

Figure 3. Closeup map image of APE addition Area 1 and staging road.

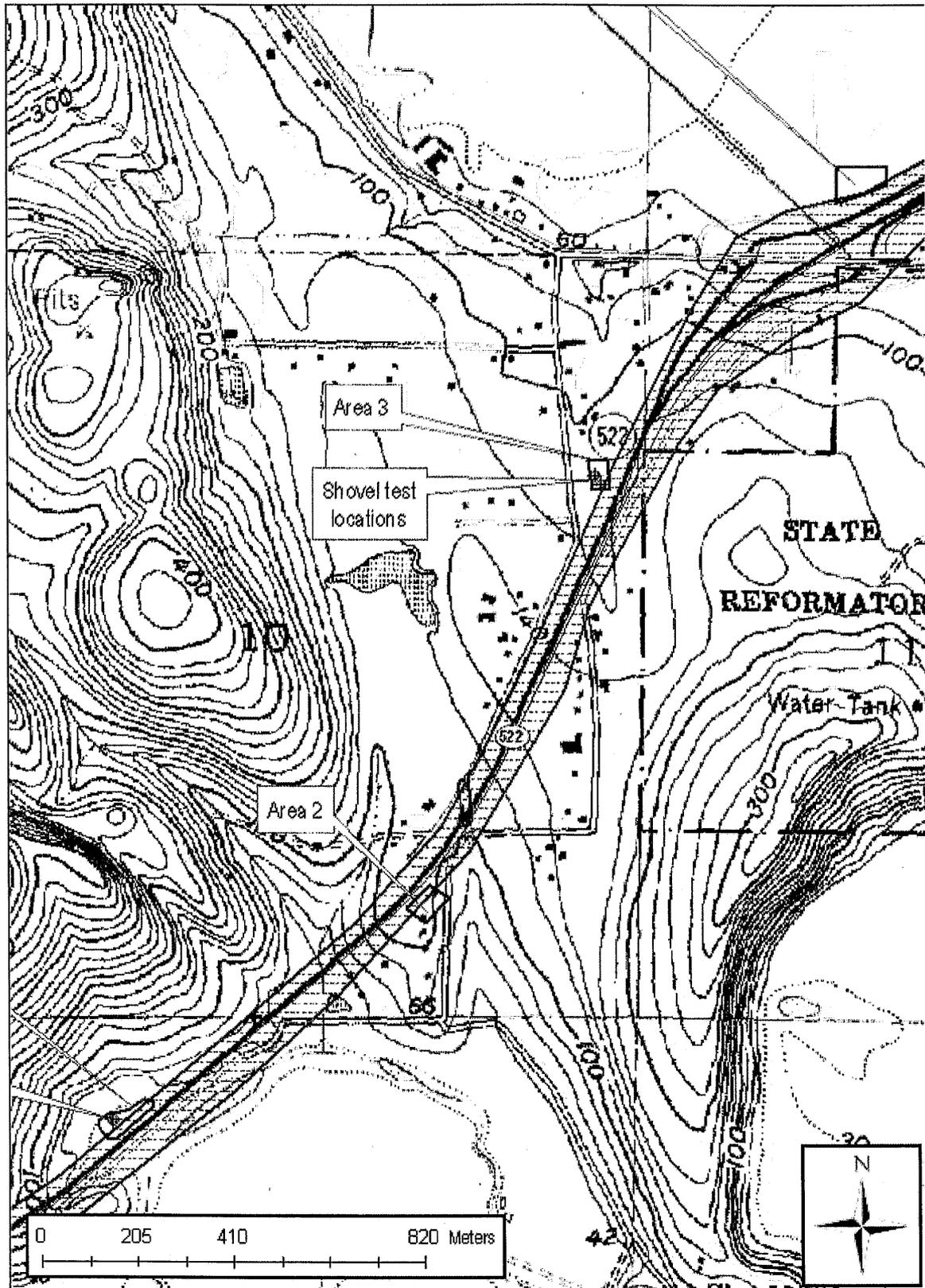


Figure 4. Closeup map image of APE addition Areas 2 & 3.

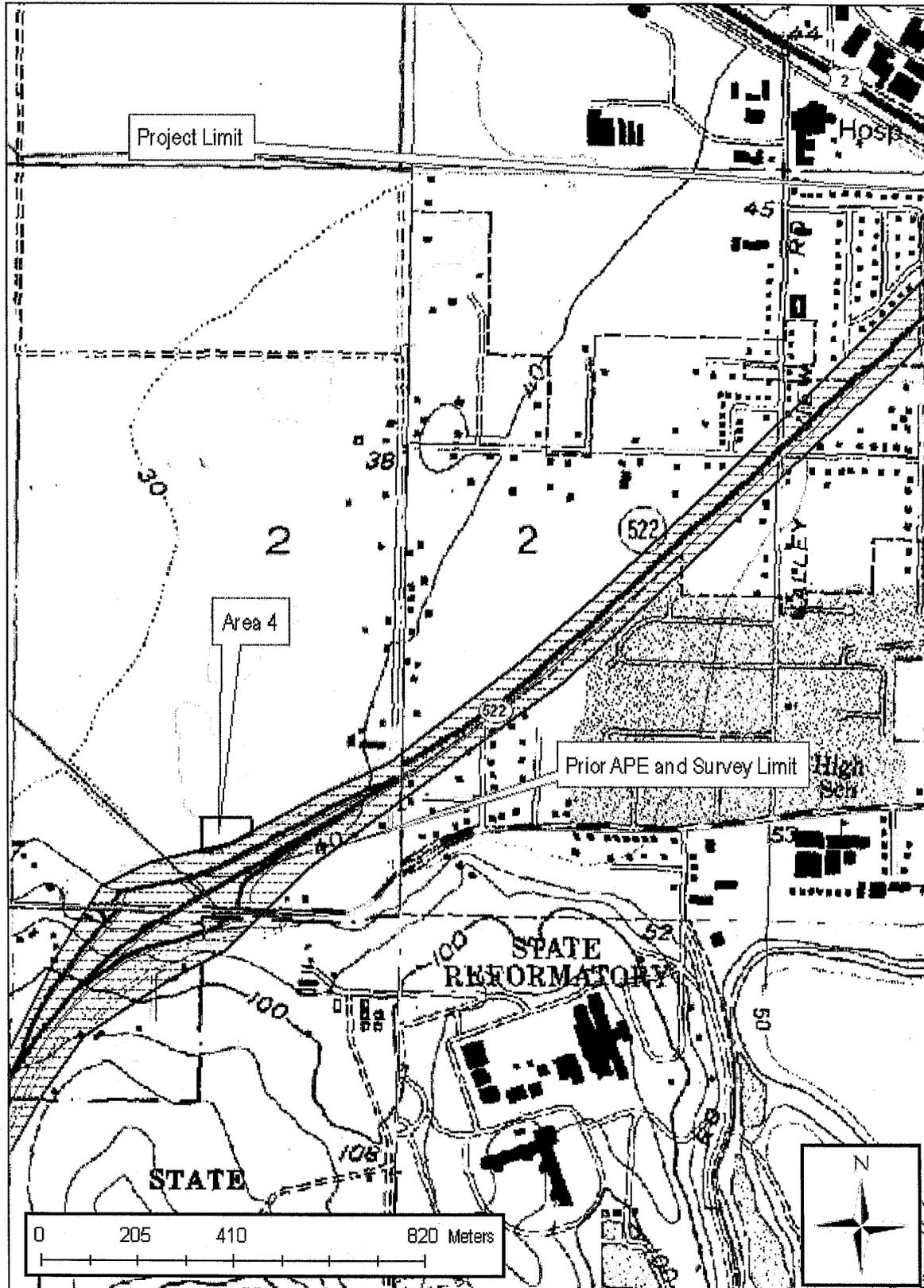


Figure 5. Closeup map image of APE addition Area 4.

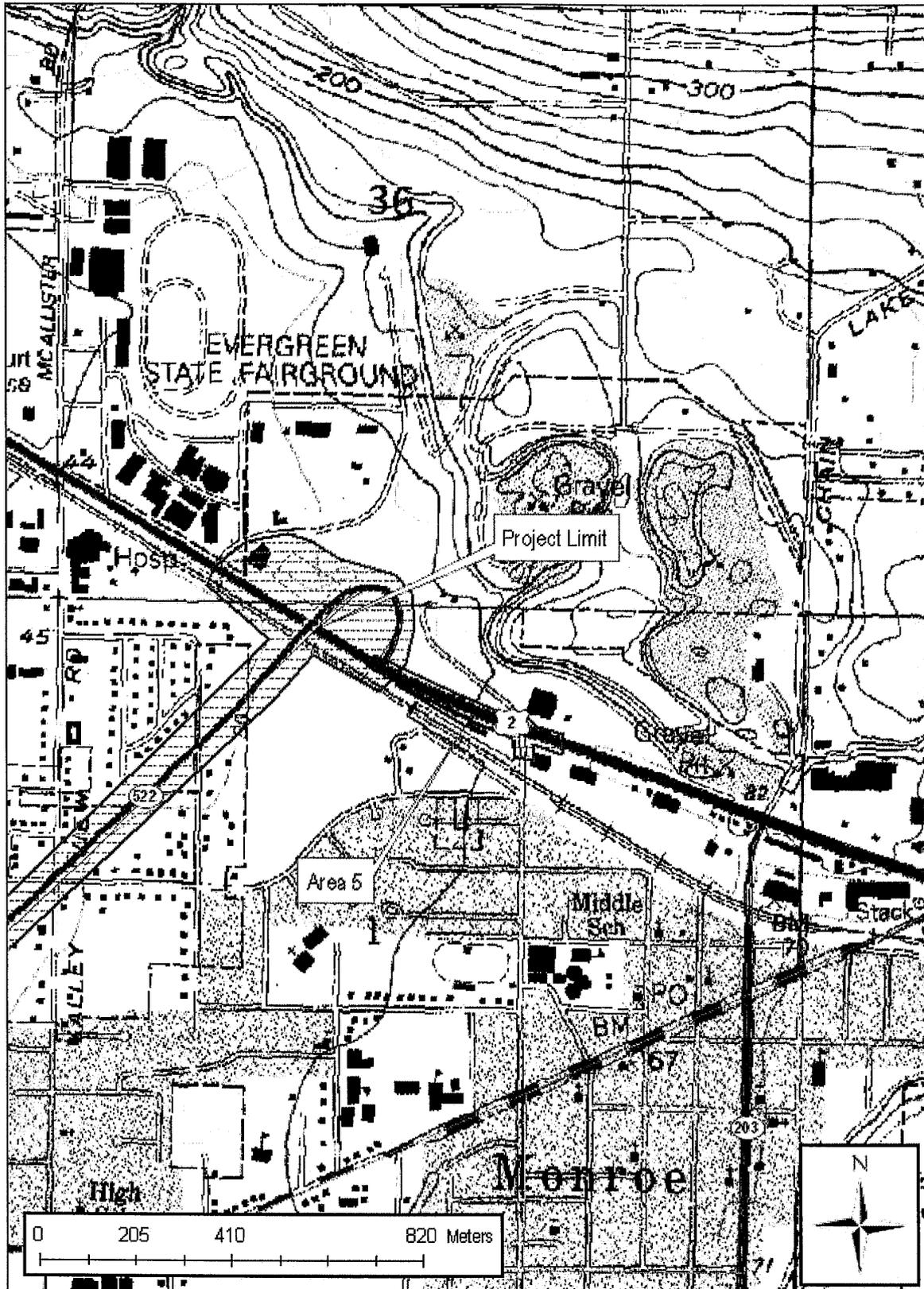


Figure 6. Closeup map image of APE addition Area 5.



Figure 7. Photograph of Area 1, view to the north.



Figure 8. Photograph of southeast side of Area 2 with house, view to the west.

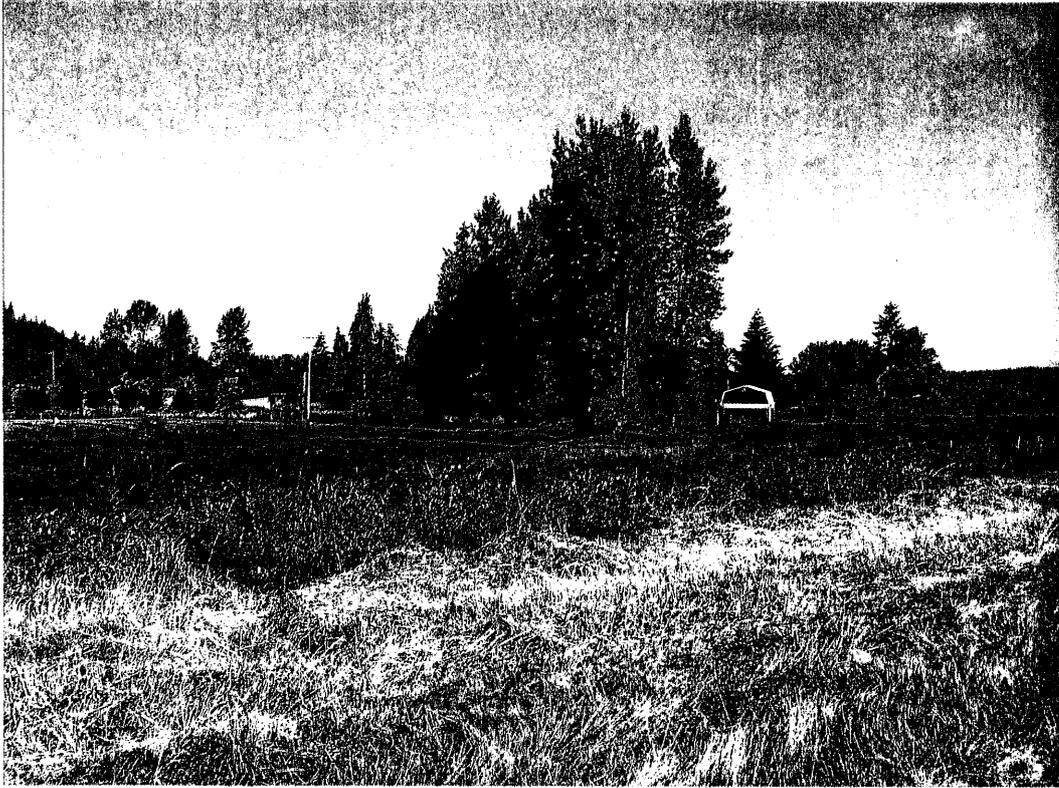


Figure 9. Photograph of Area 3, view to the north. Shovel tests placed at tree stand and fenceline.



Figure 10. Photograph of Area 4, view to the north.



Snohomish River Bridge to US 2 Widening (Cathcart Road Vic. To US2)

**IT'S YOUR NICKEL.
WATCH IT WORK.**

The Tulalip Tribes Meeting Notes

Location: Tulalip Cultural Resources Office
6410 23rd Avenue NE
Tulalip, WA 98271

Minute Date: Wednesday, October 26, 2005

Minute Time: 9:00 a.m. to 12:00 p.m.

Minutes by: KWT, JBE



Project Location

Attendees:

The Tulalip Tribes - Hank Gobin, Richard Young, Jolene Bill, Inez Bill

WSDOT - Richard M. Mitchell, Abdul Abdi, Kevin Tobin, Megan Beeby, Steve Shipe
Marsha Tolon, Jack Edward

FHWA - Elizabeth Healy

Parametrix Inc. – Kirk Wilcox

Adolfson Associates Inc. - Margaret Clancy

The meeting notes below are presented by the sequence of the order of the speakers.

Hank Gobin - Opened the meeting emphasizing the importance to maintain continuity relating to the WSDOT – Tribes meeting on Squaxin Island. One of the things that he stressed at the Squaxin Island meeting is WSDOT's processes and procedures to meet tribal entity and just as WSDOT is governed by processes and procedures, the Tulalip Tribes have processes and procedures (Centennial Accord, Treaties, Sovereignty, Government to Government, Traditional Laws, and others) that govern how to live. He emphasized the importance of archaeological and cultural resources and concluded by encouraging a collective effort to upgrade processes and procedures to mutually benefit all.

Rick M. Mitchell - Introduced the project and reiterated the importance of collective effort for mutual benefit. He noted that the tribe's knowledge of

cultural resource locations is very important and valuable and requested that the knowledge be shared with the design team to make informed project decisions.

Abdul Abdi – Gave the project overview and schedule.

Kirk Wilcox – Presented the 5 improvement projects on the SR522 corridor from SR9 to US2 in Monroe.

Rick M. Mitchell – Emphasized that this project is fully funded through construction under the Nickel funding program

Kirk Wilcox and Margaret – Presented the project according to the Agenda

Wetlands & Streams

-Delineated 43 wetlands

-Identified 12 tributary streams

-most of them are small and with limited habitat

-several of them have no documented fish use

-determination of stream classification and habitat area was made through field investigation and electrofishing with WDFW concurrence.

-Have not identified amount of impact to wetlands and streams due to the project

Wildlife Crossing

-Investigating the need for a wildlife crossing. If needed, the most likely crossing will be an under-crossing

Cultural Resources

-Completed a cultural resources assessment for this project. The report will be sent to the Tribes for their review after WSDOT completed their internal quality control review.

-Coordinated with Robert Aldrich and Mary Auld of Snohomish County regarding their Cultural resources report prepared for the County's Twin Rivers project.

Stormwater Management

-Treatment will be in accordance with the current standard

Construction Issues

-This segment of SR522 is the only link to Monroe so it will have to be open to traffic at all times.

Mitigation concepts

- WSDOT is looking into buying credits from a private banking site to mitigate for impacts to wetlands
- Culvert replacement/stream impacts will be mitigated on site

7 options for the crossing of the Snohomish River

- Identified 7 potential crossing options, Options A – G. Four crossing locations downstream of the existing bridge and three crossing locations upstream of the existing bridge. The analysis shows that the farther the crossing is from the existing Snohomish River Bridge, the more impact was encountered. Options F & G are intended to be for long bridge spans that will span the floodplain. Option F & G are presented as most likely to be for a 4 lane bridge and with the removal of the existing bridge.
- Kevin Tobin** emphasized the concern of the resource agencies, from the October 3, 2005 agency scoping meeting, for the on-going maintenance regarding the protection of the existing Snohomish River Bridge from river scour.
- Two summers ago, WSDOT did a project to protect the scouring of the existing bridge as a temporary measure. This current project will look to retrofit the existing bridge as it relates to the river scour and bridge foundations.

Open Discussion

Hank Gobin

- Heard the word “Limited Habitat” mentioned about some of the 12 streams identified within this project. We need to be thinking in terms of how it is going to negatively impact or enhance this area.
- Fish Habitat, Salmon run, spawning grounds, wetlands, Ethno botany, cultural resources, burial grounds/graves are very important concerns/issues to us
- Look to ways to enhance streams/creeks – upgrade them
- Look for cultural/archaeological resources before, at, and after the bridge
- This area is a culturally significant site. Recognize the symbolic importance of the Snohomish, Snoqualmie, and Skykomish Rivers - River symbolizes life to the tribal people. The confluence is a repository of cultural history
- Replant sites with plants that are indigenous – there are still people that still use these indigenous plants
- Storm water enhancement - runoff control at the Snohomish River and how it will be treated is very important.

- Keep the Tulalip Tribes in the loop in every phase of the project.
- Have someone onsite during construction to monitor for cultural/archaeological resources
- Keep options open in the event that cultural resource discoveries are made

Inez Bill

- Protect and enhance streams and wetlands – important for people.
- Protect resources - getting harder to gather resources. Cattails and Tulles are being used for weaving mats and also for burials.

Marsha Tolon

- Responded to comments by Hank and Inez concerning Ethno botany and habitat enhancement, by stating federal law requires WSDOT to use only native vegetation, and to enhance habitats disturbed by the project. Some of the native plant materials used in habitat enhancement are also important to tribal cultures. An ethnobotanical list developed by WSDOT is found on the Cultural Resources Internet page (www.wsdot.wa.gov/environment/culres/default.htm). Cattail wetlands are useful in storm water treatment as an early succession wetland with low habitat quality. A potential mitigation measure may be to leave or create some early succession wetlands for ethnobotanical use by the Tulalip.
- Requested comment on the ethno botany list, and on the Cultural Resources Report related to this topic.
- Requested comment back on the project milestone schedule, and suggested meeting with the Tulalip when draft findings from the discipline reports are available prior to selection of the preferred alternative, and at other such pre-decision points.
- Hank responded affirmatively to this project input approach, rather than to schedule routine meetings.

Megan Beeby - asked when WSDOT would select the preferred alternative and the next opportunity for the Tulalip Tribes to comment

Rick M. Mitchell – Noted that there would be several opportunities to meet during the study, documentation and design process. The project team and tribe committed to meeting on a regular basis.

Hank Gobin – requested that a meeting invitation be in the form of a letter.

- Meeting Adjourned -

Appendix F

Preliminary List of Mitigation Commitments

Appendix F Preliminary List of Mitigation Commitments

This appendix identifies measures that may be implemented to mitigate for long-term effects or temporary construction effects.

1 Long-term Operational Mitigation

Displacements

WSDOT would provide relocation assistance in accordance with the Uniform Relocation Assistance and Real Property Policies Act of 1970, as amended (42 USC 4601 et seq.) and implemented by FHWA under 49 CFR Part 24. It would also be in accordance with RCW 8.26 and WAC 468-100.

Views

WSDOT would, in establishing clearing limits, preserve existing vegetation that screens the highway from adjacent properties, where practical.

WSDOT would, in developing a roadside restoration plan that takes into account the functional needs of the roadway and maintenance requirements, consider visual screening needs as part of its plant selection.

Stormwater

WSDOT would design and build stormwater facilities in accordance with the Highway Runoff Manual thereby helping to protect water quality,

WSDOT would treat stormwater runoff from the existing highway thereby helping to reduce currently untreated pollutants from existing impervious surfaces.

Fish and Streams

WSDOT would, through final design, continue to incorporate design features such as retaining walls to minimize impacts to critical areas.

Where impacts to streams are unavoidable, WSDOT would mitigate impacts by replacing the functions of the affected areas (e.g., habitat enhancement) both in and out of the project right-of-way.

As part of the proposed project, WSDOT would upgrade two culverts on fish-bearing streams that cross SR 522 to emulate natural channel conditions and improve fish access to useable habitat.

To mitigate for the loss of trees larger than 6 inches diameter from riparian buffers areas, WSDOT would plant replacement seedlings at designated riparian mitigation site(s) at a ratio greater than or equal to 1:1.

Wildlife and Wetlands

Where impacts to wetlands are unavoidable, WSDOT would replace habitat, potentially onsite, within the sub-basin of the project impacts, and/or offsite but within the watershed.

As part of the proposed project, WSDOT would construct a wildlife crossing in conjunction with one of the culvert upgrades described above.

Vegetation

WSDOT would revegetate areas affected by construction, the roadside and medians with native tree and shrub species, including ethnobotanical species as appropriate. Ethnobotanical species would create a seed source for vicinity areas outside the right-of-way.

Floodplains

Fill would be placed in the 100-year floodway fringe for the construction of the road and stormwater treatment facilities. Compensatory storage would be provided within the same in accordance with Snohomish County Code and the permits obtained for this project.

Noise

As part of the proposed project, WSDOT would construct a solid crash barrier a minimum of 32 inches high on both sides of the highway,

between 164th and US 2. This crash barrier would serve to further disperse noise above the adjacent residential areas.

2 Mitigation during Construction

Traffic

WSDOT would communicate with the local community and motorists using SR 522 to inform them of the construction activities. The communications would mitigate potential traffic impacts by giving advance notice of any lane or shoulder reductions or roadway closures.

WSDOT and its contractor would work together on the construction timing and sequencing to maximize access through and around the project area during construction. The contractor would also develop a traffic control plan that conforms to established standards in the Manual of Uniform Traffic Control Devices, Part VI, as well as any hour and/or date restrictions stipulated by WSDOT.

WSDOT would develop pedestrian detours around work areas along 164th Street SE and US 2.

Vegetation

WSDOT may notify the Tulalip Tribe of the pre-construction schedule and opportunity to harvest native plant materials once the General Permit for the Removal of Materials from State Lands per E.O. D 26-65 is obtained.

Seasonal Limitations

WSDOT would seasonally limit pile driving, blasting, and in-water work, in accordance with permitting terms and conditions. As identified in this environmental assessment, these limitations would include:

- Installing the temporary work trestle and constructing the center pier in the main channel of the Snohomish River between July 1 and August 31.
- Removing the temporary work trestle by September 30.
- Blasting the rock outcrop in September and October.

- Prohibiting pile driving within 1 mile of an active bald eagle nest between October 31 and March 31.

Best Management Practices

Construction BMPs would prevent sediment, debris, and contaminants from entering project area waters. WSDOT would require its contractor to implement and monitor such BMPs to protect project area waters. The selection of BMPs would be based on permitting requirements.

Likewise, WSDOT would require the construction contractor to implement BMPs during the bridge construction to prevent contaminants or debris from entering the Snohomish River. The selection of BMPs would be based on permitting requirements and conservation measures identified by resource agencies.

Earthwork Balancing

To minimize the amount of fill material imported, WSDOT would direct its contractor, to the extent practical, to truck and use excavated materials from the west end of the project for fill material on the eastern portion.

Noise

WSDOT would require that all engine-powered equipment have mufflers installed according to the manufacturer's specifications, and all equipment comply with pertinent noise standards of the U.S. Environmental Protection Agency.

If specific noise complaints are received during construction, WSDOT may require its contractor to implement additional noise mitigation measures.

If necessary for nighttime construction, WSDOT would obtain a noise variance from the local jurisdiction.

Air Quality

WSDOT would require its contractor to take reasonable precautions to prevent fugitive dust from becoming airborne and to maintain and operate the construction equipment to minimize emissions.

Cultural Resources

WSDOT would have a professional archaeologist monitor ground-disturbing activities in native soils in areas with a moderate to high probability for archaeological resources.

WSDOT would develop an inadvertent discovery plan to identify procedures in the unlikely event that historic period archaeological deposits or human remains are inadvertently discovered during construction excavation in any portion of the proposed project. The plan would be incorporated in contract construction documents.

Utilities

If relocations are necessary, WSDOT would coordinate with the providers to relocate the utility in accordance with state law.

The contractor would verify utility locations as required by law prior to any excavation work.

Public Services

WSDOT would coordinate in advance with emergency services, law enforcement, public service providers, and schools regarding planned detours and delays.

Appendix G

Visual Quality

Appendix G Visual Quality

Appendix G contains information from the Final Visual Quality Discipline Report (NWR 2007).

1 What is the visual character of the project area?

Visual character describes both the natural and built features that can be seen in a landscape. Viewers are generally either neighbors who have views of the project area or drivers on SR 522.

In the forested portions of the project area (typically the west end), the built environment is low density. The mature vegetation, landform, and water features of the river and wetlands reinforce the natural character of the area. Views vary with the time of year. The visually dominant feature during the summer is the full green foliage of the trees, which creates enclosure. During the winter, there are no leaves on the deciduous trees, revealing the hardwood elements of the trees. Toward the east, the defoliated trees allow some views of the distant foothills. The mature native vegetation along the roadside tends to unify the corridor and blocks views of the highway from the adjacent residences, as well as views of the residences from the highway.

The east end of the project area has many homes, and a couple car lots are immediately adjacent to the highway. However, the highway is elevated on fill material above adjacent neighborhood homes. The highway embankments provide a sense of separation to the adjacent properties. This elevation relationship, along with the density of vegetative screens, may contribute to a less dominating highway structure from the perspective below. For views from the road, middleground features also consist of more residential homes, commercial buildings, and large-scale public facilities with trees and shrubs surrounding residences, buildings, or property lines. During the



Elliot Creek vicinity on SR 522 Looking North

winter, the adjacent developments are more visible through the defoliated trees.

2 What does the visual quality evaluation consider?

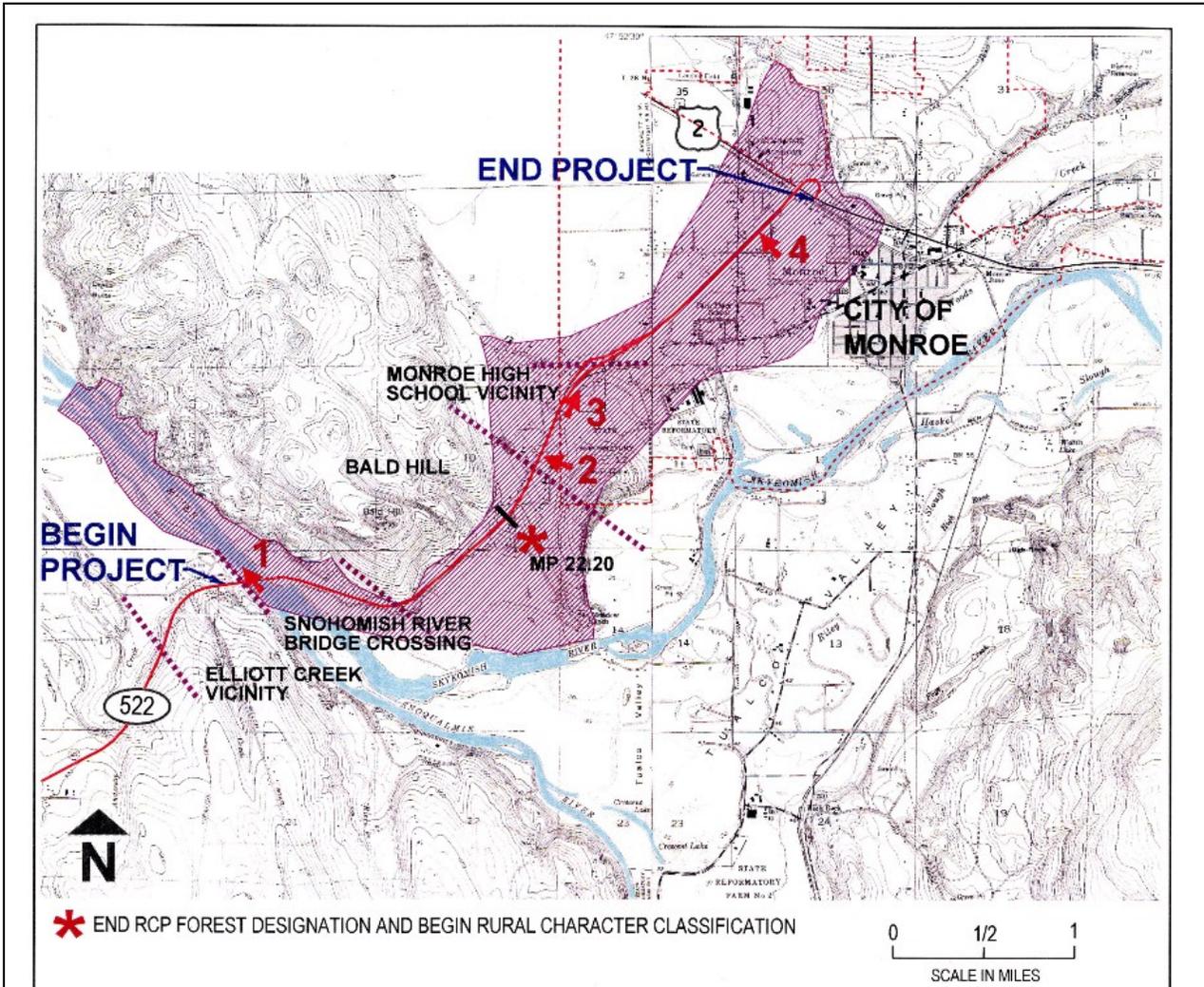
Vividness – To evaluate vividness, analysts look at landscape features that combine to create a distinct visual impression through contrasts in form, line, texture, and color. Vividness heightens when a viewer encounters dramatic features in the viewshed. The various elements that combine to shape vividness include landforms, water features, vegetation, and manmade structures.

Intactness – Evaluating intactness considers the degree to which the landscape retains its natural features or integrity. The extent of constructed features in the landscape is compared to the natural landscape in place prior to development. While not always the case, manmade elements often have adverse aesthetic impacts related to encroachment of discordant visual features (signs, utility wires, structures) that can cause a cluttered appearance that does not blend with the natural environment.

Unity – Consideration of unity looks at how all visual elements combine to form a coherent, harmonious visual pattern. Elements in the view, such as buildings, roadways, signs, vegetation, and aboveground utilities, can create a chaotic appearance if they are not combined in a harmonious way.

3 How do you measure visual quality effects?

Existing conditions were evaluated according to guidance provided by the Federal Highway Administration publication *Visual Impact Assessment for Highway Projects*. Scores associated with evaluation of the visual quality of the existing highway and the proposed wider higher configuration were compiled and then compared (see Exhibits G-1 and G-2). These scores take into account design features such as the roadway widths, new impervious surfaces, vegetation removal, and retaining walls. The results are summarized in the questions below.



LEGEND

-  SR 522
-  VIEWPOINT
ARROW INDICATES DIRECTION OF VIEW
-  DIVISION LINE BETWEEN LANDSCAPE CHARACTER UNITS
-  TOPOGRAPHIC VIEWSHED
-  MONROE CITY LIMITS

Exhibit G-1
Project Viewshed, Landscape Character Units and Viewpoints

VIEWPOINT LOCATION Noted on attached map

Snohomish River Bridge Crossing	Monroe High School	South of Monroe City limits	Neighborhood off Grand St.
1	2	3	4

Snohomish River Bridge Crossing	Monroe High School	South of Monroe City limits	Neighborhood off Grand St.
1	2	3	4

VIEWER ORIENTATION

Looking: T=Toward
F=From

Existing

F	T	F	T
---	---	---	---

Proposed

F	T	F	T
---	---	---	---

VIEW DISTANCE
(X = applies)

FOREGROUND
MIDDLEGROUND
BACKGROUND

	X	X	X
X	X	X	
X	X	X	

	X	X	X
X	X	X	
X	X	X	

VIEWER POSITION
(X = applies)

INFERIOR LEVEL
SUPERIOR

			X
	X		
X		X	

			X
	X		
X		X	

VIVIDNESS
(Rate 1-7)

LANDFORM
WATERFORM
VEGETATIVE
MANMADE
AVERAGE

5	5	5	2
6	1	0	0
6	5	3	4
0	3	3	2
4.3	3.5	2.8	2.0

5	5	5	2
5	1	0	0
6	5	3	2
0	3	2	2
4.0	3.5	2.5	1.5

INTACTNESS
(Rate 1-7)

DEVELOPMENT
ENCROACHMENT
AVERAGE

5	5	5	4
6	5	5	4
5.5	5.0	5.0	4.0

5	4	4	3
5	4	4	3
5.0	4.0	4.0	3.0

UNITY (Rate 1-7)

OVERALL

6	5	5	5
---	---	---	---

4	4	3	3
---	---	---	---

TOTAL VISUAL QUALITY

5.3	4.5	4.3	3.7
-----	-----	-----	-----

4.3	3.8	3.2	2.5
-----	-----	-----	-----

4 How would construction activity affect visual quality?

Construction-related activities would temporarily affect SR 522 users and neighbors during construction. Potential temporary effects include:

- Temporary lighting used for nighttime construction and the associated light and glare from this lighting.
- Loss of mature vegetation and exposure to soils due to clearing and grading operations. Views looking toward SR 522 may include more of the roadway as a result of the vegetation removal in some areas. Most of the clearing and grading activities would occur along the interface with adjacent property. In some areas, exposure to glare generated by construction (illumination, headlights, construction lighting, and solar reflection) may increase with removal of roadside vegetation.
- Detours, traffic control devices, or lane shifts would require greater driver attention and may distract motorists.
- Temporary clutter may appear in some foreground and background views because of the presence of construction activities, equipment, stored materials, and general disruption of vegetation with fencing, equipment, vehicles, and lighting.

5 What kind of changes to views and visual quality in these areas can viewers expect?

The proposed widening of SR 522 would create moderate long-term visual effects for SR 522 and its neighbors in some areas of the project. The roadway that played a minor part of the visual characteristics would become a more dominant element of visual character.

In terms of changes to views, the corridor would experience changes due to increased speeds of traffic, wider expanses of pavement (new travel lanes), the addition of stormwater ponds, and the addition of bridge structures at intersections near

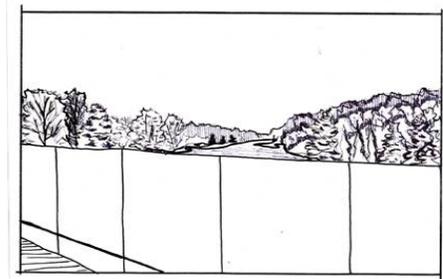
Monroe, at the US 2 intersection, and over the Snohomish River. In some cases, the construction requires removal of some dense and mature roadside vegetation that currently provides screening of the transportation facility from neighboring properties. All of these activities could affect visual quality. Most of the changes to visual quality would be moderate. The roadway would present a more dominant feature in the landscape, though the speeds of the traffic would increase and the length of exposure by roadway users would reduce the sensitivity of the roadway user.

The reduction of the distance and buffer between traffic to the homes along the corridor would be the most notable change for viewers toward the facility. The views of vegetation would be replaced by exposed views of pavement and vehicles, which in many places are traveling at 55 to 60 miles per hour. This would result in a visual experience of a heightened pace of life, to which rural residents are often acutely aware and sensitive. On the other hand, there may be situations where a retaining wall separates the highway from adjacent properties, in which case any foreground views of traffic would be eliminated.

Viewpoint #1: Snohomish River Bridge Crossing

The Snohomish River Bridge crossing view would be reduced in vividness. The addition of manmade forms would further limit the expansive views to the Snohomish River as a visual resource. Although the existing barrier is in the foreground for this view, the addition of an additional bridge adjacent to the existing bridge would block more elements from the viewer's perspective, reducing the amount of area that can be seen.

The construction of the new bridge over the Snohomish River would require removal of some established vegetation. The mature trees along the river play a role in creating the enclosure of the basin that supports the memorability and the intactness of the view when entering this landscape unit. Adding another bridge across the river would add human development, which reduces intactness.



*Snohomish River Bridge Crossing (Viewpoint 1)
Prior to Construction*

Viewpoint #2: Monroe High School

Of all the selected viewpoints, viewers from Monroe High School would experience the least change in visual quality. The intactness and unity would decrease as a result of the proposed widening of SR 522. The vividness of this viewpoint would remain the same. Although the widening of the corridor would result in the clearing of some vegetation and additional pavement, the existing and preserved elements would provide an overall balance to the change.

Residents who pass this view on a regular basis would notice a clearer view of a widened highway with higher volumes and speed. A possible effect to school users would be an increase of perceived volume of nearby traffic.

Viewpoint #3: South of Monroe City Limits

Motorists can expect to see the wider expanse of pavement in this viewpoint. The existing vividness from this viewpoint was moderately low, and widening SR 522 would increase the built element in the view, dropping the vividness to low. Unity was moderately high with minimal clutter in view. With the proposed conditions, the clearing of some vegetation to the north from the highway widening may reveal more elements (neighboring houses, street lights, and power lines) and decrease the unity to moderately low.

Viewpoint #4: Neighborhood Off Grand Street

SR 522 is minor in this view because of the vegetation on the highway embankment (Exhibit G-3). Along with the existing deciduous trees lined behind the highway, the embankment vegetation of shrubs and trees increases the intactness of this view to moderate. With proposed conditions, the widening would likely remove the soft backdrop of roadside vegetation to the north and decrease the intactness of the view to moderately low. The unity would also be reduced from moderately high to moderately low because the visual coherence of the vegetation in this view would be reduced by the removal of the vertical landscape elements that balanced with the foreground embankment vegetation.

**Exhibit G-3
View at Grand Street Looking West Toward SR 522**

Before Construction



After Construction



6 Will the project create new sources of shadow, light, or glare?

Minimal new lighting is proposed along the highway. The new lanes would generate new sources of light or glare from additional cars. However, since the highway is on an embankment through most of the densely populated areas, the additional lights from cars may not be noticeable. Illumination would only be provided as necessary near the 164th Street SE roundabout and at the US 2 interchange. Since these areas are already illuminated, the new light and glare effects could be minimal. Additional bridge structures would create shade for those viewing from below.

7 What could be done to avoid or minimize and compensate for negative effects?

During Construction

To reduce the temporary visual effects during construction, the project could minimize removal of existing vegetation and locate storage and staging areas in places that are not visually prominent. We can address light and glare effects associated with nighttime construction activities by using downcast lighting sources.

For compensation during construction, construction-related activities would reduce the visual quality within the corridor; however, these effects to visual resources are temporary and although unavoidable, are short-lived.

After Construction

To maintain visual integrity and to blend with the existing bridge, the new bridge design has been selected to match the existing structure. The color and textures would need to match the existing structure as well.

Avoiding or minimizing negative effects include preserving as much existing vegetation as possible. To screen built features and to minimize the effects of the widened highway, elements such as new plantings along the corridor (median plantings in certain areas) and tree and shrub installations around ponds and along key areas could be added. The roundabout between the

westbound SR 522 ramps and 164th Street SE would be vegetated to improve intactness within the corridor and the specific landscape unit in which they would be located. The exception to our ability to mitigate for visual impacts would occur in locations in which full vegetative screens were removed in front of local residences and where right-of-way does not exist in sufficient abundance to replant in the areas. This is not likely to occur since adequate right-of-way exists for restored vegetative areas.

Other examples of treatments that would be employed to avoid or minimize negative visual effects include shielding light fixtures to minimize light spilling to adjacent areas. Texture and color will be applied to concrete structures to blend with the natural surroundings.

Appendix H

City of Monroe September 2007 Community Development Activity

City of Monroe September 2007 Community Development Activity

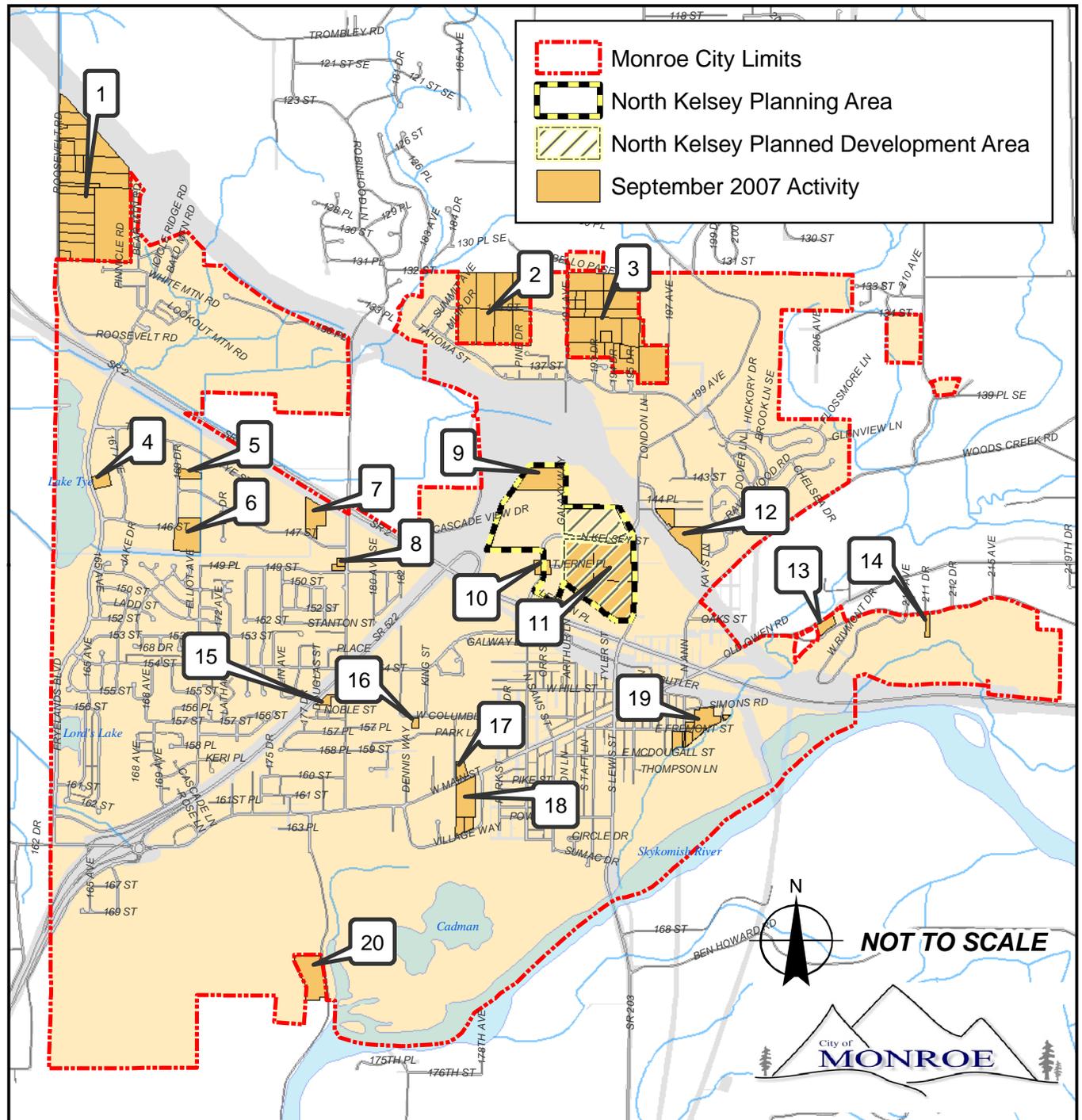
Projects:

1. AN200605 (Roosevelt Rd Annexation - 71 Acres)
2. AN200701 (Chain Lake West III Annexation - 40 Acres)
3. AN200501 (Chain Lake Central Annexation - 60 acres)
4. CU200702 (Cornerstone Academy CUP) APPROED 9/11
5. CU200701 (Sky Valley Education Center Expansion) APPROED 9/11
6. BP5821/M2007-0113/(NC Machinery - 21,000 sq ft building)
7. SEPA200719/M2007-0084 (Panattoni grading & 83,4888 sq ft industrial bldg) MDNS ISSUED 9/04
8. BP5820/M2005-056/SEPA200715 (Sauvage Professional Center - 26,000 sq ft building)
9. SEPA200721/M2007-0220 (Lakeside Industry expansion 40,000 Cu Yd cut and fill)
10. M2007-0072 (North Kelsey St & Tjerne Place traffic light and intersection improvements)
11. BP 5830 (North Kelsey Public Pavillion)
12. PL-PD200502 (Mt. Ridge Estates Final Plat - 27 lots)
13. SP200508/SL200501 (4 lot short plat, variance, & shoreline permit)
14. SEPA200720/BP5702 (SFR w/critical areas)
15. SP200703 (3 lot duplex short plat) PRELIMINARY APPROVAL 8/07
16. SP200706 (3 lot short plat)
17. SP200705 (2 lot Professional Office short plat) ON-HOLD
18. SEPA200726/BP6208/M2007-0247 (New Public Works decant bldg 4400 sq ft)
19. SL200701/SEPA200708/BP5636/M2005-0402 (Wibbelman shoreline permit & 2,400 sq ft building)
20. AN200604 (Reformatory Road Annexation - 7.43 acres)

For specific project details, please contact the Community Development Department at (360) 863-4532

Map data shown is the property of the City of Monroe & Snohomish County. Inaccuracies may exist & the City of Monroe & Snohomish County imply no warranties or guaranties regarding any aspect of data depiction. No real estate decisions are to be made using this map. Please contact the City of Monroe Community Development Department for verification.

Project: City of Monroe September 2007 Development Activity
 Y:\GIS\Departments\CD\City Development Activity\2007\September Development Activity (09-24-07).mxd
 Revised: 09-24-07
 Author: R. Wright



Appendix I

Section 4(f) Documentation

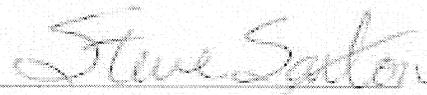
SR 522, Cathcart Road vic. To US 2 Widening Section 4(f) Application Determination

The Washington State Department of Transportation (WSDOT) requests concurrence by the Federal Highway Administration (FHWA) with the determination that Section 4(f) does not apply to this undertaking: SR 522, Cathcart Road vic. to US 2 Widening, MP 20.41 to MP 24.68 because the following conditions for temporary occupancy are met.

1. The temporary access road will function only during bridge construction and not during the entire duration of the roadway widening project.
2. Changes to the park property are minimal since WSDOT will use a former road bed for temporary access.
3. There will be no temporary or permanent interference with the activities or purpose of the Lord Hill (Snohomish County) Regional Park.
4. WSDOT will recover the temporary access road to a similar, in if not better condition to the existing state.
5. The attached message dated August 22, 2007 shows agreement terms by Snohomish County for the temporary access road.

Compliance

Requirements of temporary occupancy of a Section 4(f) property under 23 CFR 771.135(p)(7) are met.



Steve Saxton
Area Engineer
Federal Highway Administration

Date

09-04-07

Comment:

Jenny Bailey

From: Bailey, Dianne [dianne.bailey@co.snohomish.wa.us]
Sent: Wednesday, August 22, 2007 9:27 AM
To: Tolon, Marsha
Subject: SR 522- WSDOT XL 2042

The temporary access requested by WSDOT for its SR-522 project over Lord Hill Regional Park will follow an existing road corridor, because WSDOT's use will be provided by a Right of Entry, it is not permanent and does not adversely impact the park. WSDOT will be required to provide insurance and return the road corridor into a similar, if not better condition than it currently exists.

Dianne Bailey, Park Property Administrator

Snohomish County Parks & Recreation

6705 Puget Park Drive, Snohomish, WA 98296
Office: (425) 388-6622 / Fax: (425) 388-6645
www.snoco.org / e-mail: dianne.bailey@co.snohomish.wa.us

Appendix J

Endangered Species Act – Biological Opinions



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Northwest Region
7600 Sand Point Way N.E., Bldg. 1
Seattle, WA 98115

Refer to NMFS No:
2007/009480

February 28, 2008

Daniel M. Mathis
Division Administrator
Federal Highway Administration
Evergreen Plaza Building
711 S. Capitol Way, Suite 501
Olympia, Washington 98501

Re: Endangered Species Act Section 7 Formal Consultation for SR 522 Catchart
Vicinity to Monroe, Snohomish County, Washington. (Sixth Field HUC
171100090599 and 171100100404, Snohomish River).

Dear Mr. Mathis:

Enclosed is a biological opinion prepared by the National Marine Fisheries Service pursuant to Section 7(a)(2) of the Endangered Species Act on the effects of the proposed SR 522 Cathcart Vicinity to Monroe project. In this Biological Opinion, the National Marine Fisheries Service concludes that the proposed action is not likely to jeopardize the continued existence of Puget Sound steelhead trout (*Oncorhynchus mykiss*) and Puget Sound Chinook salmon (*O. tshawytscha*).

As required by Section 7 of the Endangered Species Act, an incidental take statement prepared by the National Marine Fisheries Service is provided with the Biological opinion. The incidental take statement describes reasonable and prudent measures National Marine Fisheries Service considers necessary or appropriate to minimize incidental take associated with this proposed action. It also sets forth nondiscretionary terms and conditions, including reporting requirements, that the Federal agency and applicant, if any, must comply with to carry out the reasonable and prudent measures. Incidental take from actions by the action agency and applicant that meet these terms and conditions will be exempt from the Endangered Species Act take prohibition.

This document also includes the results of our analysis of the action's likely effects on essential fish habitat pursuant to Section 305(b) of the Magnuson-Stevens Fishery Conservation and Management Act (MSA), and includes one conservation recommendation to avoid, minimize, or otherwise offset potential adverse effects to essential fish habitat. The conservation recommendation is an identical subset of the Endangered Species Act Terms and Conditions. Section 305(b)(4)(B) of the MSA requires Federal agencies to provide a detailed written response to National Marine Fisheries Service within 30 days after receiving these recommendations.



If the response is inconsistent with the essential fish habitat conservation recommendations, the Federal Highway Administration must explain why the recommendation will not be followed, including the justification for any disagreements over the effects of the action and the recommendation. In response to increased oversight of overall essential fish habitat program effectiveness by the Office of Management and Budget, National Marine Fisheries Service established a quarterly reporting requirement to determine how many conservation recommendations are provided as part of each essential fish habitat consultation and how many are adopted by the action agency. Therefore, in your statutory reply to the essential fish habitat portion of this consultation, we ask that you clearly identify the number of conservation recommendations accepted.

If you have questions regarding this consultation, please contact Scott E. Anderson, Fishery Biologist, in the Transportation Branch of the Washington State Habitat Office at 360.753.9456.

Sincerely,



D. Robert Lohn
Regional Administrator

Enclosure

Cc:

Michael McDonald, WSDOT NW Region
Paul Wagner, HQ, WSDOT

FILE COPY



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Western Washington Fish and Wildlife Office
510 Desmond Dr. SE, Suite 102
Lacey, Washington 98503



In Reply Refer To:
13410-2007-F-0186

FEB 25 2008

Mr. Daniel M. Mathis
Division Administrator
Federal Highway Administration - Washington Division
711 South Capitol Way, Suite 501 Evergreen Plaza
Olympia, Washington 98501-1284

ATTN: Brian Hasselbach

Dear Mr. Mathis:

This document transmits the U.S. Fish and Wildlife Service's Biological Opinion (BO) based on our review of the proposed State Route 522, Cathcart Road Vicinity to U.S. Highway 2 traffic safety and mobility improvement project, Snohomish County, Washington, and its effects on the bull trout (*Salvelinus confluentus*) and designated critical habitat for bull trout in accordance with section 7 of the Endangered Species Act of 1973, as amended (16 U.S.C. 1531 *et seq.*) (Act).

Your request for initiation of formal consultation, dated January 23, 2007, was received in our office on January 24, 2007. The Federal Highway Administration has provided information in support of "may affect, likely to adversely affect" determinations for bull trout and designated bull trout critical habitat, and a "may affect, not likely to adversely affect" determination for the bald eagle. We concur with these effect determinations. On May 15, 2007, the Service received from your office additional information and initiated formal consultation on the project.

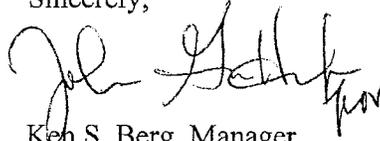
TAKE PRIDE[®]
IN AMERICA 

Daniel M. Mathis

2

The enclosed BO addresses the proposed action's adverse effects on bull trout and designated bull trout critical habitat and includes mandatory terms and conditions intended to minimize certain adverse effects. If you have any questions regarding the BO or your responsibilities under the Act, please contact Ryan McReynolds at (360) 753-6047 or John Grettenberger at (360) 753-6044, of my staff.

Sincerely,

A handwritten signature in black ink, appearing to read "Ken S. Berg". The signature is written in a cursive style with a large initial "K" and "S".

Ken S. Berg, Manager
Western Washington Fish and Wildlife Office

cc:

WSDOT, Northwest Region (G. Davis)

WSDOT, Environmental Services Office (P. Wagner)