

15. **DEIS 3-207** The City of Fife has an existing force main and a new gravity sewer system in the vicinity of the 70<sup>th</sup> and 20<sup>th</sup> intersection. This needs to be identified in the sewer section.
16. **DEIS 3-207** The City of Fife has an existing force main and a new gravity sewer system in the vicinity of the 70<sup>th</sup> and 20<sup>th</sup> intersection. This needs to be identified in the sewer section.
17. **DEIS 3-208** The City of Fife has an existing sewer system located in 54<sup>th</sup> Avenue East. This needs to be identified in the sewer section. All storm water plans and mitigation needs to adhere to the City of Fife storm water comprehensive plan.
18. **DEIS 3-209** Operation impacts will exist to City water and sewer services once SR 167 is constructed. The planned water and sewer improvements in the associated comprehensive plans must be adhered to, constructed and mitigated.
19. **DEIS 3-217** The Major Water Distribution Lines Figure does not correctly represent the City of Fife major water distribution lines within the project limits or project area.
20. **DEIS 3-218** The Major Sewer Lines figure does not correctly represent the City of Fife sewer system in the project area.
21. **DEIS 3-228** The City of Fife Comprehensive Plans and associated elements need to be referenced in section 3.11.5 as plans that should be adhered to.
22. **DEIS 3-235** Section 3.11.8 needs to address the City of Fife infrastructure as impacted by SR 167 construction. The utilities will be impacted and potentially relocated. The roads will be impacted by having much higher traffic volumes during construction, including construction traffic. The life cycle of paved roads will be reduced with the additional detour and construction traffic. These effects need to be mitigated also.
23. **DEIS 3-252** In addition to addressing the impacts to farmland, section 3.12.3 needs to address the loss of industrial zoned property within the City of Fife.
24. **DEIS 3-257** Some of the actively farmed lands, shown in figure 3.12-1, are approved developments in the City of Fife. The figure needs to be updated accordingly.

L04-102

**RESPONSE L04-102**

Section 3.10.2 of the FEIS is revised to include the City of Fife force main and new gravity sewer system and figure 3.10-8 is updated to include this information.

**RESPONSE L04-103**

The FEIS section 3.10.3 has been revised to include the City of Fife's sewer system under 54th Avenue East. Figure 3.10-8 is updated to show the sewer system.

L04-103

**RESPONSE L04-104**

WSDOT will coordinate with the City on this issue during design and construction of the project.

L04-104

**RESPONSE L04-105**

Figure 3.10-7 is revised to show the City's water distribution lines in the project area.

L04-105

**RESPONSE L04-106**

Figure 3.10-8 has been updated to show the City of Fife's sewer system.

L04-106

**RESPONSE L04-107**

As the project proceeds through the design phase on into construction, WSDOT will ensure that the project will be consistent with the policies developed in the Comprehensive Plans.

L04-107

**RESPONSE L04-108**

The best management practices will be used during construction to minimize the impacts on the community and the infrastructure. As part of construction management, access and traffic mitigation and dust control measures will be prepared and included in the project's contract specifications. As during any WSDOT project, the Department will coordinate and work with the local jurisdiction and/or utility agency on possible impact and relocation of any utilities.

L04-108

L04-109

**RESPONSE L04-109**

Land use impacts, including industrial properties in the City of Fife are addressed in FEIS section 3.11 Land Use, Socioeconomics, and Environmental Justice.

L04-110

**RESPONSE L04-110**

Figure 3.12-1 and associated data are updated.

25. **DEIS 3-290** It is unclear if the ITS Implementation Plan requires Surveillance, Control and Driver Information (SC&DI) elements to be designed into this section of SR 167. SC&DI elements should be fully designed and utilized on this project. The project should provide, and completely construct, provisions for the City of Fife to directly link to and access the WSDOT system via fiber optic connections.

**L04-111**

**RESPONSE L04-111**

The ITS plan will be developed during final design. WSDOT will coordinate with the City during final design.



www.cityoffife.org

September 27, 2005

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OCT 06 2005

**Mayor**  
Mike Kelley, Sr.

**Council**  
Richard Godwin  
Barry Johnson  
Kory Edwards  
Rob Cerqui  
Mardene Patton  
Kim Roscoe

William J. Malinen  
City Manager

Loren Combs  
City Attorney

Steve Worthington  
Community Development  
Director

Michael Lafreniere  
Parks, Recreation &  
Community Services  
Director

Marlyn Campbell  
City Clerk/Treasurer &  
Finance Director

Robert J. DeGroot  
Police Chief

Russ Blount  
Public Works Director &  
City Engineer

**Public Works**  
3725 Pacific Hwy. E.  
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**J.M. Paulson**  
**Criminal Justice Center**  
3737 Pacific Hwy. E.  
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**Fife Community Center**  
2111 - 54th Ave. E.  
Fife, WA 98424-2061  
(253) 922-0900

**Fife Swim Center**  
5410 - 20th Street E.  
Fife, WA 98424  
(253) 922-7665

**City Hall**  
5411 - 23rd St. E.  
Fife, WA 98424-2061  
(253) 922-2489  
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Tom Whitney  
Acting Environmental and Hydraulic Manager  
Olympia Region  
WSDOT  
PO Box 47417  
Olympia, WA 98504-7417

Dear Mr. Whitney:

In reference to your request for comments on the SR 167, Puyallup to SR 509 Draft 4(f) Evaluation, I find the document meets joint coordinated planning efforts for historic and recreational purposes. With that thought, I hereby submit the following:

1. Please notify the City when WSDOT will begin the process of purchasing those structures in Fife.
2. Will WSDOT assist with the relocation of any structure that is purchased?
3. Discussions concerning the Interurban Trail should include the City of Fife, as the Trail will connect with the proposed Pacific National Soccer Complex, which is to be constructed in Fife.
4. It is our understanding that there will be a trail system within the Surprise Lake and Hylebos drain buffers. Will you please confirm this.
5. It is not clear what pedestrian access will be provided across 20<sup>th</sup> Avenue E.
6. The basic alignment of 20<sup>th</sup> Street E and the Surprise Lake and Hylebos drain buffer limits, as shown on Figure 13, Page 42 of the 4(f) Evaluation are acceptable. This is with the understanding that there will be twelve full-sized regular soccer fields.
7. There is a possibility that the soccer complex will be constructed in phases with the first phase occurring as soon as the Fall of 2006. The City would like WSDOT to relocate the Surprise Lake Drain in conjunction with the Phase I development of the soccer complex.

In conclusion, the document accurately reflects our proposal to develop a city park adjacent to Hylebos Creek, the Hylebos Creek Conservancy Trail. The document also accurately reflects our proposal to develop a soccer complex. It is our understanding that the proposal to extend SR-167 from Puyallup to SR-509 will require use of these facilities.

L04-112

L04-113

L04-114

L04-115

L04-116

L04-117

L04-118

L04-119

**RESPONSE L04-112**

FHWA and WSDOT appreciate the City's efforts to jointly coordinate concerning the use of recreational facilities.

**RESPONSE L04-113**

The three historic structures are subject to the conditions set in the Section 106 Memorandum of Agreement, which requires that the residences will be offered for sale for one year to any buyer willing to move the structure. Once WSDOT purchases these structures, they will be offered (most likely in a lot) for auction. Local jurisdictions are notified of the auction and sometimes they are offered the structures first. The buyer will pay for all expenses associated with moving the structure(s). If no such buyer surfaces, then WSDOT would be allowed to demolish the structure as long as a historic property recordation that consists of appropriate large-format photo documentation has been performed. We will notify the City of Fife when WSDOT is ready to proceed with the purchase of these properties.

**RESPONSE L04-114**

FHWA and WSDOT recognize the importance of working collaboratively with both the City of Fife on the Pacific National Soccer Park and the City of Milton on the Interurban Trail. As the project team moves forward to develop appropriate mitigation for the use of these 4(f) facilities, we are committed to continuing this collaborative process, including inviting all stakeholders to future meetings.

**RESPONSE L04-115**

The current design for SR 167 includes a multi-use path between the 54th Avenue Interchange and SR 99, which is within the Hylebos riparian restoration area. The project is committed to encouraging community-based stewardship of the riparian areas, which will include providing reasonable public access. This will be developed during the final design of the Riparian Restoration Proposal, after the Record of Decision for the SR 167 Tier II FEIS.

**RESPONSE L04-116**

During final design, WSDOT will work with the City of Fife to coordinate pedestrian crossings with the Interurban Trail and with future landuse changes in the vicinity of 20th Street East.

**RESPONSE L04-117**

This is our current understanding, also.

WSDOT's preliminary design showing access to the Hylebos Creek Conservancy Trail appears acceptable. The City acknowledges WSDOT's efforts to minimize use of the proposed Pacific National Soccer Park.

The City is committed to working cooperatively with WSDOT in identifying acceptable measures to minimize harm, potential mitigation for use of any constructed soccer complex facility.

Please feel free to contact me should you have any questions.

Very truly yours,



William C. Kennedy  
Interim Community Development Director

L04-119

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**RESPONSE L04-118**

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The timing of Phase I of the Pacific National Soccer Complex construction is occurring prior to final design of the I-5 Interchange area and the Riparian Restoration for the project. Unfortunately, WSDOT does not have the construction or right-of-way funding necessary to relocate Surprise Lake Drain during the Fall of 2006.

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**RESPONSE L04-119**

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We look forward to working cooperatively in the future to identify any additional measures to minimize the use of the Pacific National Soccer Park, minimize impacts to the Hylebos Creek Nature Park Conservancy Trail, and develop appropriate mitigation for unavoidable impacts to those facilities.

**RESOLUTION NO. 795-03**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FIFE, PIERCE COUNTY, WASHINGTON PROVIDING COMMENTS ON STATE ROUTE 167 DRAFT ENVIRONMENTAL IMPACT STATEMENT, TIER II.

WHEREAS, the SR 167 Highway Project will be constructed within the City of Fife corporate boundaries; and

WHEREAS, the SR 167 project is important to the transportation system of the state of Washington, the moving of goods to and from the Port of Tacoma, and the state and national economy; and

WHEREAS, SR 167 Highway Project will have significant environmental impacts to the properties, persons and governmental services of the City of Fife; and

WHEREAS, The Department of Transportation as the lead entity for the SR 167 Highway project has sought comments from the City of Fife City Council to minimize impacts.

NOW THEREFORE BE IT RESOLVED that the City Council provides the following comments:

1. The SR 167 wetland mitigation area proposed west of Frank Albert Road, between the Union Pacific railway line and Levee Road running to the western limits of the City of Fife comprises 233 acres of industrial zoned lands. Of those acres only fifteen acres are inventoried as national wetlands. The remaining 218 acres of industrial zoned property is currently available for industrial development.  
Establishing this area as a wetland mitigation area will permanently remove this property from development and the creation of jobs, economic value to the region and taxes to the City of Fife, Pierce County, the Fife School District, and other taxing districts.  
If developed today, the area would carry an estimated assessed value of \$46 million dollars. This loss of this area for job creation, regional economy, and taxes is unacceptable to the City Council of the City of Fife. The City of Fife is already losing in excess of 200 acres of industrial zoned property to the SR 167 Right-of-Way footprint. While in time the properties immediately adjacent to SR 167 may increase in value due to the freeway availability, there would be no offsetting increase in value from the wetland mitigation site.  
The proposed mitigation area should be located elsewhere outside the City of Fife on properties that do not have the economic potential of this developing industrial area. Lower valued rural property with wetland features which can be more easily enhanced is better suited for the SR 167 wetland mitigation area. These areas would be less costly to the tax payers to acquire and would provide an equivalent function for mitigation. Alternate sites exist which would not lead to a significant loss of future jobs, economic vitality, and taxes for the governments of the area.

L05-001

**RESPONSE L05-001**

No final site has been selected. We have updated the Conceptual Mitigation Plan to include several possible wetland mitigation sites. The Union Pacific Rail Road (UPRR) site is identified as one of several potential mitigation sites.

The inclusion of the SR 167 wetland mitigation area in the City of Fife is an unfair burden to the City, its citizens and the regional economy.

2. The SR 167 project will result in a loss of revenue from lands within the footprint of the highway. Adjacent properties are also impacted by the uncertainty of the timing of the construction of SR 167. The SR 167 project should be phased with early construction in Fife to mitigate the revenue loss due to the right-of-way acquisition, and to minimize the uncertainty of the timing of construction to adjacent properties.
3. The configuration of the Valley Avenue Interchange with SR 167 is shown with 3 options. The Fife City Council prefers the option listed as the "Valley Avenue re-alignment option, at Valley Avenue" as depicted in Figure 2.5-13 of the DEIS. This option provided the best functionality for the City of Fife street system.
4. The configuration of the 54th Avenue interchange is shown with several options. The Fife City Council prefers the "Loop" option at 54th Avenue East, as depicted in Figure 2.5-9 of the DEIS.
5. The SR 167 project bisects the current and proposed street system in the east portion of Fife. The current alignment of 20th Street East will be disrupted by SR 167. The proposed re-alignment includes an awkward loop of 20th Street East, under SR 167 south of I-5. The City Council objects to the proposed unwieldy design for 20th Street East. Grade separations for Fife's surface arterial systems must be provided to minimize the impacts to the local transportation system. City proposed extensions of 26th Street East and/or 28th Street East should be provided grade separations from SR 167.

L05-002

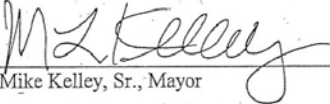
L05-003

L05-004

L05-005

ADOPTED by the City Council at an open public meeting held on the 8th day of

April, 2003.

  
Mike Kelley, Sr., Mayor

Attest:

  
Marlyn Campbell, Clerk/Treasurer

### RESPONSE L05-002

The final "footprint" of the SR 167 Extension project has not been determined. The location, dimensions and access points for the affected parcels are not all known at this time and won't be determined until the project design is advanced to a near final stage. At this time WSDOT is using a prioritization process for determining which properties to purchase for the SR 167 Extension project because we do not have enough funding at this time to buy all of the property needed for the project. We are concentrating most of our property acquisition in and around those areas that will need to be constructed first according to our staging strategy for the project. We are currently buying undeveloped and non-businesses properties from willing sellers following our prioritized list. We will continue to purchase property using this prioritization process until existing allocated funds are exhausted. The Legislature has appropriated funding for this project through June 2009. When the Record of Decision for the Final EIS is approved by FHWA (currently scheduled for early 2007), the acquisition process should remain the same for all practical purposes, however, WSDOT will then have the authority to condemn property under eminent domain law.

### RESPONSE L05-003

The Valley Avenue Interchange Option is the environmentally preferred option with the least amount of impact to adjacent properties.

### RESPONSE L05-004

The Loop Option for the 54th Avenue interchange is the environmentally preferred option with the least amount of impact to adjacent properties.

### RESPONSE L05-005

Due to the complexity of the I-5 interchange, it is not possible to maintain 20th Street East in its current configuration.



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 APR 30 2003  
 TUMWATER DESIGN



Mr. Neal Campbell,  
 Project Engineer  
 WSDOT Tumwater Design Office  
 PO Box 47446  
 Olympia, WA 98504-7446

April 28, 2003

RE: SR 167 Puyallup to SR 509  
 Tier II DEIS Review

RECEIVED  
 MAY 05 2003  
 OLYMPIC REGION

Dear Neal:

We want to thank you again for extending the opportunity for the Port of Tacoma to provide our comments on the subject document.

The Port considers the SR 167 from I-5 to SR 509 as one of the most critical, if not the most critical, infrastructure improvement for port traffic circulation due to the construction of the new Pierce County Container Terminal and the potential for a new East Blair Container Terminal within the next five to fifteen years.

Based on the importance of this project to the success of the Port of Tacoma's mission, our comments are almost exclusively directed to the traffic patterns and the congestion relief provided by direct access to I-5 by the SR 167 project.

Alexander Avenue vacation

The DEIS did not recognize the current plans for the Port and the City of Tacoma to vacate Alexander Avenue north of SR 509. We expect this vacation to occur with the next 12 months. Thus the potential exists for WSDOT to reanalyze and reconfigure the grade separation, and the resulting traffic patterns, at Alexander Avenue and SR 509/167.

L06-001

**RESPONSE L06-001**

The grade separation and resulting traffic patterns at Alexander Avenue has been taken into account. Please see section 3.14 of the FEIS.

SR 167/54<sup>th</sup> Avenue East Interchange

The DEIS acknowledges Port traffic to and from the Fife valley. It does not address, however the increased traffic from Port growth, the new terminals coming in the future and the closure of Alexander Avenue. The proposed interchanges at 54<sup>th</sup> Avenue East will thus become the only truck traffic access between Fife (I-5) and the Hylebos peninsula, including traffic from the largest container terminal on the West Coast outside of Los Angeles. The ability for the SR 167/54<sup>th</sup> Ave East interchange to handle this traffic is very critical. The Half Diamond Option is our preferred option to facilitate southbound traffic merging onto SR167 from Taylor Blvd and 54<sup>th</sup> Avenue East locations.

L06-002

**RESPONSE L06-002**

The traffic studies completed for the DEIS was based on PSRC's growth projections, which takes into account future growth of the Port of Tacoma. During the development of the FEIS, the Port changed their preferred option at 54th Avenue interchange to the Loop Ramp Option. This option is the preferred option in the FEIS. Please see response to comment L06-007.

P.O. Box 1837 • Tacoma, Washington 98401-1837 • Telephone: (253)-383-5841