands

Two wetlands have been mapped on the US Fish and Wildlife's Wetland Inventory (NWI) database (USFWS 2013) and on City of Sumner GIS (Sumner 2007) directly adjacent to the project. They are located on the north side of 24th Street East, on the west side of the BNSF railroad tracks. They are classified by the NWI as seasonally flooded palustrine emergent and scrub-shrub wetlands. A wetland investigation is being conducted and it is anticipated that the proposed project will have no impact to adjacent wetlands.

Other wetlands within 1,000 feet of the project are mapped primarily on the east side of the tracks and will not be impacted.

5.0 Project Effects on Fish and Wildlife Habitat

The proposed project will not require in-water work. All bridge structures and piers will be constructed at least 12 feet landward of the OHWM of the White River. The clear span above the river will be at least 6 feet above the 100-year flood level.

As the project will involve impact pile proofing and vibratory pile driving, some minor erosion may occur due to ground vibration near the river banks. Any increased sedimentation / turbidity should not exceed 300 feet in extent, which is within the limits set forth in the *Water Quality Standards of Surface Waters of the State of Washington* and the NPDES permit issued by the WSDOE.

Up to 20 deciduous trees (alder and cottonwood) will be removed for construction of the new alignment, bridge, and associated access areas. 4 will be removed on the west side of the river and approximately 16 on the east side. Approximately 12 of these are near the river's edge. In addition, installation of the new bridge would result in a 40-foot wide area of shading over the entire width of the river (approximately 80 feet) and riparian zone (approximately 50 feet). Shading can reduce plants' ability to photosynthesize and change the micro-climate and habitat such that species distribution may change over time. This may include reduction in primary production of aquatic algae that provides forage for macroinvertebrates that, in turn, provide forage for salmonid species. Shading impacts from the bridge is expected to be discountable as it is only 40 feet in width and there are alternative unshaded areas of the action area.

Other indirect impacts to the habitat could potentially include those of increased impervious surfaces and associated stormwater runoff. Impervious surfaces reduce the infiltration ability of natural surfaces to filter pollutants and excess nutrients before it reaches a waterbody via runoff. They also result in increased peak flows. Both short term and long term noise increases would also result from the installation of a new vehicular river crossing. This should not, however, affect aquatic species. There are no documented sensitive terrestrial species occurring in the vicinity.

6.0 Minimization and Mitigation Measures

6.1 Minimization/Avoidance for Temporary Impacts

During the course of the entire project, standard best management practices (BMPs) and other minimization measures will be implemented prior to and maintained throughout construction in order to avoid or reduce impact to fish and wildlife habitat. These BMPs include, but are not limited to:

- Installation of appropriate sediment and erosion control devices where appropriate, including:
 - Silt fence
 - Straw wattle
 - Inlet protection
 - Covering unworked and unstabilized areas
 - Hydroseeding
- Completing all work over the White River during the water work window prescribed by the WDFW of July 1 – August 31.
- Providing a containment structure under the bridge, past the drip line, to catch debris generated from work on the deck to prevent debris from falling in to the river
- Limiting ground disturbance to the minimum amount necessary and marking clearing limits with high visibility fencing.
- Implementation of a spill prevention, control and countermeasures (SPCC) plan to ensure that all potential contaminants are properly contained and handled.
- Implementation of the stormwater pollution prevention plan (SWPPP) and monitoring requirements in accordance with the NPDES permit.
- Restoration of all temporarily impacted areas with native seed mixes and vegetation, as necessary.
- Preventing equipment from entering the water.
- Containing and properly disposing of all waste materials in accordance with federal, state, and local laws.

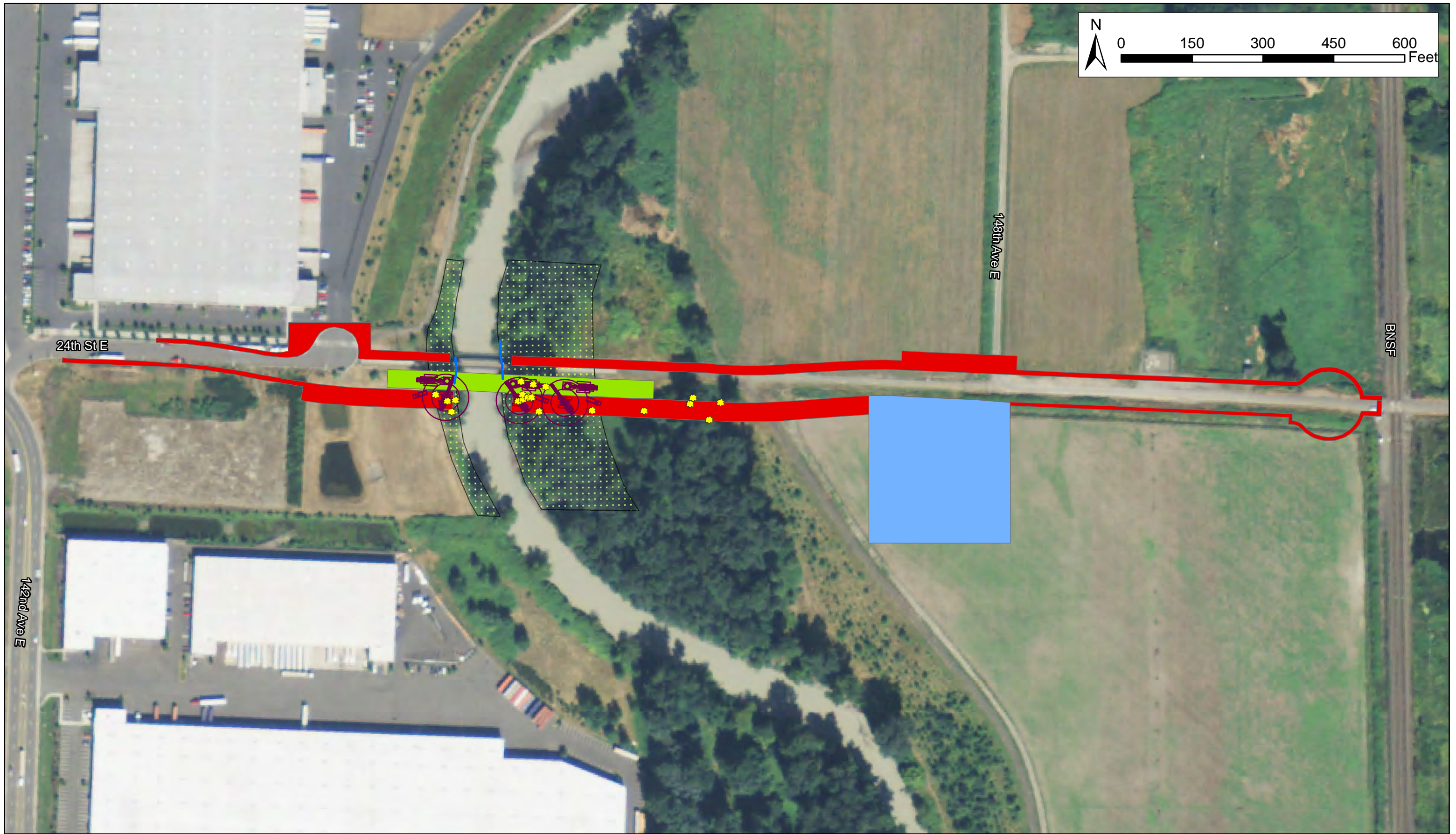
6.2 Mitigation for permanent impacts

To mitigate for loss of vegetation, all unimproved disturbed areas will be seeded, mulched, and/or planted with native woody species as appropriate within the 200-foot buffer of the White River. Removed trees will be replaced at a ratio of 2:1 and will include the planting of coniferous trees such as Douglas fir (*Pseudotsuga menziesii*), Western Hemlock (*Tsuga heterophylla*), and Western Red Cedar (*Thuja plicata*). They will be planted on 20-foot centers and provided with a 3-foot bark ring. Other native woody vegetation will be installed such as snowberry (*Symphoricarpos albus*), beaked hazelnut (*Corylus cornuta*), and red osier dogwood (*Cornus sericea*).

Removed trees will be utilized as LWD along the shoreline and within the wetted channel as deemed suitable. This will provide improved habitat conditions in the form of cover, pools, and prey sources. The installation of LWD and native plantings will provide increased opportunity for LWD recruitment, natural shading, organic litter input, bank stabilization, and habitat for small critters.

In addition, clearing and grubbing for the project will result in the removal of any noxious weeds. Noxious weeds will also be removed within the rest of the river's 200-foot buffer on the east side, within 200 feet upstream and downstream of project activities. The buffer on the west side will be restored up

to the existing developed area (approximately 50 feet) (figure 4). This will provide for additional riparian habitat plantings and restoration.



- Proposed Bridge
- Construction Access
- Equipment Staging Area
- Surveyed OWHM
- Trees To Be Removed
- Riparian Restoration

Figure 4: Construction Preparation and Restoration
24th Street Bridge
 City of Sumner

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All stormwater runoff from impervious surfaces in the project area will be treated prior to release to the White River. Though 4,750 square feet of existing stormwater detention ponds will be filled and graded to allow for the new alignment, they will be reconfigured and renovated to treat all new and existing impervious surfaces in the area. New drainage conveyance facilities will be installed to convey runoff to either the detention ponds (on the west side) or new bio-infiltration swales (on the east side) that will be constructed as part of this project.

6.3 Monitoring and Maintenance

During construction, all established BMPs will be monitored for compliance with standards and efficiency and be repaired as necessary. All planted areas will be regularly monitored post construction. Plants will be inspected prior to installation to ensure quality for higher survival potential. Upon completion, planted areas will be monitored for 10 years at years 1, 3, 5, 7, and 10. Monitoring will be performed by a qualified biologist. Monitoring visits will include an assessment of any unnatural site disturbance, areas of invasive species, photographs from established monitoring points, and a survey of plant survival and aerial coverage.

6.4 Performance Standards and Contingency Plan

During the prescribed monitoring years, plants will be inspected for at least 80 percent survival during years 1 – 3. By the final year, at least 80 percent aerial coverage will be required, or as determined by the City. If monitoring indicates the planted areas are not meeting the performance standards, a contingency plan will be developed to determine the problem and restore conditions to meet the performance standards. Measures to restore conditions may include replanting, weed control, or watering.

7.0 Local Management Recommendations

There have been prior environmental commitments made within the City of Sumner in accordance with Biological Opinions (BiOps) issued by the US Fish and Wildlife Service (USFWS) and NOAA Fisheries. The proposed project lies within the designated region that these commitments were intended for.

In March of 2003, the USFWS (ref #1-3-01-F-0476) and NOAA (ref # WSB-00-572) issued their BiOps for the SR 167: North Sumner Interchange project. They both contain certain, specified Reasonable and Prudent Measures (RPM's) and Terms and Conditions (T&C's) to which the City of Sumner and the US Army Corps of Engineers (USACE) agreed, to minimize incidental take of listed fish species. Among these are long term environmental commitments with which any future developments and policy decisions along the White River and in its floodplain must comply. Therefore, the current project as proposed has been designed to honor these prior commitments. There are 6 RPM's in Section 2.7.2 of NOAA's BiOp that are relevant to the proposed project that must be followed, with T&C's to ensure their adherence. The T&C's go into greater detail than the RPM's as they are specific methods for successful compliance with the RPM's.

The RPM's state that the USACE shall -

1. Minimize take caused by water quality degradation.
2. Minimize take during worksite isolation and fish handling.

3. Minimize take during in-water construction.
4. Minimize take from vegetation removal.
5. Minimize take from altered hydrologic and channel conditions (from new crossings).
6. Minimize take from the City's permitting of new construction in the valley bottom portion of the action area through specific permit provisions written for the City of Sumner.

To comply with RPM1 above, BMP erosion and sediment controls will be implemented and that conservation measures proposed by the applicant shall be fully implemented at the appropriate phase of construction.

RMP's 2 and 3 will be honored by virtue of the fact that no in-water work or fish handling or excluding will occur.

To implement RPM4, the all disturbed areas will be replanted and regularly monitored. Clearing limits will be minimized to the extent necessary for safely completed the project as designed. Clearing limits will be marked in the field per approved plans prior to ground disturbance.

To implement RPM5, channel conditions will not be altered as there will be no in-water work and no structure will be placed in the wetted channel. Hydrology may be slightly altered by the creation of new impervious surface. All stormwater from the new impervious surfaces shall be treated to meet Department of Ecology requirements before infiltrating into the soil. The local hydrology would not be significantly altered to an extent that would adversely affect salmonid species or their continued persistence.

RPM6 relates to all future work within the White River floodplain, which fully encompasses the project area. The Sumner Shoreline Management Program (SMP) has specific T&C's to ensure compliance. Two major provisions of the T&C's in particular that apply to the proposed project include: 'maintenance of a 200-foot buffer around the White River' and 'no creation of additional river access should be created without consultation'.

Below is a list of some specific T&C's of the SMP and how they will be addressed.

1. *Trail and bicycle systems should be encouraged along the Stuck (White) and Puyallup Rivers to the maximum extent feasible.*

The proposed project will preserve the pedestrian trail within the project area.

2. *Major new highways, freeways, and railways shall be located outside shoreline jurisdiction, except where a river crossing is required. These roads shall cross shoreline areas and rivers by the shortest, most direct route, unless this route would cause more damage to the environment.*

This crossing has been deemed necessary to enhance vehicular access to the property east of the river at this location. The bridge will take the shortest (perpendicular) route across the river.

3. *All bridges must be built high enough to allow the passage of debris and provide three (3) feet of clearance above the 100-year flood plain.*

The lowermost portion of the bridge underside over the river will be 6 feet above the 100-year flood level. The bridge deck for all other spans will provide at least a 3-foot clearance above the 100-year floodplain.

4. *Shoreline transportation facilities shall be sited and designed to avoid steep or unstable areas and fit the existing topography in order to minimize cuts and fills.*

The bridge will have a clearspan that will not require any in-water structures or fill near the river bank. The abutments will be filled and graded beyond the 200-foot buffer and be designed will the minimum topographic disturbance possible.

5. *Urban Conservancy: Transportation development may be permitted as a conditional use.*

The project lies within Segment F of the SMP's shoreline inventory and is listed as "Urban Conservancy" with a 200 foot buffer imposed. Thus, it is within the conditional use bylaw for parcels categorized as within the Urban Conservancy designation.

6. *Bridge abutments and necessary approach fills shall be located landward of the floodway, except bridge may be permitted in a water body as a conditional use. Transportation development is a permitted use, provided that transportation development located waterward of the ordinary high water (OHM) mark may be permitted as a conditional use."*

A portion of the western approach ramp and one foundation bridge shaft on either side will be within the 200-foot buffer. The bridge shafts and approach ramps cannot be placed further from the shoreline because there is not enough room beyond 200 feet that has not been previously allotted to other uses, including the roads and intersections already built on the western end. However, no work will take within the OHWM and no structures will be placed waterward of that mark. The current plan is consistent with the applicable SMP sections because it is a conditional use, necessitated by overriding conditions on the ground.

In addition to the specific terms and conditions, the BiOp also provided mitigation requirements to offset floodplain development and loss of floodplain storage throughout the city for future development. It stated that the City of Sumner has set aside 30 acres of the designated 100-year floodplain adjacent to the White River to be left as open space and has identified 88 additional acres on which it will restrict the amount of effective impervious surface to no more than 40%. The area directly east of the project, which will undergo development as result of the proposed bridge, is part of the 88 acres slated for no more than 40% impervious.

8.0 Conclusion

The proposed project is not anticipated to have an adverse impact on fish and wildlife habitat or any sensitive species. No in-water work will occur as no structures will be placed waterward of the OHWM. There are no sensitive terrestrial species known to occupy the area within 1,000 feet of the project. Appropriate temporary sediment and erosion control BMPs and construction measures will be implemented and maintained throughout construction to minimize/prevent in direct impacts to the White River. There will be no impact to wetlands. All disturbed areas will be restored upon project completion. In addition, the 200-foot buffer up and downstream of the project will be restored by removing invasive species and noxious weeds. Habitat value will be improved with the planting of native conifers and shrubs in the unimproved disturbed areas and other areas in the buffer. It will also be improved with the installation of woody debris. The project as proposed has been designed to comply with the applicable T&C's and RPM's as provided in the previous BiOps issued by the USFWS and NOAA Fisheries.

9.0 References

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