

Harbour Reach Corridor Project Project Narrative

The proposed Project includes approximately ¾ mile of new and improved roadway. The Project will provide a parallel north-south alternative to State Route 525, increasing the City's traffic capacity and decreasing emergency response time. The Project will include a two-lane arterial, bicycle and pedestrian facilities, streetscapes, and traffic calming alternatives. Construction is anticipated to begin in May 2019 and be concluded by December 2020.

The south end of the Project begins at the intersection of Beverly Park Road and 132nd Street SW. From this intersection, the alignment goes northwest with proposed roadway grades at or below existing grade. The alignment crosses a ravine and connects with the existing Harbour Reach Drive with a new round-about. The roadway will cross the ravine on soil fill supported by a structural earth wall (SEW) to the west and an SEW and embankment to the east. The height of the fill will be up to 35 feet. A 13-foot-wide metal arch culvert will convey a seasonal stream (Stream 3, South Fork Picnic Point Creek) through the SEWs. Stream 3 is a Type 5 stream with a 50-foot buffer.

The alignment of the roadway continues on the existing Harbour Reach Drive. A buried stormwater vault will be constructed under the roadway. Along this segment, the proposed arterial will expand east at grade to the City right-of-way line.

North of existing Harbour Reach Drive and its intersection with Blue Heron Boulevard, the alignment continues northwest with proposed roadway grades at or below existing grade and crosses a second ravine. The roadway will cross the ravine on soil fill supported by back-to-back SEWs. The height of the fill will be up to 35 feet. A 26-foot-wide metal arch culvert will convey North Fork Picnic Point Creek (Stream 1) and its associated wetland fringe (Wetland A) through the SEWs. Stream 1 is a Type 3 stream with a 150-foot buffer; Wetland A is a Category II wetland with a 165-foot buffer. A buried stormwater vault will be constructed in the earth embankment and native soil.

The roadway ends at the intersection with Harbour Pointe Boulevard SW.

Temporarily impacted wetlands and wetland/stream buffers will be restored following project construction. The small area of permanent Wetland A impact will be mitigated through enhancement of Wetland D, west of South Road. Finally, permanent impacts to stream buffers are proposed to be compensated through payment of a fee in lieu of on-site mitigation to the City's Critical Areas Mitigation Program. The U.S. Army Corps of Engineers has authorized the stream and wetland impacts through Nationwide Permit 14 (Linear Transportation Projects). Coordination with Washington Department of Fish and Wildlife and the Tulalip Tribes has also been conducted during the design stage of the project.