

### **ADDENDUM TO:**

Determination of Nonsignificance (DNS), Parcel 14 Grading and Habitat Restoration Projects, Issued 1/3/2013, by the Port of Tacoma; and the associated Environmental Checklist, submitted 1/2/2013 by the Port of Tacoma.

This Addendum consists of the following information:

1. Minor changes and clarification in the project description.
2. A determination that there is no material change to the environmental impacts or SEPA Checklist associated with the change in the project.

## **ADDENDUM TO EXISTING ENVIRONMENTAL DOCUMENTS**

### **Description of Current Proposal:**

This SEPA addendum is being issued to modify the SEPA project description to clarify and update the pre- and post-project site access (driveway/entrance) conditions, construction access, grading contours, stormwater storage basin, and the 8<sup>th</sup> Street culvert details. In addition, this addendum updates the Grading Project SEPA plans and states that the Habitat Restoration Project will be implemented as a mitigation bank project instead of an advance mitigation project.

**Proponent(s):** Port of Tacoma

**Location:** The proposed project is located in the Cities of Tacoma and Fife, entirely within Section 1, Township 20 North, Range 3 East, Willamette Meridian. The project is generally located on the Port's Parcel 14 located between SR-509 and 12<sup>th</sup> Street E, and Alexander Ave E and the Drainage District 23/Fife Ditch. The location is more specifically detailed in the SEPA Checklist.

**Lead Agency:** Port of Tacoma

### **Title of Document(s) being Added to or Modified; Date and Preparing**

**Agency:** Parcel 14 Grading and Habitat Restoration Projects following the provisions of the Washington State Environmental Policy Act (SEPA) under Chapter 43.21C. Revised Code of Washington (RCW), Chapter 197-11, Washington Administrative Code (WAC), and Port of Tacoma Commission Resolution 2011-06, *Revised State Environmental Policy Act* (SEPA) and Procedures adopted September 15, 2011.


**If the document being added to or modified is the subject of a pending appeal, or has been found inadequate on appeal, please describe:** N/A

**These documents are available to be read at (place/time):** Port of Tacoma, Environmental Programs Department, One Sitcum Plaza, Tacoma, Washington, 98421 from 8:00 AM to 5:00 PM Monday through Friday.

This addendum is issued under WAC 197-11-600(4)(c), and 197-11-625. This addendum and its attachments add analysis and information about the proposal, but do not substantially change the analysis of significant impacts and alternatives in the existing environmental documents.

**Contact Person:** Mark Rettmann, Project Manager, Port of Tacoma, P.O. Box 1837, Tacoma, WA 98401-1837. Telephone: 253-592-6716

**SEPA Responsible Official:** Dakota Chamberlain, Chief Facilities Development Officer, Port of Tacoma, P.O. Box 1837, Tacoma, WA 98401-1837, (253) 383-5841.

  
Dakota Chamberlain

March 11, 2015  
Date

## **SEPA Addendum**

### **PARCEL 14 HABITAT AND GRADING PROJECTS**

#### **PROJECT MODIFICATION DESCRIPTION**

**March 11, 2015**

**PROJECT NAME:** Parcel 14 Grading and Habitat Restoration Projects

**PROPONENT:** Port of Tacoma

**LOCATION:** The proposed project is located in the Cities of Tacoma and Fife, entirely within Section 1, Township 20 North, Range 3 East, Willamette Meridian. The project is generally located on the Port's Parcel 14 located between SR-509 and 12<sup>th</sup> Street E, and Alexander Ave E and the Drainage District 23/Fife Ditch. The location is more specifically detailed in the SEPA Checklist.

**PROJECT CONTACT:** Mark Rettmann  
Environmental Project Manager  
Port of Tacoma  
Phone: (253) 592-6716  
Fax: (253) 593-4588

#### **INTRODUCTION**

This SEPA addendum is being issued to modify the SEPA project description to clarify and update the pre- and post-project site access (driveway/entrance) conditions, construction access, grading contours, stormwater storage basin, and the 8<sup>th</sup> Street culvert details. In addition, this addendum updates the Grading Project SEPA plans/figures and states that the Habitat Restoration Project may be implemented as a mitigation bank project instead of an advance mitigation project.

#### **EXPLANATION OF CHANGES TO THE APPROVED PROJECT DESCRIPTION**

##### **General Description (clarifies and revises SEPA Checklist A.11):**

The pre-project site access conditions for both the Habitat Restoration Project and the Grading Project consisted of an entrance located along SR-509 and an entrance located along Marshall Avenue. The following is a description of site access during construction and the post-project site access condition:

- The SR-509 entrance will be used for equipment delivery/removal and maintenance, worker access, and access for a temporary staging/laydown area for the Grading Project. This entrance will be removed as part of the Grading Project. The removal of this entrance will not occur prior to the installation of the 8<sup>th</sup> Street entrance.

- The Marshall Avenue entrance will be used as a small vehicle entrance and potentially for smaller equipment delivery/removal during construction for the Grading Project. After the projects, this entrance will remain as a site maintenance entrance.
- An 8<sup>th</sup> Street E entrance will be constructed as part of the Grading Project. Once installed, this entrance is anticipated to be the primary entrance for equipment delivery/removal, trucking, maintenance, and demobilization for the Grading Project. This new entrance will remain after construction for the projects is complete to allow access to the site.
- A 12<sup>th</sup> Street E entrance will be constructed at the intersection of 46<sup>th</sup> Avenue E as part of the Grading Project. The SEPA plans originally contemplated constructing this entrance over a portion of the Fife Ditch (along 12<sup>th</sup> Street E) that was going to be filled as part of the Habitat Restoration Project. As construction for the Grading Project has proceeded independent of the Habitat Restoration Project, and because a City of Fife outfall was discovered in this area, the entrance was re-designed to be constructed using a culvert and manhole to maintain the drainage function of the Fife Ditch and the City of Fife outfall. Once installed, this entrance is anticipated to be the primary entrance for construction workers (small vehicles) to access a nearby staging/laydown area. It may be necessary to use this entrance for some equipment delivery/removal or trucking; however, the 8<sup>th</sup> Street E entrance will be utilized primarily for this type of access to the extent practicable. This new entrance will remain for access to the site after completion of the construction projects.

The stormwater storage basin was modified during final design as shown on the revised Grading Project SEPA plans (attached) to leave a narrow berm along a portion of the Drainage District 23 Ditch in order to maintain the flow pattern in the ditch and prevent erosion of the stormwater storage basin after construction.

The 8<sup>th</sup> Street E entrance may be constructed utilizing a concrete box culvert as shown on the revised Grading Project SEPA plans (attached) instead of the metal arch culvert that was originally proposed. The box culvert will be within the same footprint of the metal arch culvert and will not substantially change the fill quantities proposed under the arch culvert design.

The on-site grading contours for the Grading Project have been revised as shown on the revised Grading Project SEPA plans (attached) to update the drainage contours to reflect a preload stockpiling of the excess site soils and duff material as an alternative option. The work described in the original proposal to export soil/duff material from the site may still occur, but it may be after the preload stockpiles have been created.

The Grading Project SEPA plans (attached) have been updated to show the alternative construction details for the 12<sup>th</sup> Street E entrance, revised grading contours and stockpiles, revised stormwater storage basin plan, and the revised 8<sup>th</sup> Street E culvert design.

The SEPA Checklist stated that the Habitat Restoration Project would be implemented as an advance mitigation project. However, based on further conversations during the permitting process with the Washington Department of Ecology and the United States Army Corps of Engineers, it was determined that the project will be implemented as a mitigation bank project

instead of an advance mitigation project. Mitigation credit produced by the Habitat Restoration Project would be determined during the establishment of the mitigation bank.

## **B. ENVIRONMENTAL IMPACTS**

### **1. Earth**

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

The fill for the 8<sup>th</sup> Street E and 12<sup>th</sup> Street E entrances was discussed in the original SEPA Checklist. The 12<sup>th</sup> Street E entrance fill was accounted for as the entrance was going to be built over the portion of the Fife Ditch that was planned to be filled along the habitat restoration site. Below is a summary of the revised 12<sup>th</sup> Street E entrance construction details for building the entrance with a culvert as an alternative to building it over fill.

In order to accommodate the entrance and daylight a plugged City of Fife 24" concrete storm drain outfall, a new 60" diameter Type II Manhole will be installed in the ditch with a bottom elevation of 9.5' and a rim elevation of 18'. The manhole will be placed on several inches of gravel (1 CY) over a minimum of 2' of quarry spalls (4 CYs) to provide a stable base for the manhole to sit on. The existing 24" City of Fife storm drain will be extended 6 LF into the new manhole with an invert elevation of 10.56'. A new 6" PVC pipe, 32' long will be installed from the manhole to the remaining ditch west of the construction entrance. This 6" PVC pipe will have an invert in the ditch of 12.4' and in the manhole of 12.3'. Approximately 1 CY of quarry spalls will be placed at the inlet of the 6" PVC pipe at the bottom of the ditch. This pipe will be located approximately 0.4' above the bottom of the ditch to prevent water from the manhole spilling into the ditch. This pipe is relatively small due to the insignificant amount of drainage required from the ditch section west of the new entrance, which is planned to be filled as part of the Habitat Restoration Project.

A new 24" drain pipe (PVC or ABS), 56' long will be installed from the manhole east into the ditch. It will have an invert elevation in the manhole of 12.3' and an invert elevation at the ditch of 12.0'. An aluminum trash rack will be installed on this pipe at the outlet and approximately 1 CY of quarry spalls will be installed at the outlet location to prevent erosion.

The construction entrance is approximately 60' wide (east to west) and 34' long (north to south) at the ditch. The sides of the entrance will slope into the ditch at a 4:1 slope. Approximately 295 CY of fill material (gravel and quarry spalls) will be placed in the ditch to create the base and wearing course for the entrance. This ditch does not usually hold water and typically is dry except during rain events when the water flows east to the Drainage District 23 ditch. The side slopes will be hydroseeded and the wearing surface will remain quarry spalls or gravel as required for the construction entrance BMP per the Department of Ecology requirements.

A final component of this work is the removal of the duff/sediment material in the ditch on both sides of the new entrance. This material will be removed to allow water to flow unrestricted to and from the new culverts. This removal effort will strip 4" to 6" of material from the bottom of the ditch removing mainly the vegetated layer. This material will be relocated on site to a duff preload stockpile. This effort will clean the ditch bottom approximately 25' west of the new entrance and 100' east. In total, this effort will remove approximately 15 CY's of material from the bottom of the ditch.

Below is a summary of fill and excavation associated with this alternative 12<sup>th</sup> Street E entrance work:

- **1 CY Gravel Fill** (1 CY – manhole sub-base)
- **6 CY Quarry Spalls Fill** (4 CY at manhole sub-base, 1 CY at 6" PVC pipe inlet, 1 CY at 24" drain pipe outlet)
- **295 CY Gravel & Quarry Spalls Fill** (entrance base and wearing course)
- **15 CY ditch sediments/duff excavation**

Changing the 8th Street E culvert from a metal arch culvert to a concrete box culvert will not substantially change the fill quantities proposed under the arch culvert design as both culverts are within the same footprint.

#### **14. Transportation**

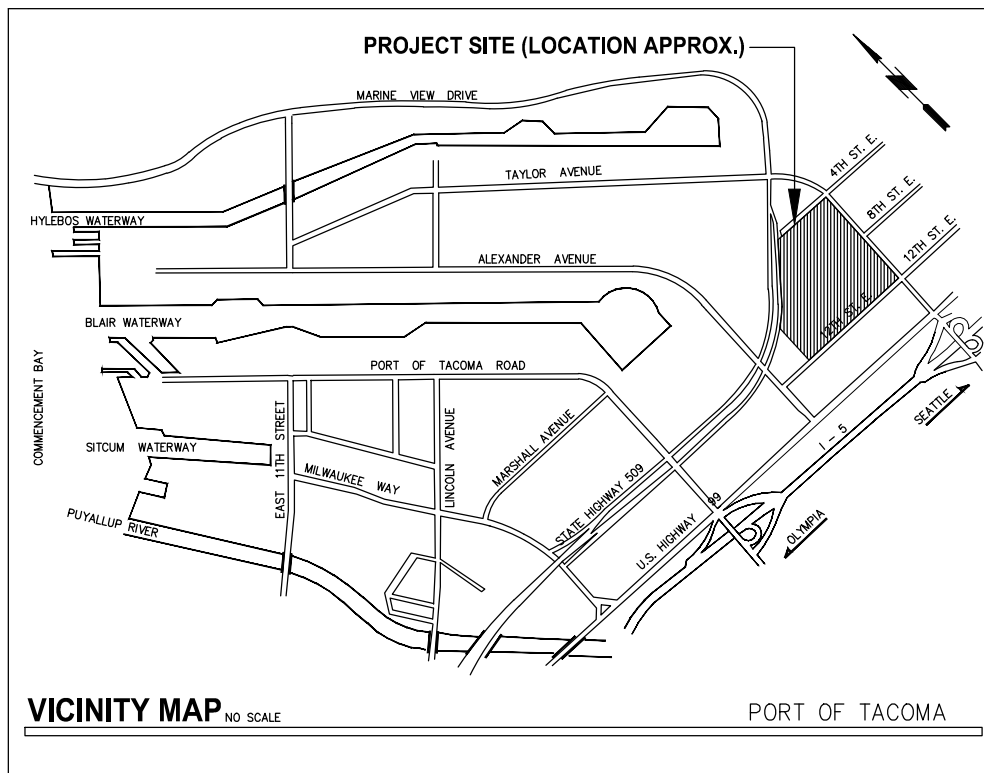
**a. Identify public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.**

No roads currently serve the habitat restoration area or are planned to serve the restoration area. It is intended to be exclusively a habitat area for fish and wildlife. The habitat restoration area will be accessed from the 12<sup>th</sup> Street E entrance or the 8<sup>th</sup> Street E entrance during construction, whichever is the most practicable. Pre- and post-Grading Project site access is described above under the General Description.

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

None needed. Only a temporary construction detour would be necessary during replacement of the Wapato Creek culvert under 12th Street East during the Habitat Restoration Project. Construction access will be as described above under the General Description. To the extent practicable, during construction heavy equipment delivery and removal will be limited to the SR-509 entrance and the 8<sup>th</sup> Street E entrance.

# DRAINAGE DISTRICT 23 DITCH ALTERATIONS



## PROJECT INFORMATION

**OWNER:**  
THE PORT OF TACOMA  
ONE SITCUM PLAZA  
TACOMA, WA 98401-1837  
CONTACT: MARK RETTMANN

**CIVIL ENGINEERING**  
SCJ ALLIANCE  
8730 TALLON LN NE, SUITE 200  
LACEY, WA 98516  
CONTACT: JIM GIBSON  
(360) 352-1465

## SHEET INDEX

NO.	DESCRIPTION
1	COVER SHEET
2	OVERALL GRADING AND SECTION KEY MAP
3	8TH ST DD23 CULVERT CROSSING PLAN
4	8TH ST CULVERT SECTION
5	8TH ST CULVERT SECTION
6	DD 23 AT 8TH ST CROSS-SECTIONS
7	8TH ST EAST OF DD23
8	STORMWATER STORAGE BASIN PLAN
9	STORMWATER STORAGE BASIN AT 4TH ST CROSS-SECTIONS
10	DD23 AT FUTURE SR 167 CROSSING CROSS-SECTIONS
11	STORMWATER STORAGE BASIN AT 4TH ST CROSS-SECTIONS
12	STORMWATER STORAGE BASIN MITIGATION AT 4TH ST CROSS-SECTIONS
13	12TH ST / 46TH AVE CULVERT PLAN
14	12TH ST / 46TH AVE CULVERT CROSS SECTION



**SCJ ALLIANCE**

CONSULTING SERVICES

8730 TALLON LANE NE, SUITE 200, LACEY, WASHINGTON 98516  
P: 360-352-1465 F: 360-352-1509  
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**PARCEL #:** 0320013145, 0320013055

**LAT./LONG:** 47.246431 N LAT./  
-122.371508 W LONG.

**DATUM:** MLLW (TACOMA PUBLIC WORKS)

**ADJACENT PROPERTY OWNERS::**  
I. SEE JARPA APPLICATION

**APPLICANT:** THE PORT OF TACOMA

**REFERENCE #:** NWS 2012-1320-WRD

**SITE LOCATION ADDRESS:**  
NE CORNER OF ALEXANDER AVE. EAST  
AND 12TH STREET EAST

**PROPOSED:**

INSTALL NEW CULVERT AT 8TH ST /  
DD23 INTERSECTION AND MODIFY  
DRAINAGE ON 8TH ST.

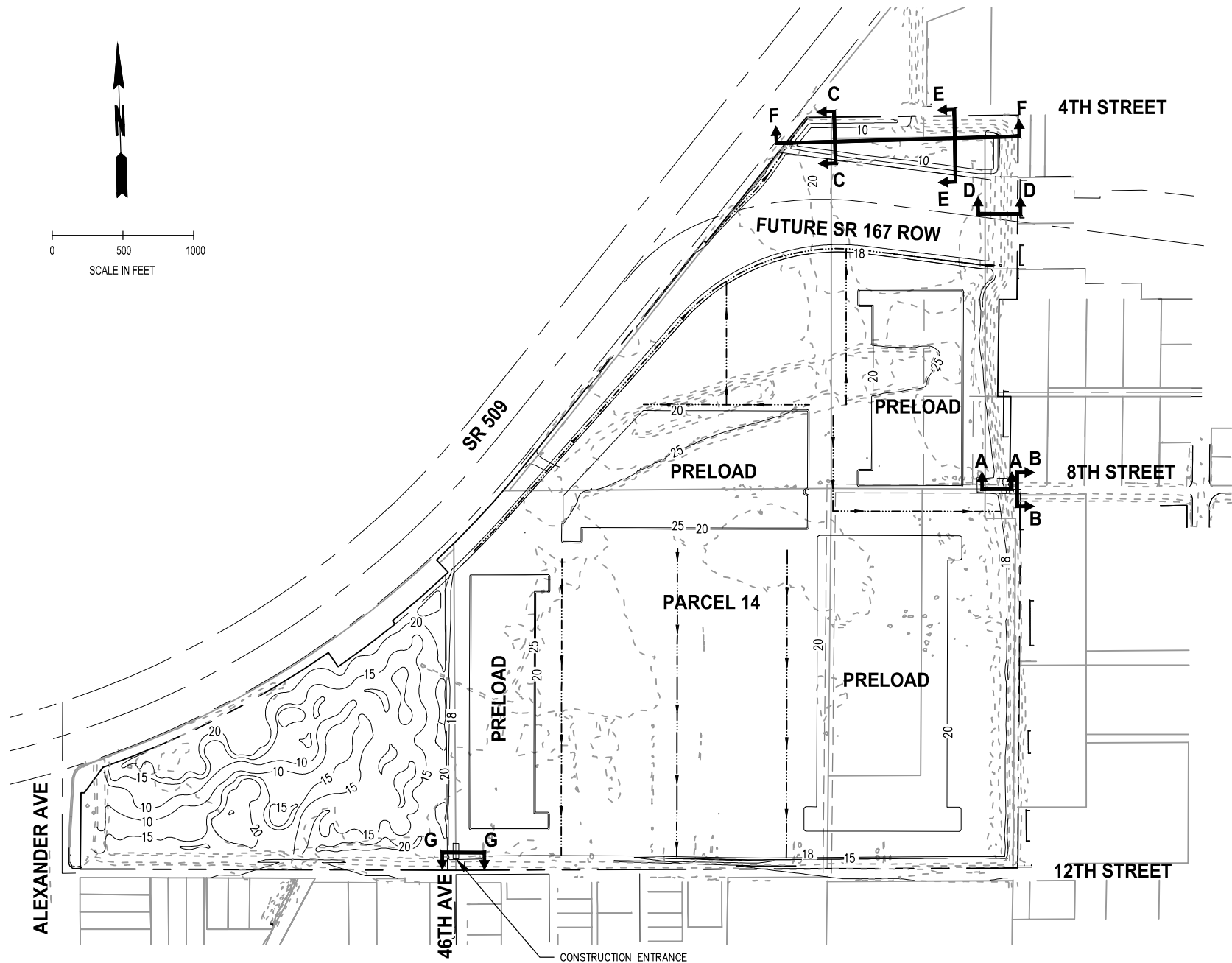
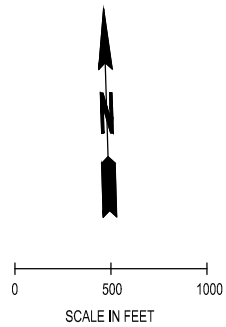
**IN:** WAPATO CREEK

**AT:** TACOMA/FIFE, WA **COUNTY:** PIERCE

**DATE:** 12-6-12 REVISED 2-18-2015

**SHEET:** 1 OF 14





APPLICANT: THE PORT OF TACOMA  
 REFERENCE #: NWS 2012-1320-WRD  
 DATUM: MLLW (TACOMA PUBLIC WORKS)

PROPOSED: INSTALL NEW CULVERT AT 8TH ST / DD23  
 INTERSECTION AND MODIFY DRAINAGE ON 8TH ST.

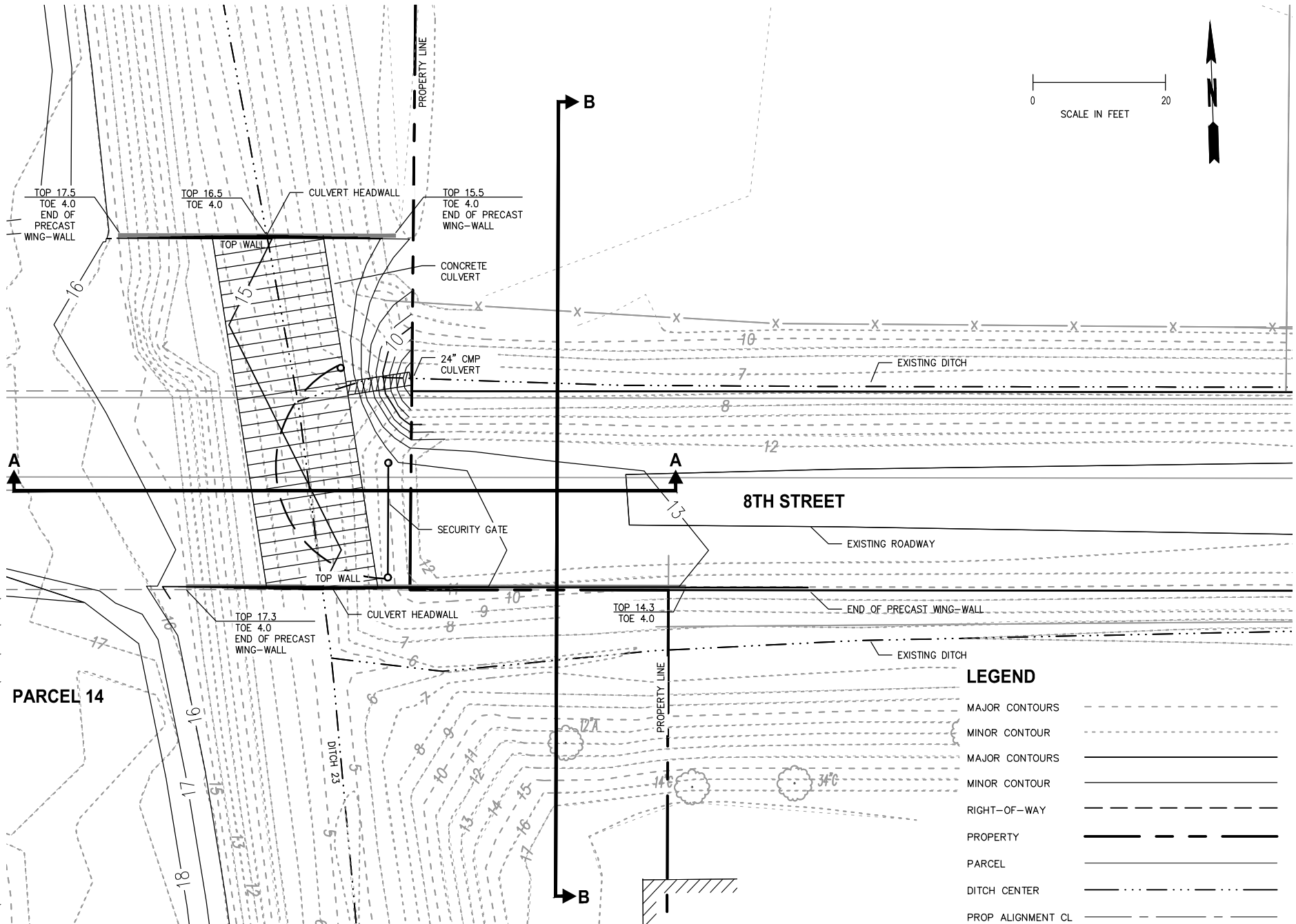
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 REVISED 2-18-2015  
 SHEET: 2 OF 14



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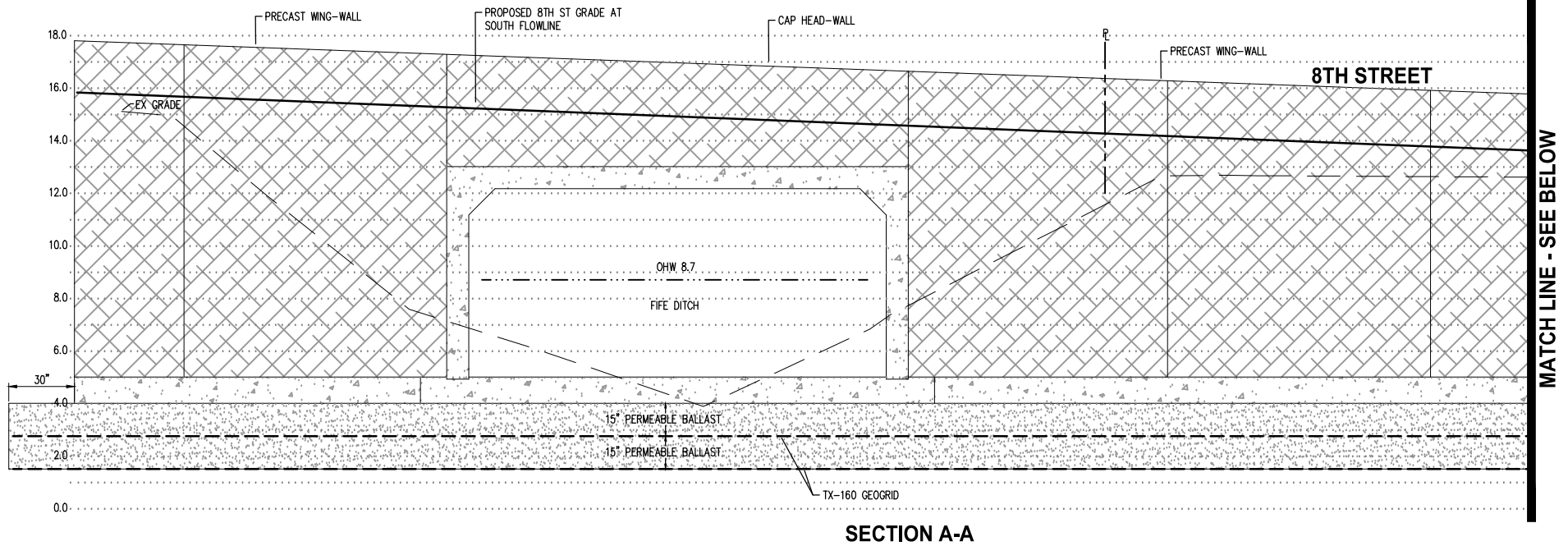


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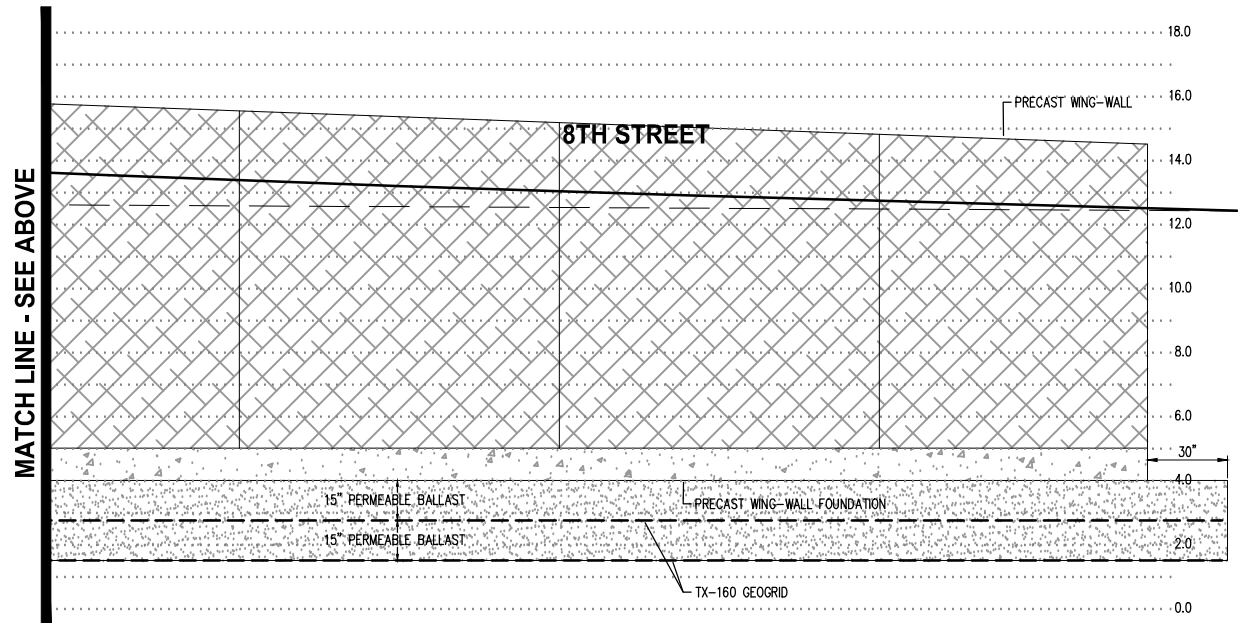
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**REVISED** 2-18-15  
**SHEET:** 3 OF 14

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SECTION A-A

SCALE 1"=6' HOR. & VERT.



APPLICANT: THE PORT OF TACOMA  
 REFERENCE #: NWS 2012-1320-WRD  
 DATUM: MLLW (TACOMA PUBLIC WORKS)

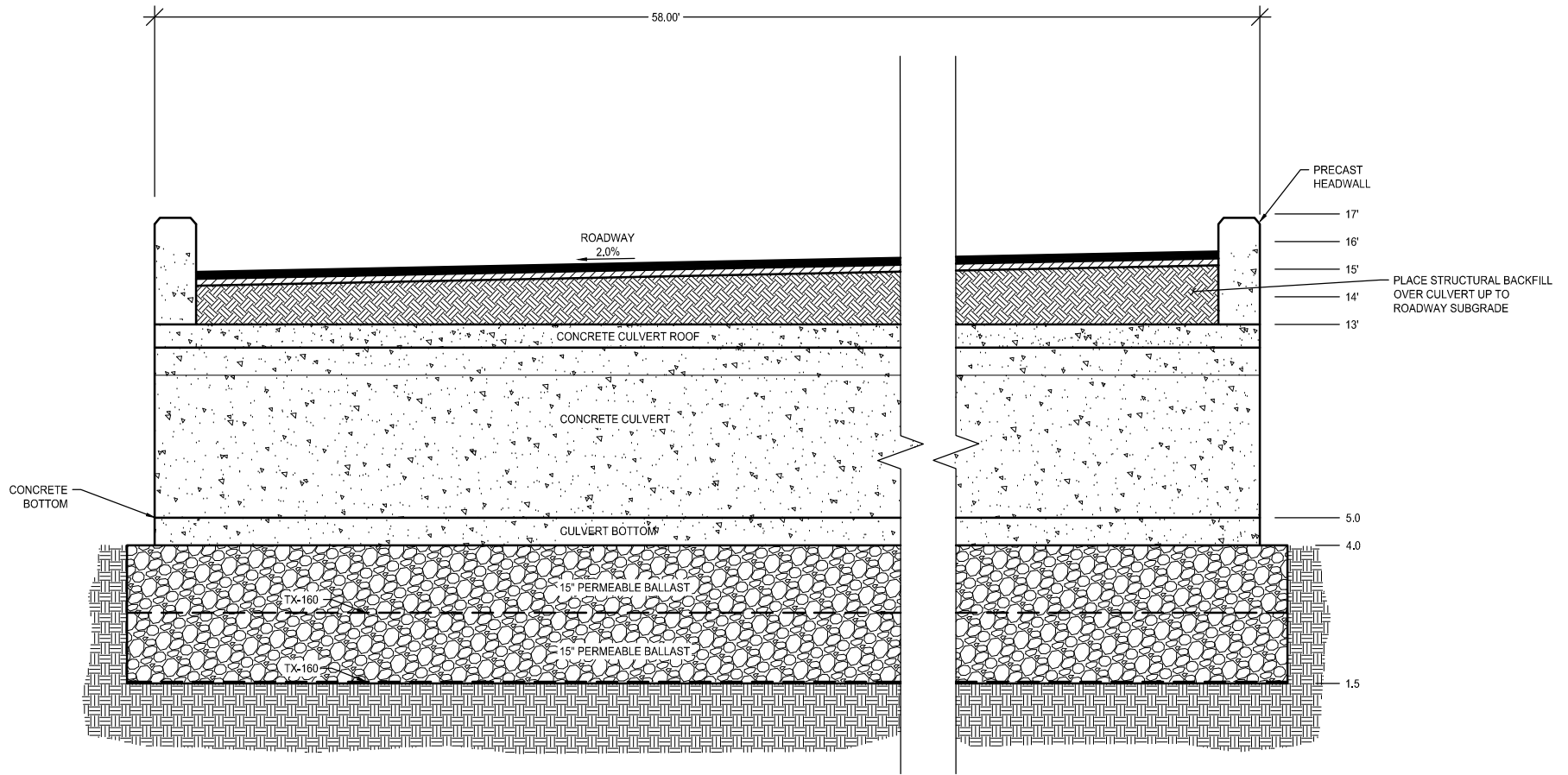
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 INTERSECTION AND MODIFY DRAINAGE ON 8TH ST.

DATE: 12-6-12  
 REVISED 2-18-2015  
 SHEET: 4 OF 14



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SECTION B-B

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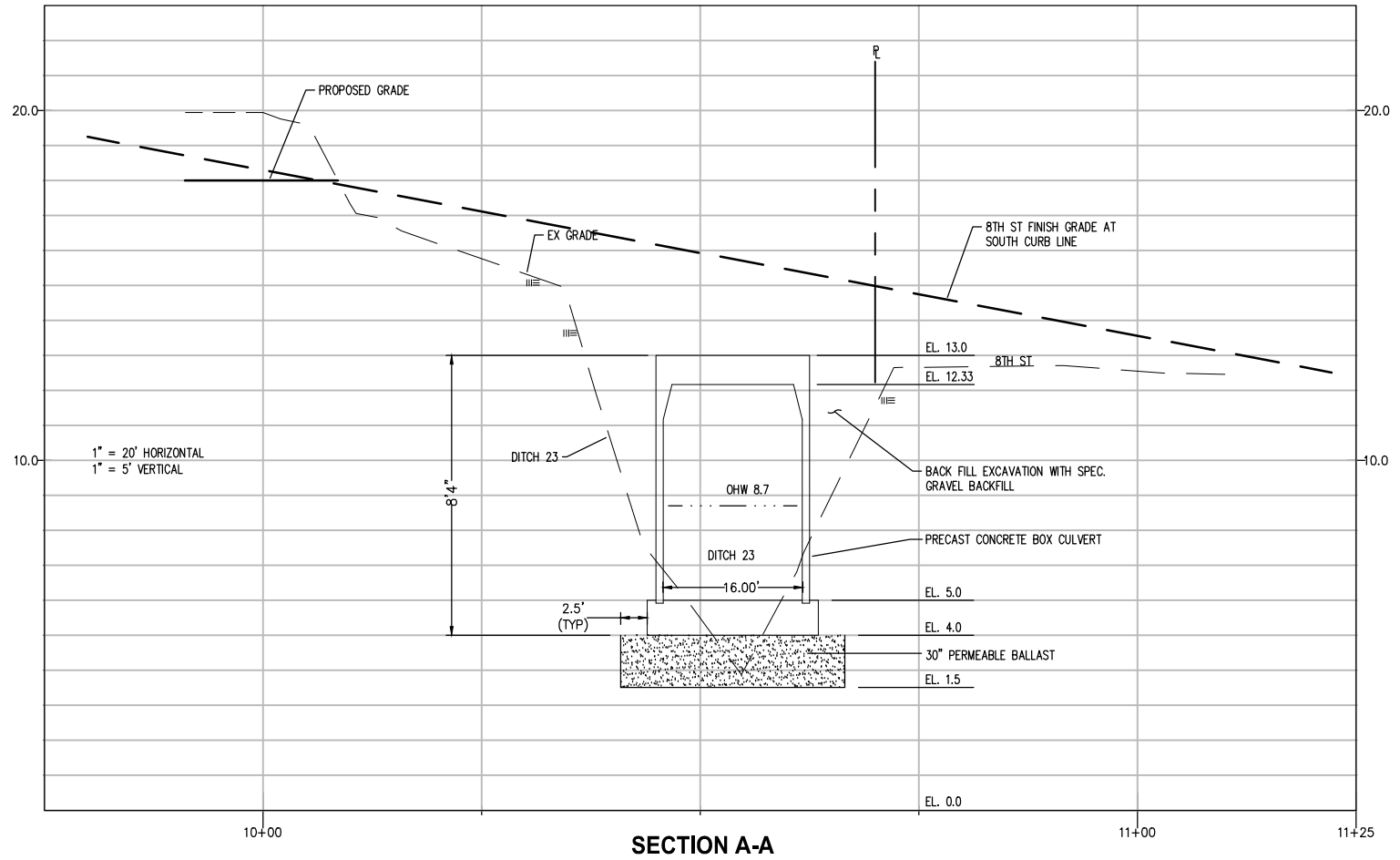
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INTERSECTION AND MODIFY DRAINAGE ON 8TH ST.

DATE: 12-6-12  
REVISED 2-18-2015  
SHEET: 5 OF 14



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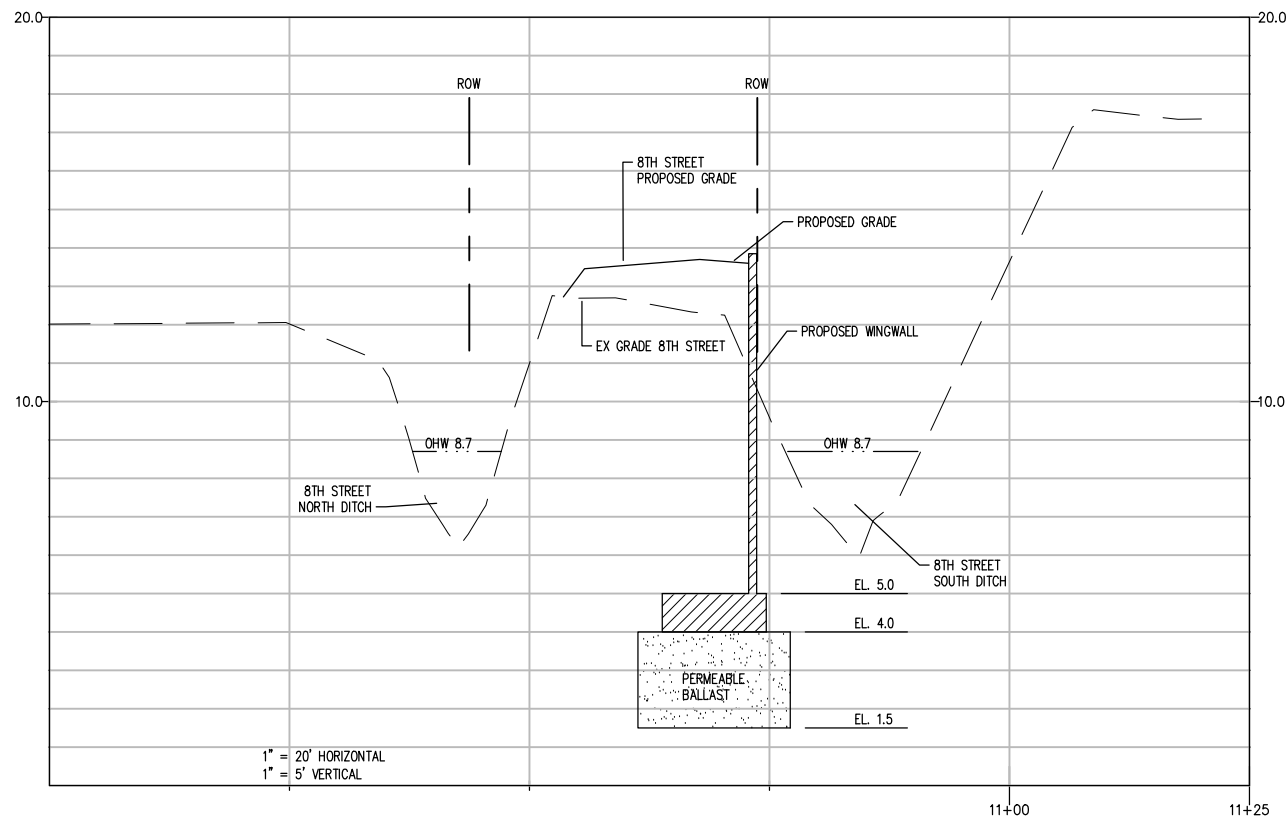
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APPLICANT: THE PORT OF TACOMA  
REFERENCE #: NWS 2012-1320-WRD  
DATUM: MLLW (TACOMA PUBLIC WORKS)

PROPOSED: INSTALL NEW CULVERT AT 8TH ST / DD23  
INTERSECTION AND MODIFY DRAINAGE ON 8TH ST.

DATE: 12-6-12  
REVISED 2-18-2015  
SHEET: 6 OF 14



SECTION B-B

11+00

11+25

APPLICANT: THE PORT OF TACOMA  
 REFERENCE #: NWS 2012-1320-WRD  
 DATUM: MLLW (TACOMA PUBLIC WORKS)

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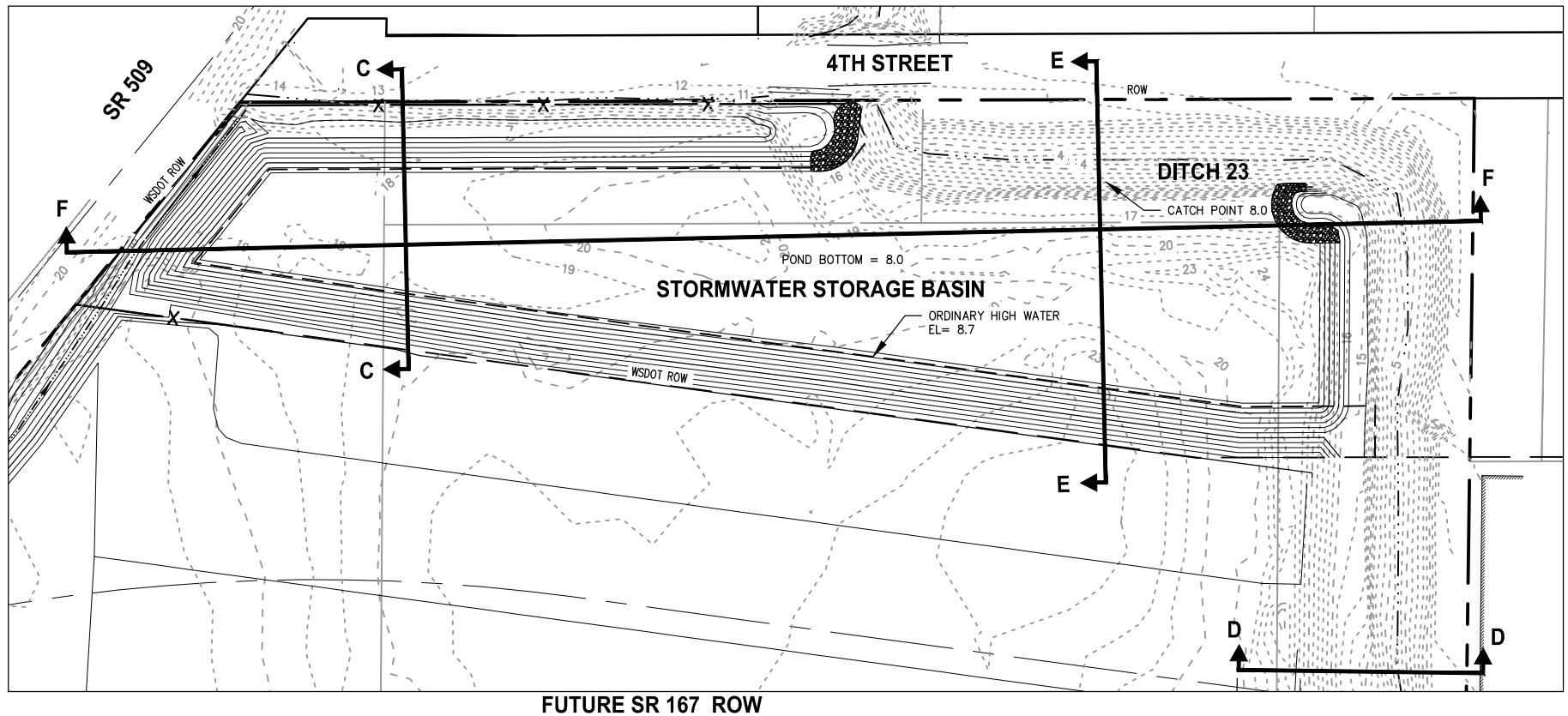
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 REVISED 2-18-2015  
 SHEET: 7 OF 14



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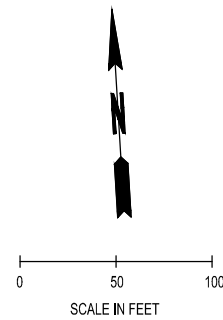
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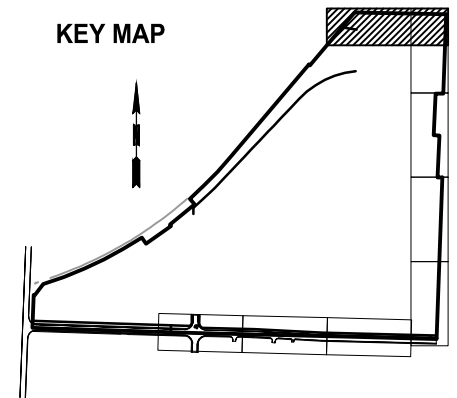


## LEGEND

MAJOR CONTOURS	---
MINOR CONTOUR	- - - - -
MAJOR CONTOURS	=====
MINOR CONTOUR	=====
RIGHT-OF-WAY	-----
PROPERTY	-----
PARCEL	-----
DITCH CENTER	-----
PROP ALIGNMENT CL	-----
RIP RAP	XXXXXX



## KEY MAP



APPLICANT: THE PORT OF TACOMA  
 REFERENCE #: NWS 2012-1320-WRD  
 DATUM: MLLW (TACOMA PUBLIC WORKS)

PROPOSED: INSTALL NEW CULVERT AT 8TH ST / DD23  
 INTERSECTION AND MODIFY DRAINAGE ON 8TH ST.

DATE: 12-6-12  
 REVISED 2-18-2015  
 SHEET: 8 OF 14

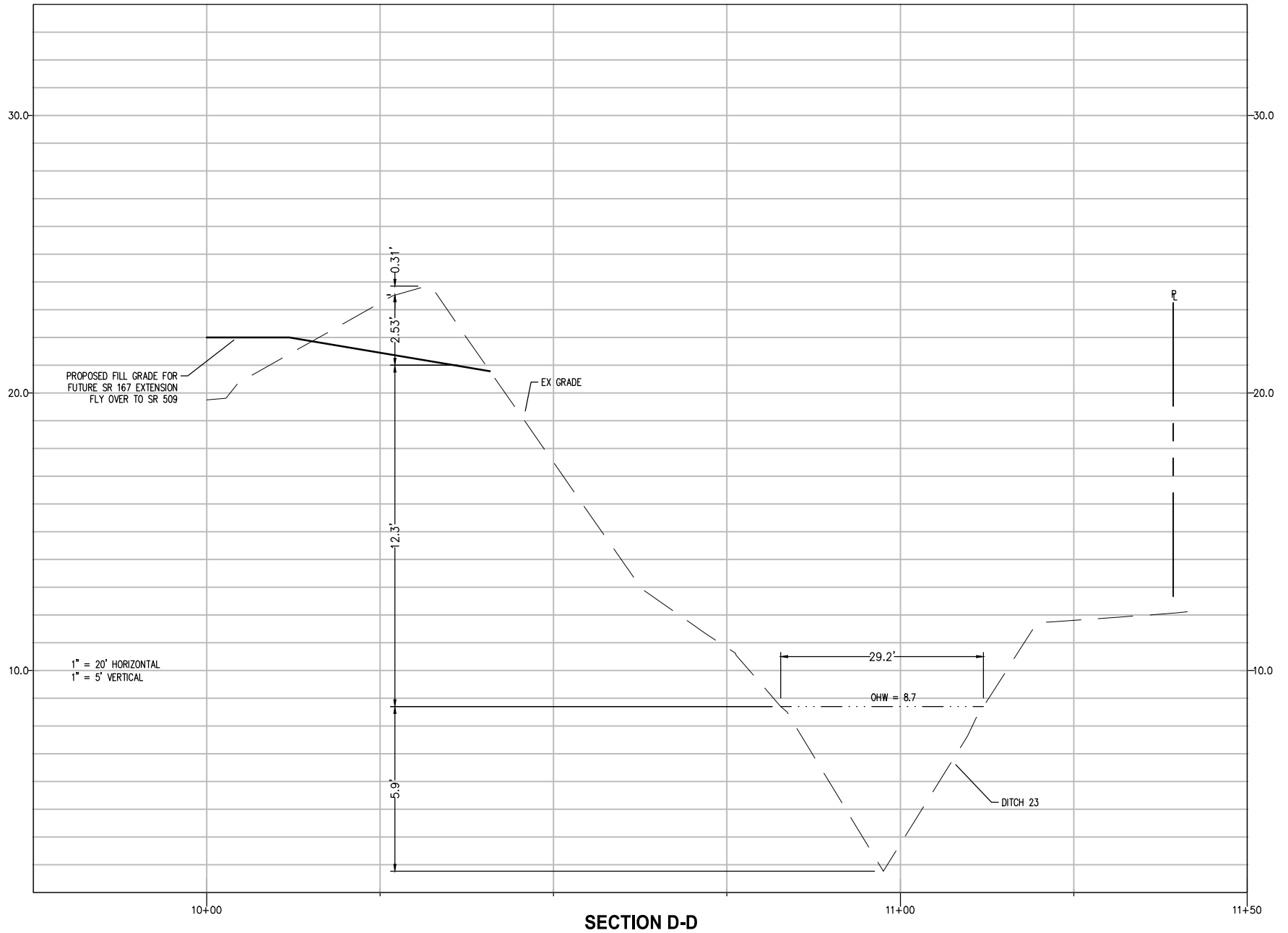
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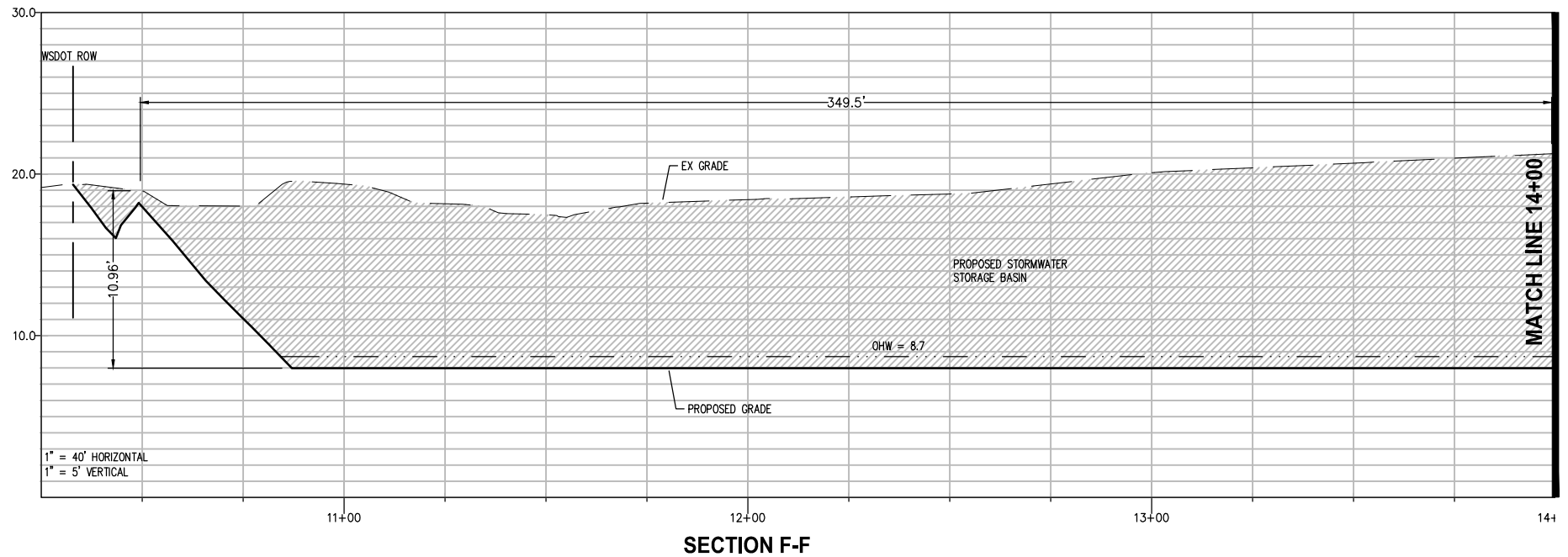
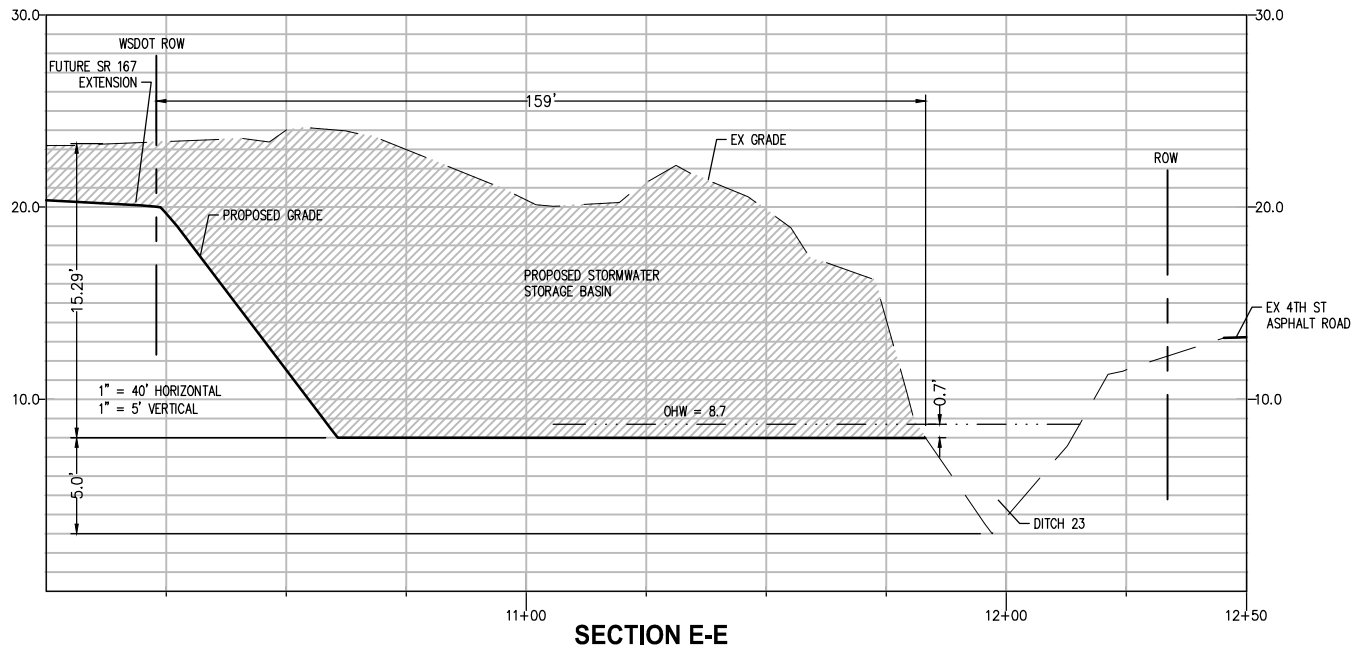


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PROPOSED: INSTALL NEW CULVERT AT 8TH ST / DD23  
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DATE: 12-6-12  
REVISED 2-28-2015  
SHEET: 10 OF 14

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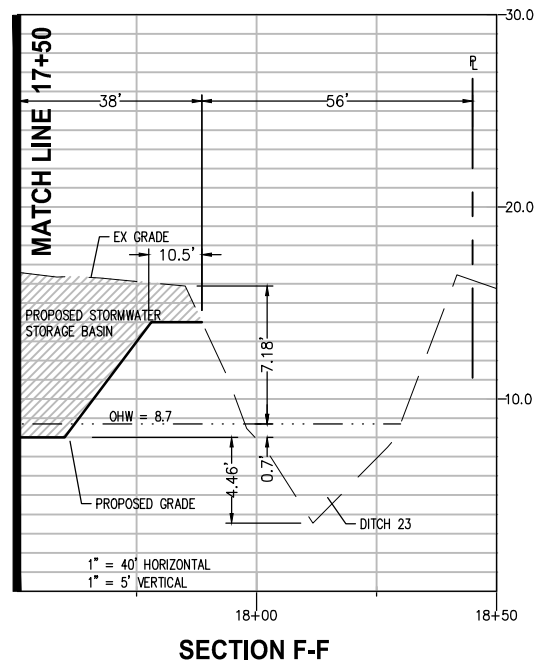
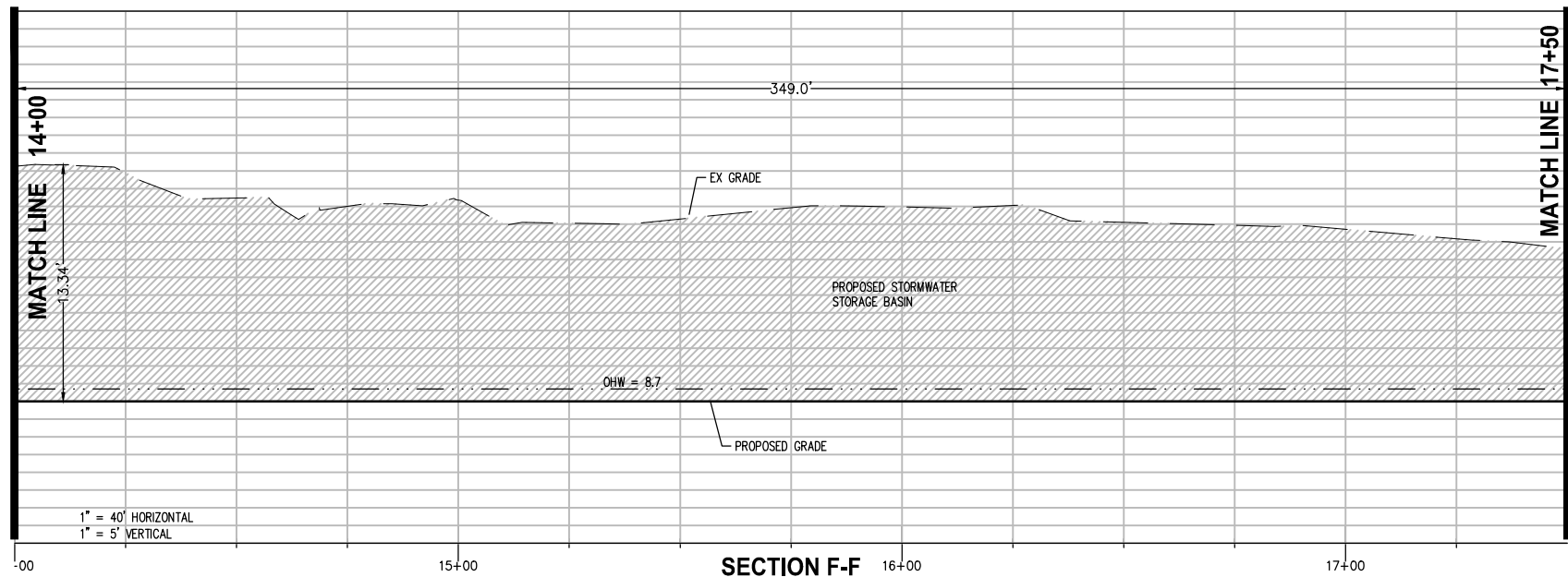


APPLICANT: THE PORT OF TACOMA  
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PROPOSED: INSTALL NEW CULVERT AT 8TH ST / DD23  
 INTERSECTION AND MODIFY DRAINAGE ON 8TH ST.

DATE: 12-6-12  
 REVISED 2-18-2015  
 SHEET: 11 OF 14

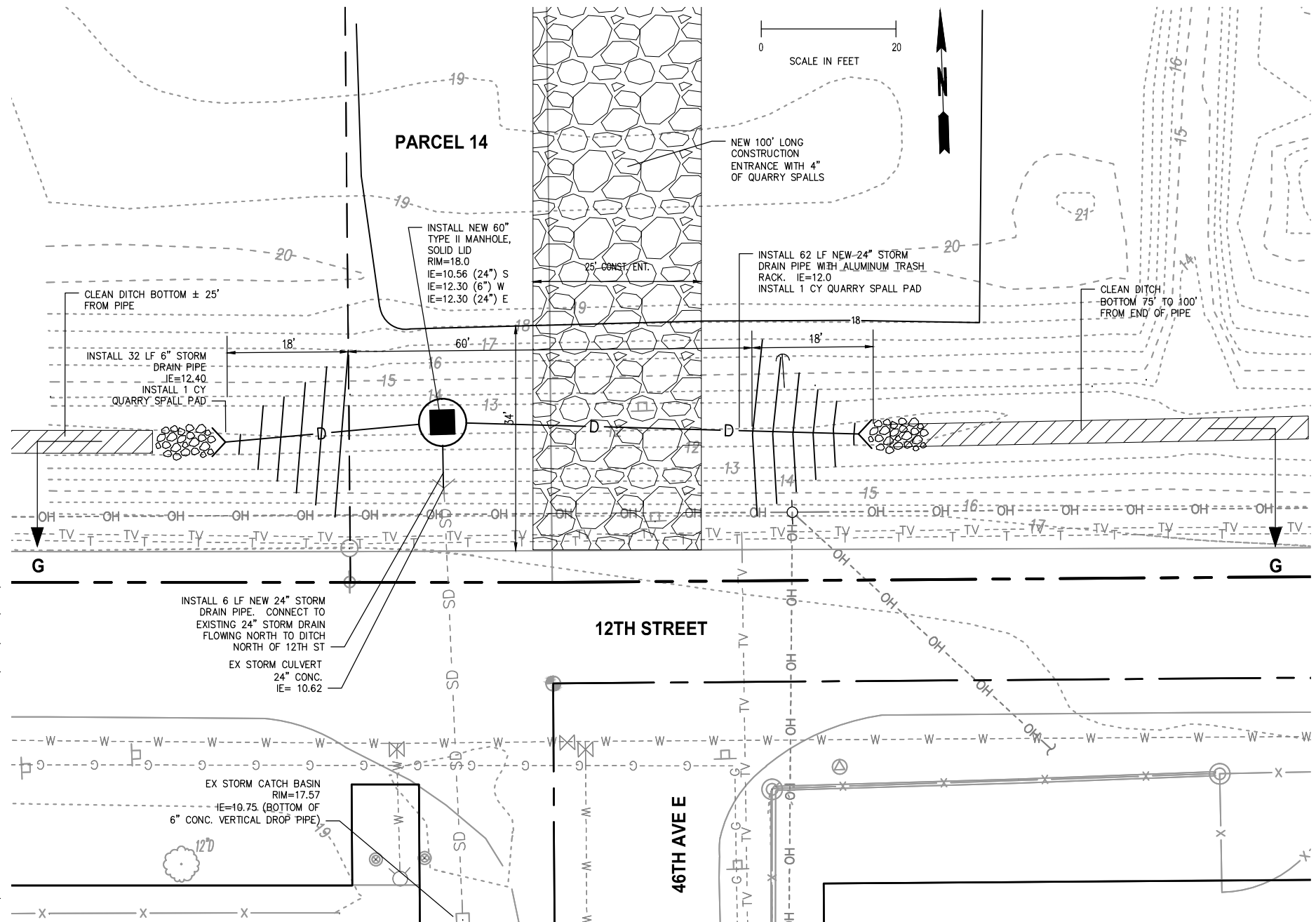
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APPLICANT: THE PORT OF TACOMA  
 REFERENCE #: NWS 2012-1320-WRD  
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DATE: 12-6-12  
 REVISED 2-18-2015  
 SHEET: 12 OF 14



APPLICANT: THE PORT OF TACOMA  
REFERENCE #: NWS 2012-1320-WRD  
DATUM: MLLW (TACOMA PUBLIC WORKS)

PROPOSED: INSTALL NEW CATCH BASIN AND STORM  
DRAIN PIPE AT CONSTRUCTION ENT. AT 12TH & 46TH

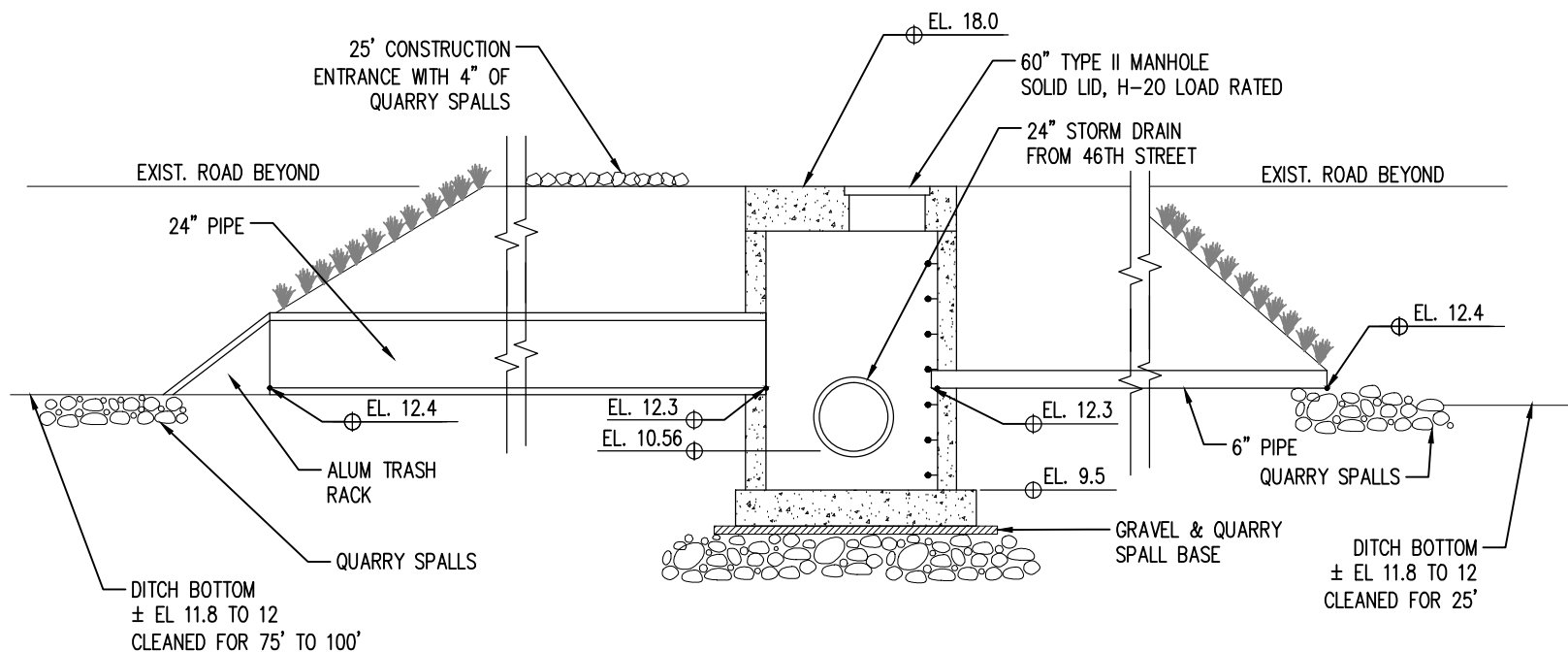
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SHEET: 13 OF 14



**SCJ ALLIANCE**  
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**SECTION G-G**  
**NEW MANHOLE - LOOKING SOUTH @ 12TH & 46TH**  
 NTS

**APPLICANT:** THE PORT OF TACOMA  
**REFERENCE #:** NWS 2012-1320-WRD  
**DATUM:** MLLW (TACOMA PUBLIC WORKS)

**PROPOSED:** INSTALL NEW CATCH BASIN AND STORM  
 DRAIN PIPE AT CONSTRUCTION ENT. AT 12TH & 46TH

**DATE:** 12-6-12  
**REVISED** 2-18-15  
**SHEET:** 14 OF 14