



MODIFIED

MITIGATED DETERMINATION OF NON-SIGNIFICANCE

Project Name: White River Restoration Project (WRRP)

Permit Application No: SEPA-2021-0045

Location: Project occurs over 230 acres in and around the White River approximately between River Mile 2.6 and 4.3 including portions of the floodplain occupied by the former Sumner Meadows Golf Course and agricultural land south of the golf course, river banks west of the White River between 16th and 24th Streets, and utility corridor work west of the river along 24th Street East.

Parcels: 0420014081, 0420014078, 0420014077, 0420121024, 0420014079, 0420014080, 0420121035, 0420121021, 0420121031, 0420121030, 0420121029, 0420121012, 0420124036, 0420124001, 0520073017, 0420124033, 0420124043, 0520073022, 0520073015, 0420124029, 0420124066, 0420131011, 0420131017, 0420131036, 0420131047, 6026510070, 0420121017, 6024800050, 0420014076, 0420124048, 0420014059, 0420131044, 7992000083, 9520000074, 9520000072, 9520000020, 520000040, 0520073006

Description of Proposal: The White River Restoration Project's (WRRP or project) scope has been refined since the previous SEPA review and decision. The primary revisions are the removal of the adjacent BNSF siding tracks and the project will no longer realign the Cascade Water Alliance Tailrace. These changes result in a decrease in environmental impacts and increase the area used for restoration. The WRRP occurs over 230 acres and looks to improve aquatic habitat, Salmon rearing habitat and water quality while reducing flood risk by reconnecting the White River with its floodplain. The WRRP will restore native vegetation, including forested wetlands, mixed coniferous and deciduous upland forest and scrub shrub plant communities. Project Actions include:

- Lowering the existing floodplain via grading to restore a more natural channel and floodplain configuration and allow for significant expansion of aquatic habitats. The new floodplain configuration will allow for dynamic channel processes to occur while maintaining stable boundaries to protect adjacent developments. Approximately 163 acres of floodplain will be planted to restore native riparian plant communities. More natural channel systems will be installed for the Cascade Water Alliance Tailrace and #9 Ditch and 21 engineered log jams (ELJs) will be installed in the White River and new side channels.
- Rerouting sections of the existing Sumner Link Trail to bring it further away from the active river channel while maintaining the north and south connection and access points to the existing trail system.
- In water work will occur during in-water work window of July 1-August 31 and include, isolation of off channel connection points with the existing White River channel, placement of ELJs, installation of complex wood revetments. Cofferdam removal may occur until November 1.

- The bridge at 148th Ave E crossing the Cascade Water Alliance tailrace is expected to remain and may be reinforced. A temporary bridge may be installed during construction at this location if the existing bridge is not structurally sufficient. The temporary bridge would be removed following construction.
- An existing utility corridor with above and below ground lines along 24th Street E with lines attached to the existing pedestrian bridge and buried on the East side of the river will be modified and or relocated. The relocation will occur during the first phase and include: moving existing PSE overhead power poles, Directional drilling 24' under the White Rivers lowest point to install PSE gas lines and conduit, boring at 24th St pedestrian bridge to a point East of the BNSF tracks for water, sewer and communication lines and relocation of an existing sewer pump station to a point East of the BNSF tracks.
- The area previously contemplated for the BNSF staging tracks will be incorporated into the restoration project and provide approximately 32 additional acres.

Applicant: Doug Beagle, Development Services Director, City of Sumner

Lead Agency: City of Sumner

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030 (2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request. **Documents are available on the City of Sumner website at www.sumnerwa.gov.**

There is no comment period for this DNS.

This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

This DNS is issued under 197-11-340 (2); the lead agency will not act on this proposal for 14 days from the issue date below.

Responsible Official: Ryan Windish **Position/Title:** Community Development Director

Address: 1104 Maple Street Suite 250, Sumner, WA 98390 **Phone:** (253) 299- 5524

Signature 

Ryan Windish

Determination Date: December 22, 2025

Date Issued: January 7, 2026

Questions or comments: Scott Waller, Senior Planner: scottw@sumnerwa.gov

SEPA MITIGATION MEASURES

1. Mitigation and monitoring shall be implemented per the Project's Mitigation, Planting, Maintenance and Monitoring Plan prior to or concurrent with site development and consistent with SMC 16.40, 16.46 and 16.56.
2. Sections of the Sumner Link trail will be closed during construction. The City shall restore north-south Sumner Link trail connections as soon as is practical during construction. ~~shall include a detour route to ensure continued connection and access throughout the Project's duration.~~
3. Best management practices (BMPs) and minimization measures shall be used during Construction of the Project in order to avoid potential impacts including:
 - a. Clearing limits will be staked in the field prior to the start of construction.
 - b. All disturbed areas will be stabilized throughout construction and at the end of the Project consistent with NPDES permit requirements. All plantings within the Project for long term stabilization will consist of native species. Erosion Control BMPs will be used at all required times.
 - c. All equipment will be checked daily for leaks and any necessary repairs made prior to commencement of work in compliance with mitigation measure #4.
 - d. A Spill Prevention Control and Countermeasures Plan will be prepared by the contractor.
4. Vehicle maintenance and refueling shall occur at least 100 feet from OHWM of the White River.
5. All applicable construction work shall abide by the required fish windows prescribed by WDFW.
6. If ground disturbing activities encounter human skeletal remains during the course of construction, then all activity will cease that may cause further disturbance to those remains. The area of the find will be secured and protected from further disturbance until the State provides notice to proceed. The finding of human skeletal remains will be reported to the county medical examiner/coroner and local law enforcement in the most expeditious manner possible. The remains will not be touched, moved, or further disturbed. The county medical examiner/coroner will assume jurisdiction over the human skeletal remains and make a determination of whether those remains are forensic or non-forensic. If the county medical examiner/coroner determines the remains are non-forensic, then they will report that finding to the Department of Archaeology and Historic Preservation (DAHP) who will then take jurisdiction over the remains. The DAHP will notify any appropriate cemeteries and all affected tribes of the find. The State Physical Anthropologist will make a determination of whether the remains are Indian or Non-Indian and report that finding to any appropriate cemeteries and the affected tribes. The DAHP will then handle all consultation with the affected parties as to the future preservation, excavation, and disposition of the remains.
7. All work within shoreline jurisdiction shall receive approval of applicable shoreline permits or a shoreline exemption or exception.
8. The project shall petition and receive approval from the Washington State Utilities and Transportation Commission (UTC) prior to closing any public crossing.

9. The Project shall abide by all local, State and Federal regulations and receive necessary approvals prior to commencement of work.