ENVIRONMENTAL IMPACT STATEMENT

for the

WSU SITE PROJECT

City of Bonney Lake

The Final EIS (Final EIS) for the WSU Site Project has been prepared in compliance with the State Environmental Policy Act of 1971 (Chapter 43.21C, Revised Code of Washington) and the SEPA Rules, effective April 4, 1984, as amended (Chapter 197-11, Washington Administrative Code). Preparation of this Final EIS is the responsibility of the City of Bonney Lake. The City of Bonney Lake has determined that this document has been prepared in a responsible manner using appropriate methodology and it has directed the areas of research and analysis that were undertaken in preparation of this Final EIS. This document is not an authorization for an action, nor does it constitute a decision or a recommendation for an action; in its final form, it will accompany the Proposed Action and will be considered in making the final decisions on the proposal.

Date of Draft EIS Issuance ...........................................................August 14, 2009

Date of Final EIS Issuance ..........................................................November 24, 2009
FACT SHEET

This Final EIS contains information and analysis included in the Draft EIS issued in August 2009, as well as new or updated information provided subsequent to the issuance of the Draft EIS. New or updated information provided subsequent to the issuance of the Draft EIS has been shaded; the new information provided subsequent to the issuance of the Draft EIS primarily relates to new mitigation measures, and can be found on pages i and iv of this Fact Sheet.

PROJECT TITLE
WSU Site Project

PROPOSED ACTION

The Proposed Actions include amendments to the City of Bonney Lake Comprehensive Plan and Municipal Code to permit the construction of a mixed-use development with substantial area of public open space. Development under the Proposed Actions would consist of the following mixed-uses: open space and park area (the majority of which would be dedicated to the City of Bonney Lake for public use); a range of residential densities achieving at least 10 units per acre averaged over the residential area including single-family detached homes with fee simple ownership, with or without garages and moderately high density (small and/or “cottage homes”, duplexes, townhomes, condominiums, apartments or a combination thereof); commercial/medical uses adjacent to SR-410; and public service (YMCA or similar community recreation center) uses (the YMCA area would also be dedicated to the City of Bonney Lake). A new connector road linking SR-410 with South Prairie Road would also be provided.

Of the 149 acre site, open space and parks would comprise approximately 45 acres (approximately 42 acres of which would be dedicated to the City of Bonney Lake); commercial/medical use would comprise approximately 35 acres; public service use (YMCA or similar community recreation center) would comprise approximately 5.4 acres (this 5.4-acre area would also be dedicated to the City of Bonney Lake for a total of 47 acres dedicated); residential use would comprise approximately 62 acres; and approximately 2 acres would be in connector road.

As indicated above, as part of the Proposed Actions, approximately 47 acres of land would be dedicated to the City of Bonney Lake, including 34.6 acres of existing treed area, 5.4 acres of perimeter buffer areas, 2 acres of triangle park area, and 5.4 acres of public service use (YMCA or similar community recreation center) area. Up to
12 acres of this dedicated area would be used for stormwater facilities.

ALTERNATIVES

For purposes of environmental review under SEPA, one development alternative and two No Action Alternative scenarios have been identified.

Alternative 1 – Development Under Original Application

Alternative 1 reflects the original Conceptual Site Plan submitted to the City of Bonney Lake with the Comprehensive Plan Amendment application in 2005. This alternative does not reflect the subsequent requests from the City of Bonney Lake for consolidated and enhanced open space, or accommodations for public service (YMCA or similar community recreation center) or medical office use. This Alternative reflects a mixed-use project including: approximately 41 acres of public and private parks and open space; approximately 75 acres in small-lot medium-density residential uses; approximately 30 acres of commercial uses adjacent to SR 410, and approximately 2.5 acres in connector roadway. Of the total open space on the site, approximately 29.5 acres of existing forested area would be dedicated to the City of Bonney Lake (compared to the approximately 47 acres of land dedicated to the City under the Proposed Actions).

Alternative 2 – No Action, Development Under Existing Zoning

Alternative 2 is a hypothetical alternative considering potential uses of the property under the existing City of Bonney Lake Public Facilities zoning designation. For purposes of providing a comparison of environmental impacts that could occur with site development under the types of uses permitted under the Public Facilities District to development under the Proposed Action and other alternatives, this EIS alternative assumes the following theoretical range of Public Facilities District uses: 50 acres of the site would be developed as a public or private school; 40 acres of the site would be developed as a governmental complex; 19 acres would be developed as a church; and, 40 acres would be in park use. The actual range of uses developed on the site could include any uses permitted or conditionally permitted in the Public Facilities zone.
Alternative 3 - No Action, No Development

Alternative 3 assumes continuation of the site in its existing, forested condition. The site could not be used by the City of Bonney Lake or the public for park use or any other purposes. Parks, open space and public service uses would not be dedicated to the City of Bonney Lake.

LOCATION
The site subject to the proposal includes approximately 149 acres of property owned by Washington State for the benefit of WSU, and Weyerhaeuser Company. The property is located in the southern portion of the City of Bonney Lake, south of SR 410 between South Prairie Road East and 214th Avenue East; the address is 21414 South Prairie Road East. The northwest portion of the site fronts on SR-410. The site is located within the City of Bonney Lake.

PROPONENT/APPLICANT
Washington State University

LEAD AGENCY
City of Bonney Lake

RESPONSIBLE OFFICIAL
John Vodopich,
Planning and Community Development Director
City of Bonney Lake
8720 Main Street East
Bonney Lake, WA 98391
(253) 447-4345

CONTACT PERSON
Heather Stinson
Planning Manager
City of Bonney Lake
PO Box 7380
Bonney Lake, WA 98391
(253) 447-4355

SEND COMMENTS TO
Heather Stinson
Planning Manager
City of Bonney Lake
PO Box 7380
Bonney Lake, WA 98391

PERMITS AND APPROVALS
City of Bonney Lake

Future permits for infrastructure improvements and development activities within the site area potentially including but not limited to:
• Approval of proposed Comprehensive Plan and Zoning Code Amendments for the site.
• Approval of new zoning designations for the site.
• Clearing and Grading Permit Approval
• Street and City Right of Way Use Permit Approval
• Master Drainage Plan Approval
• Subsequent plat approvals, review for consistency with development standards, engineering plan approvals, commercial and home building and other construction permit approvals

Tacoma-Pierce County Health Department

• Waste Disposal Authorization

State of Washington

Department of Ecology
• NPDES Permit Approval
• Joint Aquatic Resource Permit Application (JARPA) or an Administrative Order for Wetland Fill (if the wetland is determined to be hydrologically isolated)

Department of Natural Resources
• Forest Practices Permit

Department of Transportation
• Potentially a Commercial Access Permit
• Potentially a Permit for Traffic Signal

US Army Corp of Engineers

• Nationwide Permit for Wetland Fill (if the wetland is determined not to be hydrologically isolated).

EIS AUTHORS AND PRINCIPAL CONTRIBUTORS

EIS Project Manager, Primary Author, Land Use, Relationship to Plans and Policies, Parks and Recreation
Blumen Consulting Group, Inc.
720 Sixth Street South, Suite 100
Kirkland, WA 98033
Utilities and Stormwater
Barghausen Consulting Engineers
18215 72nd Avenue South
Kent, WA 98032

Plants and Animals
Talasaea Consultants, Inc.
15020 Bear Creek Road NE
Woodinville, WA  98077

Transportation
Transportation Engineering NorthWest, LLC
816 6th Street South
Kirkland, WA  98033

PREVIOUS ENVIRONMENTAL DOCUMENTS
These documents are available for review at the City of Bonney Lake, Planning and Community Development Department, 8720 Main Street East, Bonney Lake, WA 98391.

LOCATION OF BACKGROUND INFORMATION
Background material and supporting documents are at the City of Bonney Lake Planning and Community Development Department, 8720 Main Street East, Bonney Lake, WA 98391.

DATE OF FINAL EIS ISSUANCE
November 24, 2009

AVAILABILITY OF THE DRAFT AND FINAL EIS
The Draft and Final EIS have been distributed to agencies, organizations and individuals noted on the Distribution List contained in Appendix B. Additional copies are available for purchase at the City of Bonney Lake Planning and Community Development Department (8720 Main Street East, Bonney Lake, WA 98391) at a reproduction cost of $15.00 per volume, plus tax.

Copies of the Draft and Final EIS are also available for review on the City’s website (www.ci.bonney-lake.wa.us) and at the City of Bonney Lake Permit Center located at 8720 Main Street East, Bonney Lake, WA 98391.
FACT SHEET .............................................................................................................. i

TABLE OF CONTENTS .............................................................................................. vi

CHAPTER 1  ............................................................................................................. 1-1
SUMMARY

CHAPTER 2  ............................................................................................................. 2-1
DESCRIPTION OF PROPOSED ACTION(S) AND ALTERNATIVES

2.1 Introduction ..................................................................................................... 2-1
2.2 Site Description ............................................................................................ 2-2
2.3 Description of the Proposed Actions ............................................................ 2-5
2.4 Alternatives .................................................................................................. 2-15
2.5 Benefits and Disadvantages of Deferring Project Implementation .... 2-23

CHAPTER 3  ............................................................................................................. 3-1
INFORMATION IDENTIFIED SUBSEQUENT TO THE ISSUANCE OF THE
DRAFT EIS

CHAPTER 4               .............................................................................................. 4-1
COMMENT LETTERS AND RESPONSES

LIST OF FIGURES

2-1 Vicinity Map……………………………………………………………………………….. 2-4
2-2 Site Plan…………………………………………………………………………………… 2-9
2-3 Alternative 1 Site Plan…………………………………………………………………… 2-16
2-4 Alternative 2 Site Plan…………………………………………………………………… 2-19

LIST OF TABLES

1-1 Summary Matrix………………………………………………………………………….. 1-4
1-2 WSU Project 2011 Mitigation (Phase 1) Summary ……………………………………... 1-14
1-3 WSU Project 2015 Mitigation (Full Build) Summary ………………………………… 1-17
2-1 Site Uses Under the Proposed Action………………………………………………… 2-10
2-2 Site Uses Under the Proposed Action and Alternative 1………………………… 2-17
2-3 Summary of Development Under Proposed Action and Alternative 1…… 2-21

APPENDICES

Appendix A – Distribution List
CHAPTER 1
SUMMARY

1.1 INTRODUCTION

This chapter provides a summary of the Environmental Impact Statement (EIS) for the WSU Site Project. It briefly describes the Proposed Action and alternatives and contains a comprehensive overview of significant environmental impacts identified for the Proposed Action. Please see Chapter 2 of this Final EIS for a more detailed description of the Proposed Action and alternatives, Chapter 3 for new or updated information, including new mitigation measures, which have been identified subsequent to the issuance of the Draft EIS, and Chapter 4 for the comment letters received on the Draft EIS and responses to those comments received. Shading indicates new or updated information provided subsequent to the issuance of the Draft EIS; please note that new information primarily relates to new mitigation measures, and can be found on pages 1-10, 1-12, 1-19, and 1-20 of this chapter.

Washington State University (WSU) has determined that the activities which the 149-acre "WSU Demonstration Forest" site contained can be performed elsewhere with facilities that are not located in an increasingly urban environment. Based on a 1941 agreement between WSU and Weyerhaeuser, ownership of the site would revert to Weyerhaeuser when the intended use is changed by WSU. WSU and Weyerhaeuser have entered into an agreement by which they will prepare the property for uses consistent with surrounding uses and sell the property at fair market value.

On April 27, 2005, the Quadrant Corporation, as agent for WSU and Weyerhaeuser Company, filed an application for amendments to the Bonney Lake Comprehensive Plan and for a zoning designation(s) to allow parks, commercial area, residential uses, and open space on the 149-acre site. Amendments to the City of Bonney Lake Land Use Code may also be required. On June 14, 2005, the City, as lead agency, issued a Determination of Significance (DS) on the project, requiring preparation of an EIS. Subsequent to the conclusion of the public scoping period in July 2005, the Quadrant Corporation made changes to the project based on comments from the City of Bonney Lake and the public. These factors together with changes in market conditions and an opportunity for new public service use, resulted in an update to the site plan to include more consolidated open space, more total area dedicated to the City, inclusion of public service (YMCA or similar community recreation center) and medical uses and changes to the mix of residential uses.

Proposed Action

The Proposed Action is intended to facilitate the applicant’s objectives for the site, including: providing housing that achieves appropriate urban densities; provide commercial/medical uses adjacent to SR-410 and South Prairie Road East, provide the opportunity for medical office and public service (YMCA or similar community recreation center) uses to serve the citizens of Bonney Lake; and provide active and passive recreation opportunities on the site, including the dedication of land to the City of Bonney Lake. Development of the Proposed Action would require the following actions:

- Amendment to Figure 3-4 of the City of Bonney Lake Comprehensive Plan to allow a mixed use project including active and passive recreation; varying density residential uses
with neighborhood parks; public service (YMCA or similar community recreation center); and, commercial/medical uses adjacent to SR-410. The existing land use designations are depicted in DEIS Figure 3.2-2.

- Amendment to Figure 6 of the 2006 Transportation Plan in the City of Bonney Lake Comprehensive Plan (2006 Transportation Plan), Roadway Functional Classification Map, to provide a new street from South Prairie Road East to SR-410 and signals at its intersections with South Prairie Road East and SR-410.

- Modifications and additions to City of Bonney Lake Comprehensive Plan Goals and Policies and maps as warranted to establish a policy framework for future development of the site.

- Amendment to an existing City of Bonney Lake residential zoning designation to allow the residential densities and uses proposed, the development of a new residential zoning designation, or adjustment to development standards through a development agreement.

- Application of commercial and residential zoning designations to the commercial and residential portions of the property, respectively.

- Construction of infrastructure, commercial, public service (YMCA or similar community recreation center), medical office and residential buildings, and other improvements over the build-out horizon, 2015.

As described above, development under the Proposed Action would provide a variety of land uses including residential, commercial/medical, public service, and recreation. A range of residential densities of approximately 8 to 18 dwelling units per net acre would be developed on approximately 62 acres. It is anticipated that the average minimum density of residential development on the site would be a minimum of 10 dwelling units per net acre\(^1\). Approximately 400,000 square feet of commercial/medical uses would be developed on approximately 35 acres (300,000 square feet of commercial and 100,000 square feet of medical office use) and a new 60,000 square foot YMCA (or similar community recreation center) would be developed on approximately 5 acres.

Approximately 47 acres of land would be dedicated to the City of Bonney Lake, including an approximately 34.6 acre City property consisting of existing treed area (potentially for a community park), 5.4 acres for the YMCA or similar community recreation center, approximately 5.4 acres of perimeter buffer (including potential trail area), and an approximately two acre triangle park. In addition, the Proposed Action would also include the development of approximately 3 acres of private neighborhood parks and open space.

A new connector roadway would be developed from South Prairie Road East to SR-410 to provide additional access through the site. Traffic signals could be installed at its intersections with South Prairie Road East and SR-410.

---

\(^1\) The approach to achieving this density would be defined through a Development Agreement between the applicants and the City of Bonney Lake.
Alternatives

For purposes of environmental review, one development alternative (Alternatives 1) and two No Action Alternatives (Alternative 2 and 3) are analyzed in this EIS.

Alternative 1 – Mixed Use Development

Alternative 1 reflects the original Conceptual Site Plan submitted to the City of Bonney Lake with the Comprehensive Plan Amendment application in 2005. Alternative 1 does not reflect the subsequent requests from the City of Bonney Lake for consolidated and enhanced parks, or accommodations for public service (YMCA or similar community recreation center) or medical office uses. Alternative 1 would include the development of 470 single-family dwelling units and approximately 325,000 square feet of commercial retail uses.

Approximately 30 acres of land would be dedicated to the City of Bonney Lake, compared to approximately 47 acres under the Proposed Action. Additional parks and open space area on the site would be owned by a future Homeowner’s Association and would include two Neighborhood parks totaling approximately 5.9 acres and approximately 3.1 acres of open space at the intersection of South Prairie Road East and 214th Avenue East.

Similar to the Proposed Action, a new connector roadway would be developed from South Prairie Road East to SR-410 with signals at its intersections with South Prairie Road East and SR-410.

Alternative 2 – No Action, Future Development under Existing Zoning

Alternative 2 is a hypothetical alternative considering potential uses of the property under the existing City of Bonney Lake Public Facilities zoning designation. Alternative 2 assumes the following theoretical range of Public Facilities District uses: 50 acres of the site would be developed as a public or private school; 40 acres of the site would be developed as a governmental complex; 19 acres would be developed as a church; and, 40 acres would be in park use. The actual range of uses developed on the site could include any uses permitted or conditionally permitted in the Public Facilities zone. Similar to the Proposed Action, a new connector roadway would be developed from South Prairie Road East to SR-410 with signals at its intersections with South Prairie Road East and SR-410.

Alternative 3 – No Action, No Development

Alternative 3 assumes continuation of the site in its existing, forested condition, although the applicants (WSU and Weyerhaeuser) would sell the site. The site could not be used by the City of Bonney Lake or the public for park use or other any other purposes. Parks would not be dedicated to the City of Bonney Lake.

1.2 IMPACTS, MITIGATION MEASURES AND SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

The following highlights the impacts, mitigation measures, and significant unavoidable adverse impacts that would potentially result from the alternatives analyzed in this EIS. This summary list is not intended to be a substitute for the complete discussion of each element that is contained in Chapter 3 of the Draft EIS.
<table>
<thead>
<tr>
<th>Proposed Action</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Plants and Animals</strong></td>
<td><strong>A total of approximately 124.8 acres of vegetation would be removed from the site, including approximately 103.8 acres of coniferous second-growth Douglas fir lowland forest (Area 1), 20 acres of mixed second-growth lowland forest (Area 2), 6,385 sf (0.15 acre) of Wetland A, a Category III wetland (Area 3), and approximately one acre of vegetation within Wetland A's buffer would be permanently removed. Approximately 24.6 acres of forest could remain in natural vegetation.</strong></td>
<td><strong>A total of approximately 128 acres of vegetation would be removed including 118.9 acres of coniferous second-growth Douglas fir lowland forest, removal of all 8.5 acres of mixed second-growth lowland forest, and vegetation from all of Wetland A and one acre of buffer.</strong></td>
<td><strong>Existing plant communities would remain on the site and no vegetation would be removed.</strong></td>
</tr>
<tr>
<td><strong>Impacts to wildlife and wildlife habitat would include the permanent removal of portions of the coniferous forest and the mixed forest; removal of wetland and wetland buffer habitat; and temporary increases in noise and vibration during construction that could affect retained habitat areas.</strong></td>
<td><strong>Impacts to wildlife would be similar to the Proposed Action. However, retained habitat under Alternative 1 would result in the creation of thin forest corridors that would result in increased edge to habitat areas (as opposed to the contiguous forest patch under the Proposed Actions).</strong></td>
<td><strong>Impacts to wildlife and wildlife habitat would be similar to the Proposed Action.</strong></td>
<td><strong>No changes to wildlife or wildlife habitat would occur.</strong></td>
</tr>
<tr>
<td><strong>Development would result in the filling of Wetland A, a 6,385 sq. ft. Category III wetland, and the clearing of approximately one acre of wetland buffer habitat adjacent to Wetland A.</strong></td>
<td><strong>Impacts to Wetland A would be similar to the Proposed Action.</strong></td>
<td><strong>Impacts to Wetland A would be similar to the Proposed Action.</strong></td>
<td><strong>Wetland A and its buffer would remain in its existing condition.</strong></td>
</tr>
<tr>
<td><strong>Indirect impacts to plant communities could include a reduction of shading, an increase in temperature, and a lowered humidity. Indirect impacts to wildlife</strong></td>
<td><strong>Overall, indirect impacts would be similar to the Proposed Action.</strong></td>
<td><strong>Overall, indirect impacts would be similar to the Proposed Action.</strong></td>
<td><strong>No indirect impacts would occur.</strong></td>
</tr>
</tbody>
</table>
Could include an increase in predation, an increase of noise disturbance associated with human activity on the site, and the introduction of non-native and urban-adapted species.

**Land Use**

- Development under the proposal would result in the permanent conversion of approximately 149 acres of forested land within the UGA to a mixture of recreational, residential, commercial/medical, public service (YMCA or similar facility) and open space uses. Approximately 104 acres of the site would be converted to new mixed uses including: commercial/medical use (35 acres), public service use (5.4 acres), residential use (62 acres) and connector roadway right-of-way (2 acres).

- Approximately 47 acres of the site would be deeded to the City as open space, buffers, trails, and public service areas (including the approximately 34.6 acre City property, 5.4 acres of perimeter buffer, two acres in triangle park and approximately 5.4 acres of area for a YMCA or similar facility).

- Activity levels on the site would increase as a result of the new residential, commercial/medical, public service, and recreation uses. Activity levels would be similar to other uses in the vicinity of the site.

<table>
<thead>
<tr>
<th>Proposed Action</th>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Could include an increase in predation, an increase of noise disturbance associated with human activity on the site, and the introduction of non-native and urban-adapted species.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposed Action</td>
<td>Alternative 1</td>
<td>Alternative 2</td>
<td>Alternative 3</td>
</tr>
<tr>
<td>--------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>• Development under the Proposed Action would generally be similar to and compatible with surrounding uses. However, commercial/medical uses would be greater in building scale and activity level than single family residences to the north.</td>
<td>public service use would occur.</td>
<td>public services and residential uses under the proposal would likely generate more activity than public facility uses.</td>
<td>• Under Alternative 3, the site would remain in its existing forested condition.</td>
</tr>
<tr>
<td>• Development of the new roadway could increase the level of noise, light and traffic activity adjacent to the existing single family residential area to the south of South Prairie Road East and the Cedar View Housing Area to the north of SR- 410.</td>
<td>• Similar to the Proposed Action, development would generally be compatible with surrounding uses.</td>
<td>• Development assumed under Alternative 2 would be generally compatible with the surrounding uses.</td>
<td>• Under Alternative 3, the connector roadway would not be developed.</td>
</tr>
<tr>
<td>• Development would result in cumulative residential and employment growth in the City and would add additional parks and trails to the City's inventory. Development of medical office and public services would provide a use not currently provided in the City of Bonney Lake to a substantial degree.</td>
<td>• Development of the new connector roadway would result in similar impacts to the Proposed Action.</td>
<td>• Development of the new connector roadway would result in similar impacts to the Proposed Action.</td>
<td>• No development and no cumulative impacts would occur under Alternative 3.</td>
</tr>
<tr>
<td>• Approximately 45 acres of the site would be in open space and parks; this would include approximately 42 acres of open space that would be</td>
<td>• Alternative 1 would result in similar cumulative impacts; however no medical office or public service use would be provided and a reduced amount of parks and trails would be dedicated to the City.</td>
<td>• Alternative 2 would not result in cumulative residential or commercial employment growth. No medical office or public service uses would be provided. Parks would be provided; however acquisition of the parkland would require funding by the City.</td>
<td>• Under Alternative 3, the site would remain in its existing condition and no recreational uses would be provided.</td>
</tr>
<tr>
<td>Parks, Recreation, and Open Space</td>
<td>• Approximately 41 acres of the site would be in open space and parks. Under Alternative 1, this acreage would include 29.5 acres of onsite</td>
<td>• Under Alternative 2, a 40-acre park is assumed; however the City would have to fund its purchase and development. In addition,</td>
<td>• Under Alternative 3, the site would remain in its existing condition and no recreational uses would be provided.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposed Action</td>
<td>Alternative 1</td>
<td>Alternative 2</td>
<td>Alternative 3</td>
</tr>
<tr>
<td>-----------------</td>
<td>---------------</td>
<td>---------------</td>
<td>---------------</td>
</tr>
<tr>
<td>dedicated to the City (consisting of approximately 34.6 acres in natural forest area and approximately 7.4 acres in perimeter buffer/triangle park).</td>
<td>open space that would be dedicated to the City of Bonney Lake. As under the Proposed Action, the 29.5 acres of open space could be used by the City for a community park and active recreational uses. A one mile soft surface would be provided but a portion of the trail would be in an easement over private land.</td>
<td>privately-owned area could be landscaped or potentially available for limited-access recreational use. The existing onsite trail would be closed.</td>
<td></td>
</tr>
<tr>
<td>It is assumed that approximately 34.6 acres of land would be conveyed to the City in its natural forested condition, and would include the opportunity for a potential community park and active recreational uses (i.e. ball fields, playground, etc.) to be developed as a separate action by the City in the future. A one mile soft surface would also be provided within the perimeter buffer that would be dedicated to the City.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• The Proposed Action would also include two acres of neighborhood parks and one acre of private open space owned by the future Homeowner’s Association.</td>
<td>• Alternative 1 would also include 3.1 acres of private open space, 5.9 acres of neighborhood parks and 2.8 acres of perimeter buffer to be owned by the future Homeowner’s Association.</td>
<td>• No private open space or neighborhood parks would be provided under Alternative 2.</td>
<td>• No private open space or neighborhood parks would be provided under Alternative 3.</td>
</tr>
<tr>
<td>• New parks and open space would fulfill the demand of new onsite residents and provide additional recreation opportunities for the community.</td>
<td>• New parks and open space under Alternative 1 would fulfill the demand of onsite residents and the community, although at a lower level than the Proposed Action.</td>
<td>• No additional demand would be generated by Alternative 2 and the proposed park would provide recreation opportunities for the community.</td>
<td>• No additional demand would be generated by Alternative 3 and the no additional park space would be developed for community use.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Transportation</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>• Development under the Proposed Action would generate 19,105 daily vehicle trips and 1,705 PM peak hour trips at full buildout in 2015.</td>
<td>• Development under Alternative 1 would generate 14,110 daily vehicle trips and 1,415 PM peak hour trips at full buildout in 2015.</td>
<td>• Development under Alternative 2 would generate 8,450 daily vehicle trips and 855 PM peak hour trips at full buildout.</td>
<td>• Under Alternative 3, no development would occur and no vehicle trips would be generated by the site.</td>
</tr>
<tr>
<td>Proposed Action</td>
<td>Alternative 1</td>
<td>Alternative 2</td>
<td>Alternative 3</td>
</tr>
<tr>
<td>-----------------</td>
<td>---------------</td>
<td>---------------</td>
<td>---------------</td>
</tr>
<tr>
<td>• At 2011, 11 intersections would operate at LOS E/F during the PM peak hour and would require additional baseline improvements. At full buildout in 2015 (and with the 198th Avenue E Extension), 21 intersections would operate at LOS E/F during the PM peak hour and would require additional baseline improvements. At full buildout and with additional baseline improvements, 4 intersections would operate at LOS F. Development at full buildout without the 198th Avenue E Extension would result in 3 intersections operating at LOS F with additional baseline improvements.</td>
<td>• All intersections operating at LOS E/F under the Proposed Action at full buildout would also operate at LOS E/F under Alternative 1 with the exception of Intersections #6 and #28.</td>
<td>• All intersections operating at LOS E/F under Alternative 1 at full buildout would also operate at LOS E/F under Alternative 2 with the exception of Intersections #1 and #27.</td>
<td>• Under Alternative 3, no development would occur and no changes to the existing LOS levels at area intersections would occur from the site.</td>
</tr>
<tr>
<td>• Based on Pierce County standards, development at 2011 would result in significant traffic impact at one unsignalized intersection. Development at full buildout (2015) would result in a significant traffic impact at two signalized intersections. Development at full buildout without the 198th Avenue E Extension would result in a significant traffic impact at three signalized intersections and one unsignalized intersection.</td>
<td>• Similar to the Proposed Action, development under Alternative 1 would result in a significant traffic impact at two signalized intersections.</td>
<td>• Under Alternative 2, no significant impacts would occur at signalized or unsignalized intersections in Pierce County.</td>
<td>• Under Alternative 3, no development would occur and no impacts would occur at Pierce County intersections.</td>
</tr>
<tr>
<td>• Development at 2011 would include one site access point and associated intersection. Development at full buildout would include six site access points and associated intersections.</td>
<td>• Site access improvements would be similar to the Proposed Action; however, additional residential access would be provided onto S Prairie Road E and a center turn lane would be required.</td>
<td>• Site access improvements would generally be similar to the Proposed Action; however, Alternative 2 would include only five access points. Development would also include</td>
<td>• Under Alternative 3, no development would occur and no site access improvements would be provided. The north-south roadway between SR-410 and S Prairie Road E would</td>
</tr>
<tr>
<td>Proposed Action</td>
<td>Alternative 1</td>
<td>Alternative 2</td>
<td>Alternative 3</td>
</tr>
<tr>
<td>--------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------</td>
<td>--------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Development would also include the construction of a new north-south roadway between SR-410 and S Prairie Road E.</td>
<td>Development would also include the construction of a new north-south roadway between SR-410 and S Prairie Road E.</td>
<td>the construction of a new north-south roadway between SR-410 and S Prairie Road E.</td>
<td>not be developed.</td>
</tr>
<tr>
<td>• A 270-foot storage lane would be required on SR-410 for westbound left turns at Intersection #37. A 55-foot storage lane would be required on S Prairie Road E for eastbound left turns at Intersection #38</td>
<td>• A 325-foot storage lane would be required on SR-410 at Intersection #37 and a 55-foot storage lane would be required on S Prairie Road E at Intersection #38.</td>
<td>• A 185-foot storage lane would be required on SR-410 at Intersection #37 and a 55-foot storage lane would be required on S Prairie Road E at Intersection #38.</td>
<td>• Under Alternative 3, no development would occur and storage lanes on SR-410 or S Prairie Road E would be required.</td>
</tr>
</tbody>
</table>
Plants and Animals

Mitigation Measures

Plant Communities

1. Up to 24.6 acres of existing forest could be preserved on the site under the Proposed Actions, including approximately two acres of area that would be retained as natural vegetation at the northwest corner of 214th Avenue East and South Prairie Road East. In addition, landscaped areas would be created within commercial, residential and public right-of-way areas; the proposed land deeded to the City; and, the proposed neighborhood parks.

Wildlife

2. The retention of approximately 24.6 acres of forest habitat under the Proposed Actions and the creation of landscaped areas would provide habitat for resident and migratory birds, small and medium mammals and various reptiles and amphibians.

Wetland

3. Under the Proposed Actions, a compensatory wetland mitigation plan would be implemented and would result in a net improvement of wetland functions and values consistent with the requirements of the Bonney Lake Municipal Code. Mitigation would occur offsite within the drainage basin of Wetland A. The wetland mitigation would be designed to provide a net increase of wetland functions and values of 50 percent over existing conditions.

4. Consistent with Bonney Lake Municipal Code (§16.20.110(E)), the mitigation plan will include a set of goals, objectives, and performance standards for the purpose of evaluating the proposed mitigation after its implementation. See Appendix B for a detailed conceptual mitigation plan.

5. Alternatively, credits could be purchased from a Washington Department of Ecology (DOE) certified wetland mitigation bank (if available).

6. If neither the proposed offsite mitigation nor a DOE wetland bank is feasible, an additional wetland mitigation plan would be required at the time of development.

7. The US Army Corps of Engineers must determine whether the wetland is hydrologically isolated. If it is hydrologically isolated, authorization for the proposed wetland fill would be subject to the approval of an Administrative Order from DOE; if it is not, approval of a Nationwide Permit from the US Army Corps of Engineers would be required.
Significant Unavoidable Adverse Impacts

Development on the site would result in the loss of approximately 120.8 acres of native vegetation and wildlife habitat (including a 6,385 square-foot Category III wetland and 1 acre of wetland buffer) under the Proposed Actions. Although the site has a monotypic canopy and understory, and does not contain diverse plant communities, the presence of predominantly native vegetation and large trees provides habitat for many species of wildlife, in particular birds. However, no Federally-listed threatened, endangered, or State-listed sensitive or priority species were observed on or are expected to use the site.

As stated above, the proposal would result in the elimination of a 6,385 square-foot (0.15 acre) Category III wetland with relatively low functions and values; however, mitigation consistent with City requirements could occur at offsite locations within the same drainage basin as Wetland A and would be designed to provide greater than 50 percent increase in functions and values compared to existing conditions. Alternatively, credits could be purchased at a Washington Department of Ecology wetland mitigation bank (if available).

Land Use

Land Use Mitigation Measures

1. The proposed site plan considers compatibility with surrounding land uses, with commercial uses proposed along the SR-410 retail corridor, and with residential/park uses proposed for the portion of the site adjacent to a predominately residential area.

2. Approximately 32 percent of the site (47 acres) under the Proposed Action would be deeded to the City for public service (YMCA or similar community recreation center) use and natural/landscaped open space, including buffers, parks, stormwater facilities, and retained natural areas (for further information on stormwater facilities refer to the Stormwater Management discussion in Section 2.3 of Chapter 2).

3. A 50-foot wide perimeter buffer would be provided around the north, south, and east perimeter of the proposed residential area to separate onsite residential uses from proposed onsite commercial uses, existing commercial uses south of SR-410, residential uses to the west across South Prairie Road and residential uses to the east across 214th Avenue East. The perimeter buffer would also include a soft surface trail and would be designed to allow for a connection through the site to the proposed commercial/medical uses via either the retention of the existing trail system or construction of a new trail system in the City Property area.

4. Site area dedicated to the City for public open space would total 42 acres and would include: an approximately 34.6-acre treed area, a 50-foot wide perimeter buffer (5.4 acres) and a 2 acre triangle park.

5. The 34.6 acre City property, commercial/medical office and public service (YMCA or similar community recreation center) uses would be connected to the residential use area via a network of sidewalks on public rights-of-ways, and existing or future trails in the area deeded to the City, unifying the site uses and increasing the opportunities for pedestrian circulation throughout the site.
6. The proposed connector road linking SR-410 and South Prairie Road East would be designed to City of Bonney Lake standards and would improve vehicular and pedestrian connections in the site vicinity, allowing vehicle and pedestrian access to commercial areas along SR-410 from residential areas south and west of the site. The proposed connector road would also contribute to improved connections in the area by providing one segment of a potential, future north-south corridor between South Prairie Road East and Sumner Buckley Highway (see Section 3.5, Transportation, for further detail).

Public Service Mitigation Measures

1. Construction would comply with all applicable Department of Ecology (DOE) requirements and Best Management Practices (BMPs), including: erosion and sedimentation control measures, proper disposal of construction debris, control of the discharge of chemicals (i.e. oil, fuels, paints, etc.), stabilization and protection of stockpiles, establishment of clearing limits, and provision of vegetative cover.

2. Development of the proposal would comply with applicable water quality standards to limit potential impacts during construction and operation including NPDES Permit Approval through DOE and the approval of a Comprehensive Drainage Plan design through the City of Bonney Lake.

3. Design and operation of the proposed development would meet the applicable fire protection criteria of the International Fire Code and related fire codes.

Significant Unavoidable Adverse Impacts

The Proposed Actions would result in the conversion of the approximately 149-acre site from a forested area to a mixed-use development with an increase in site activity levels. With implementation of mitigation measures, no significant unavoidable adverse impacts would be anticipated.

Parks, Recreation and Open Space

Mitigation Measures

1. Approximately 47.4 acres of the site would be dedicated to the City of Bonney Lake for public open space and public service use. The dedicated area would include:

   A. 34.6 acres of the site for public open space use (potential community park and additional opportunity for the City of Bonney Lake to develop trails on the site)

   B. 5.4 acres of the site to accommodate a YMCA (or similar community recreation center) for public service use.

---

2 This area would include space to accommodate stormwater facilities in accordance with City of Bonney Lake Development Standards (refer to Section 2.3 of Chapter 2 for information on stormwater facilities).
C. 5.4 acres of perimeter buffer around the residential portion of the site with approximately one mile of soft surface trail in the north, south, and east perimeter buffers. This area would be dedicated at the time of residential development; construction and dedication would likely occur in phases.

D. Two acres of triangle park.

2. In addition, approximately three acres of private recreational space would be included in the residential area of the site. This area would include:

A. Two privately-owned neighborhood parks totaling approximately two acres;

B. One acre of private open space.

**Significant Unavoidable Adverse Impacts**

If the City property area were not identified by the City of Bonney Lake as a community park, the City’s existing LOS deficit in community park area would increase. No other significant unavoidable adverse impacts are anticipated with the proposed mitigation measures.

**Transportation**

**Mitigation Measures**

**Phase 1 Development Scenario**

**Offsite Mitigation – City of Bonney Lake Intersections**

The City of Bonney Lake has adopted Level of Service (LOS) D for all roadways and intersections. Analysis in the TIA (Appendix C) indicates that the city intersections listed below will fall below this level of service by 2011 with or without project traffic.

**SR 410/Sumner-Buckley Highway**

The decline in LOS at this intersection is primarily attributable to the large amount of pipeline project traffic and background growth predicted to be in place by 2011. Phase 1 of the proposed WSU project will increase traffic volumes through this intersection by 60 trips, or approximately 1%. Other than paying the City of Bonney Lake transportation impact fee, no further improvements will be required.

**SR 410/Main St. (184th Avenue E)**

This project will account for only 1% of the total traffic volumes through this intersection and will not have a measurable impact. This intersection is included in the City’s Traffic Impact Fee (TIF) program and rate schedule, and future planned improvements included in the TIF program will improve the service levels to a LOS D condition.
SR 410/214th Avenue E.
This intersection will decline to LOS E with Phase 1 project traffic. Improvements at this intersection are included in the City of Bonney Lake’s 2009-2015 Six-Year Transportation Improvement Program. The project will account for 2% of the total entering traffic through this intersection. The City is currently collecting impact fees that will assist in the overall funding to make significant improvements at this location to improve the overall LOS conditions. Impacts at this location will be mitigated by payment of transportation impact fees.

SR 410/Myers Road E
This intersection will operate at LOS F by 2011 without the addition of project traffic. Phase 1 of the proposed WSU project will increase traffic volumes through this intersection by approximately 1% and will not have a measurable impact.

Sumner-Buckley Highway/198th Avenue E
This intersection is included in the City’s Traffic Impact Fee program and rate schedule and future planned improvements will improve the LOS to an acceptable condition. Phase 1 project trips will account for approximately 1.5% of the total entering trips for this intersection. Impacts will be mitigated by payment of traffic impact fees.

South Prairie Road E/ 202nd Avenue E (Pierce County intersection)
This intersection will operate at LOS E for the northbound approach without the addition of Phase 1 traffic. Phase 1 of the project will represent approximately 7.5% of the total entering traffic volume at the intersection. As part of the site access improvements at the new north-south public roadway onto South Prairie Road, the median space constructed to provide for left turns into the project site will also provide left-in and refuge area for left turns out of the 202nd Avenue E. With this improvement in place, the intersection will operate at LOS C. No further mitigation is required at this intersection.

Table 1-2
WSU Project 2011 Mitigation (Phase 1) Summary

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Project-Generated Trips through Intersection</th>
<th>Total Entering Trips</th>
<th>% Site Traffic of Total Entering Traffic</th>
<th>Mitigation Strategy</th>
</tr>
</thead>
<tbody>
<tr>
<td>SR 410/Sumner-Buckley Highway</td>
<td>60</td>
<td>5,105</td>
<td>1.2%</td>
<td>Pay transportation impact fee</td>
</tr>
<tr>
<td>SR 410/Main Street</td>
<td>60</td>
<td>5,590</td>
<td>1.1%</td>
<td>Pay transportation impact fee</td>
</tr>
<tr>
<td>SR 410/214th Avenue E</td>
<td>70</td>
<td>4,355</td>
<td>1.6%</td>
<td>Pay transportation impact fee</td>
</tr>
<tr>
<td>SR 410/Myers Road E</td>
<td>60</td>
<td>4,175</td>
<td>1.4%</td>
<td>None</td>
</tr>
<tr>
<td>Sumner-Buckley Hwy/198th Avenue E</td>
<td>20</td>
<td>1,340</td>
<td>1.5%</td>
<td>Pay transportation impact fee</td>
</tr>
<tr>
<td>South Prairie Road E/202nd Ave E</td>
<td>106</td>
<td>1,405</td>
<td>7.5%</td>
<td>Construct median as part of site access improvements for new north-south roadway.</td>
</tr>
</tbody>
</table>
Site Access and Frontage Improvements

- Phase 1 of the WSU project is responsible to construct a median refuge lane on South Prairie Road for eastbound left-turns into the site.

- Currently a full urban section exists along the full project frontage on South Prairie Road E. In the event additional frontage improvements are required, the project is responsible to install frontage improvements along the Phase 1 frontage of South Prairie Road. All improvements on South Prairie Road must be approved and permitted by Pierce County.

City of Bonney Lake Transportation Impact Fee

A City-wide Traffic Study, dated April 2006, identified system-wide impacts created as a direct result of new development. The applicant shall be responsible to mitigate off-site traffic impacts created by the new PM Peak hour trips generated by the new development. The applicant shall pay the appropriate impact fee rate adopted at the time of building permit issuance, per the City of Bonney Lake Transportation Impact Fee Ordinance.

2015 Full Build Mitigation

Given the certainty of the Phase 1 development plan, the mitigation can be more definitive and specific to the proposed action. However, because of the many variables associated with development of the full-build plan, it is recommended that potential mitigation measures be listed and quantified, but with less certainty that these specific measures will address the full impact of the development phase. In addition, while mitigation required of the Applicant must be proportional to the adverse impacts of the proposal, the City is legally prohibited from granting development approvals unless transportation improvements that maintain LOS at impacted intersections are concurrent with development. RCW 36.70A.070(6)(b).

It is required that for each development phase beyond Phase 1, the project proponent will update the TIA. The updated TIA will be used to determine whether the impacts of the proposed development phase are adequately addressed by the EIS. If the impacts were not adequately addressed in the EIS, the TIA will be used to identify appropriate mitigation measures and network strategies. As a pre-condition of receiving any approvals beyond Phase 1, the Applicant shall enter into a development agreement with the City that sets forth the Applicant’s traffic mitigation obligations for the remainder of the build-out. The development agreement shall utilize information from the EIS and updated TIAs. The development agreement shall set forth the Applicant’s proportionate share of traffic mitigation for each of the intersections identified in the EIS and updated TIAs pursuant to WAC 197-11-660(1)(d).

In negotiating the Applicant’s proportionate share of traffic mitigation for the development agreement, the City and the Applicant shall consider various ways in which the Applicant may meet these obligations; for example, payment of SEPA mitigation fees; payment of impact fees; construction of various projects, with a street latecomer agreement or impact fee credit if appropriate; or concentration of mitigation obligations into a single designated project. If the Applicant and the City cannot agree on terms for traffic mitigation to be included within the development agreement, they may submit proposed terms to the Hearing Examiner, who shall determine the appropriate mitigation language after reviewing the proposals and considering oral and written arguments from each side. The Hearing Examiner’s decision shall be final and binding.
2015 Offsite Mitigation – Bonney Lake Intersections

SR410/Sumner-Buckley Highway
The SR 410/Sumner-Buckley intersection will operate at LOS F by 2015 without the project. With the 198th extension in place, project traffic will account for approximately 9% of the entering traffic volumes; without the extension, it will account for 8% of entering traffic. Analysis in the TIA indicates that with provision of a second westbound left-turn lane and separate southbound left, through and right-turn lanes the intersection would operate at LOS E with the 198th extension in place and LOS D without the extension in place. Improvements to this intersection are included on the City's current Six-Year Transportation Improvement Program and are a mitigation obligation of the Cascadia project. Construction of this project as mitigation may enable the Applicant to claim an impact fee credit.

SR 410/Main Street (184th Avenue E)
Analysis in the TIA indicates that with construction of an additional eastbound through lane, this intersection would operate at a LOS E with project traffic and the 198th connection in place, or at LOS D without the connection. Signal modifications and channelization improvements at the intersection are listed in the current City TIF schedule. Project traffic accounts for approximately 12% of entering volumes at the intersection if the 198th connection is in place, or 10% without the connection. Construction of this project as mitigation may enable the Applicant to claim an impact fee credit.

SR 410/214th Avenue E
With the 198th extension in place, project traffic would represent 15% of the entering traffic volumes at the SR 410/214th Avenue intersection. If the 198th extension has not been constructed, project traffic would represent 10% of the entering volumes. Improvements at the intersection are included in the City of Bonney Lake’s 2009-2015 Six-Year Transportation Improvement Program. The City is currently collecting impact fees that will assist in the overall funding of the intersection improvements. Construction of this project as mitigation may enable the Applicant to claim an impact fee credit.

SR 410/Myers Road E
At full-build, project traffic would amount to 8% of the entering traffic of the SR 410/Myers Road intersection. The intersection will operate at LOS F for the southbound movement. Plans are in place to restrict left turns from Myers Road onto SR 410, which will mitigate the poor intersection LOS. Therefore, no other specific mitigation will be required.

Sumner-Buckley Hwy/198th Avenue E
This intersection will operate at LOS F by 2015 without the project. Project traffic would account for 4.1% of the entering traffic volumes at the intersection. This intersection is listed on the City’s impact fee project list and includes the provision for a signal system to improve LOS conditions. Construction of this project as mitigation may enable the Applicant to claim an impact fee credit.

Church Lake Road E/ W Tapps Hwy
Project traffic will account for 5.4% of the intersection volumes in 2015. The intersection is included on the City’s impact fee schedule and the 2009-2015 Six-Year Transportation Improvement Program and includes the provision for a signal system and additional turn lanes to improve LOS conditions. Construction of this project as mitigation may enable the Applicant to claim an impact fee credit.
Sumner Buckley Hwy/ Angeline Road
This intersection will operate at LOS F in 2015 without the addition of project traffic. Project traffic will represent approximately 3% of the volumes at the intersection. The City is currently collecting impact fees that will assist in the overall funding of the intersection improvements. Planned improvements include the installation of a signal system which will improve LOS conditions to acceptable levels. Construction of this project as mitigation may enable the Applicant to claim an impact fee credit.

Sumner Buckley Hwy/ Church Lake Road
This intersection will operate at LOS F for the northbound approach in 2015 without the addition of project traffic. Installation of a traffic signal will mitigate the LOS condition to an acceptable level. Full-build of the proposed WSU project will increase traffic volumes through this intersection by approximately 3% of the total entering traffic volumes at the intersection.

Sumner Buckley Hwy/Main Street
Full build project traffic would account for approximately 2% of the total entering traffic volumes at the intersection. No mitigation is required at this intersection.

SR 410/ South Prairie Road
This intersection will operate at LOS E by 2015. Without the 198th connector in place, full-build project traffic would account for 11.7% of the total traffic volumes at the intersection. With the connector in place, this would be reduced to 7.4%. The SR 410/South Prairie Road intersection has recently been rebuilt to its ultimate configuration, so no further mitigation is required at this intersection.

South Prairie Road/202nd Avenue E (Pierce County Intersection)
This intersection will operate at LOS F in 2015 without improvements. As part of site access improvements for Phase 1 of the project, the applicant will install a median refuge lane onto South Prairie Road for northbound left-turns at the intersection. With this improvement in place, the intersection will operate at a LOS C.

Table 1-3 below summarizes the potential mitigation for full-build of the WSU Bonney Lake Project.

<table>
<thead>
<tr>
<th>Intersection</th>
<th>With 198th Extension</th>
<th>Without 198th Extension</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Site Trips thru I/S</td>
<td>Total Entering Trips</td>
</tr>
<tr>
<td>SR 410/Sumner-Buckley Highway</td>
<td>575</td>
<td>6,440</td>
</tr>
<tr>
<td>SR 410/Main St.</td>
<td>615</td>
<td>5,290</td>
</tr>
</tbody>
</table>
With 198th Extension | Without 198th Extension | Planned upgrade, Applicant's proportionate share of which to be addressed in development agreement
--- | --- | ---
Intersection | Site Trips thru I/S | Total Entering Trips | % Site Traffic of Total Entering Traffic | Site Trips thru I/S | Total Entering Trips | % Site Traffic of Total Entering Traffic | Construction
SR 410/214th Avenue E | 735 | 4,775 | 15.4% | 725 | 5,650 | 12.8% | Construct intersection improvement.
SR 410/Myers Road E | 515 | 6,385 | 8.1% | 515 | 6,385 | 8.1% | No further mitigation required.
Sumner-Buckley Hwy/198th Avenue E | 70 | 1,700 | 4.1% | 70 | 1,700 | 4.1% | Install new signal.
Church Lake Road E/ W Tapps Hwy | 55 | 1,015 | 5.4% | 55 | 1,015 | 5.4% | Construct traffic signal and additional turn lanes.
Sumner-Buckley Hwy/ Angeline Road | 70 | 2,210 | 3.2% | 70 | 2,210 | 3.2% | Install signal system.
Sumner Buckley Hwy/ Church Lake Road | 70 | 2,195 | 3.2% | 70 | 2,195 | 3.2% | Install traffic signal.
Sumner Buckley Hwy/Main St. | 35 | 1,845 | 1.9% | 35 | 1,845 | 1.9% | No mitigation required.
SR 410/ South Prairie Road | 770 | 6,560 | 11.7% | 470 | 6,310 | 7.4% | No mitigation required.
South Prairie Road/ 202nd Ave E | 455 | 1,830 | 24.9% | 305 | 1,830 | 16.7% | Construct median refuge lane for northbound left turns.

**Site Access and Frontage Improvements**

The project is responsible to:

- Construct proposed north/south collector from South Prairie Road to SR 410. Final intersection control and design layout at SR 410 will be approved by WSDOT.

- Install complete frontage improvements along the full frontage on SR 410, South Prairie Road, and 214th Avenue E. All frontage improvements on SR 410 and 214th Avenue E. must be permitted and approved by the City of Bonney Lake and by Pierce County for the portion of 214th Avenue outside city limits. Currently a full urban section exists along the full project frontage on South Prairie Road E. Any additional improvements on South Prairie Road must be approved and permitted by Pierce County.

- Driveway locations and number of access points onto 214th Avenue E will be reviewed and approved at the time of each development phase.

**City of Bonney Lake Transportation Impact Fee**

A City-wide Traffic Study, dated April 2006, identified system-wide impacts created as a direct result of new development. The applicant shall be responsible to mitigate off-site traffic impacts created by the new PM peak hour trips generated by the new development. The applicant shall
pay the appropriate impact fee rate adopted at the time of building permit issuance, per the City of Bonney Lake Transportation Impact Fee Ordinance.

**Additional Traffic Analysis and Development Agreement**

As each new development phase beyond Phase 1 is proposed, the project proponent will update the TIA and assess the impacts based on traffic conditions at the time of the development application. The updated TIA will be used to determine whether the impacts of the proposed development phase are adequately addressed by the EIS. If the impacts were not addressed in the EIS, the TIA will be used to identify appropriate mitigation measures and network strategies. Prior to receiving any approvals beyond Phase 1, the Applicant shall enter into a development agreement with the City that sets forth the Applicant’s traffic mitigation obligations for the remainder of the build-out. The development agreement shall be based upon the EIS, but shall incorporate new information or findings from updated TIAs. The development agreement shall set forth the Applicant’s proportionate share of traffic mitigation for each of the intersections identified in the EIS or updated TIAs pursuant to WAC 197-11-660(1)(d). In negotiating the Applicant’s proportionate share of traffic mitigation for the development agreement, the City and the Applicant shall consider various ways in which the Applicant may meet these obligations; for example, payment of SEPA mitigation fees; payment of impact fees; construction of various projects, with a street latecomer agreement or impact fee credit if appropriate; or concentration of mitigation obligations into a single designated project. If the Applicant and the City cannot agree on terms for traffic mitigation to be included within the development agreement, they may submit proposed terms to the Hearing Examiner, who shall determine the appropriate mitigation language after reviewing the proposals and considering oral and written arguments from each side. The Hearing Examiner’s decision shall be final and binding.

**Other Agency Mitigation**

The TIA has provided a thorough analysis of Pierce County intersections, but Pierce County will determine the actual mitigation and requirements for the project in its right-of-way.

**Mitigation Measures Identified Subsequent to Draft EIS Issuance**

Subsequent to the issuance of the Draft EIS, the applicant, the City of Bonney Lake, and Pierce County met to discuss Pierce County’s transportation comments on the Draft EIS. Based on these discussions, the following additional mitigation measures were agreed upon by the applicant, the City of Bonney Lake, and Pierce County and would be in lieu of construction of off-site project mitigation or proportional share contributions toward Pierce County intersections identified in the Draft EIS.

1. To mitigate for off-site traffic impacts to Pierce County roadways, the applicant has agreed to voluntarily pay to the County an amount equivalent to 35% of the County’s prevailing Traffic Impact Fee for Transportation Service Area 5 (the Bonney Lake Plateau area). Payment to the County will be made prior to issuance of each building permit, with the applicable amount determined at the time of payment using the land use rates as established per Title 4A of the Pierce County Code (as may be amended), but factored by the above listed 35%. Such monies collected by the County shall be earmarked and expended on roadway capacity improvement projects in Transportation
Service Area 5 that serve the development in such a manner as to facilitate the expenditures in as efficient and timely manner as practical.

2. The applicant agrees to review the access plan and to provide acceptable site access design requirements for each respective jurisdiction. These improvements may include but not be limited to left-turn channelization, right-turn deceleration lanes and egress lanes to accommodate the projected traffic levels. The applicant will update the site specific traffic study to assess proper traffic lane requirements for each site access as the project progresses through its development plan. The applicant will also be required to install specific frontage improvements outlined by each respective jurisdiction.

**Significant Unavoidable Adverse Impacts**

There would be no significant unavoidable adverse transportation impacts as part of development evaluated under the Proposed Actions or alternatives. Transportation improvements identified above are expected to mitigate project traffic impacts to the vicinity arterial roadway and intersection network, meeting local and State level of service and concurrency standards.
Chapter 2

Project Description and Alternatives
CHAPTER 2
DESCRIPTION OF THE PROPOSED ACTIONS AND ALTERNATIVES

This chapter of the Final EIS updates Chapter 2 of the Draft EIS and provides a description of the Proposed Actions and Alternatives. Historic site activities are also discussed. Please see Chapter 1 of this document for a summary of the Final EIS and Chapter 3 for a detailed presentation of affected environment, significant impacts of the Proposed Actions and alternatives, mitigation measures and significant unavoidable adverse impacts. Shading indicates new or updated information provided subsequent to the issuance of the Draft EIS; the new information provided subsequent to the issuance of the Draft EIS primarily relates to clarification to the description of the stormwater system and the relationship to land proposed to be dedicated to the City of Bonney Lake, and can be found on page 2-11, 2-12, 2-14 and 2-15 of this chapter.

2.1 Introduction

Washington State University (WSU) has determined that the activities which the 149-acre "WSU Demonstration Forest" site contained can be performed elsewhere with facilities that are not located in an increasingly urban environment. In addition, the compromised health of trees on the site further diminishes the suitability of the site for demonstration forest use (see discussion on “Existing Uses” below).

Based on a 1941 agreement between WSU and Weyerhaeuser, ownership of the site would revert to Weyerhaeuser when the intended use is changed by WSU (see the discussion of the 1941 Donation Deed in Section 2.2). WSU and Weyerhaeuser have entered into an agreement by which they will prepare the property for uses consistent with surrounding uses and sell the property at fair market value.

On April 27, 2005, the Quadrant Corporation, as agent for WSU and Weyerhaeuser Company, filed an application for amendments to the Bonney Lake Comprehensive Plan and for a zoning designation(s) to allow parks, commercial area, residential uses, and open space on the 149-acre site. Amendments to the City of Bonney Lake Land Use Code may also be required. On June 14, 2005, the City, as lead agency, issued a Determination of Significance (DS) on the project, requiring preparation of an EIS.

Subsequent to the conclusion of the public scoping period in July 2005, the Quadrant Corporation made changes to the project based on comments from the City of Bonney Lake and the public. These factors together with changes in market conditions and an opportunity for new public service use, resulted in an update to the site plan to include more consolidated open space, more total area dedicated to the City, inclusion of public service (YMCA or similar community recreation center) and medical uses and changes to the mix of residential uses. Refer to Section 2.2 below for more detail.

1 A survey conducted for the proposal indicated that the site’s acreage is 149. Assessor records show the site as 152 acres. Throughout this EIS, the acreage of the site is shown as 149.
Owners’/Applicants’ Objectives

The objectives of the property owners/applicants are to:

- Provide for housing that achieves appropriate urban densities pursuant to the Growth Management Act (GMA).
- Provide commercial/medical uses adjacent to SR-410 and South Prairie Road East.
- Provide the opportunity for medical office and public service (YMCA or similar community recreation center) uses to serve the citizens of Bonney Lake.
- Provide the City of Bonney Lake the opportunity for active and passive recreation on the site, including the dedication of land on the site to the City of Bonney Lake for the purpose of providing the opportunity for new public open space and park use as the City chooses.
- Provide revenue to WSU to support its various educational missions.

Scoping Process and Comments

The public scoping process for this EIS began on June 14 and ended July 6, 2005 (a 22-day scoping period). In the DS, the City of Bonney Lake, as Lead Agency, preliminarily identified the following elements of the environment for consideration and analysis in the EIS: flora, fauna, traffic, and land use compatibility. A scoping meeting was convened on July 6, 2005. Approximately 12 people attending the Scoping Meeting offered their oral comments. Public comment centered around the loss of forest and wildlife habitat, and vehicular traffic conditions. In addition to the oral comments received at the meeting, eight written comment letters and emails were received during the scoping period. Written comments were reflective of those comments voiced at the scoping meeting. Through the EIS scoping process, the City added Parks, Recreation and Open Space to the elements of the environment to be considered in the EIS.

Project Modifications

Subsequent to the conclusion of the public scoping period in July 2005, the Quadrant Corporation initiated consideration of project changes based on comments from the City of Bonney Lake and the public, changes in market conditions, and an opportunity for new public service use. The comments from the City and public eliciting changes to the proposal generally relate to the provision of additional open space area dedicated to the City of Bonney Lake for public use. Changes in housing market conditions relate to a greater demand for higher density housing. In addition, the YMCA is interested in locating a new facility in the Bonney Lake area as is a medical office building consortium.

Changes to the proposal made subsequent to the conclusion of the scoping period in July 2005 include: increase in the amount of on-site open space dedicated to the City of Bonney Lake from approximately 30 acres to approximately 42 acres; and, revisions to the site plan to include a broadening of the range of densities, providing area for public service (YMCA or similar community recreation center) and medical office uses and reconfiguration of site access. The
total area dedicated to the City of Bonney Lake, including open space and YMCA area, would total approximately 47 acres.

2.2 Site Description

Location

The site subject to the proposal includes approximately 149 acres of property owned by Washington State University, with a reversionary interest held by Weyerhaeuser Company. The property is located in the southern portion of the City of Bonney Lake, south of SR-410 between South Prairie Road East and 214th Avenue East; the address is 21414 South Prairie Road East. The northwest portion of the site fronts on SR-410. The site is located within the City of Bonney Lake. Figure 2-1 shows the location of the site.

Existing Uses

Site

The site is mostly forested and undeveloped, and includes three small portable buildings (two of which were recently destroyed by fire) and numerous trails. The site has been known to be illegally utilized by transients.

Site topography is relatively level, with isolated areas of slope approaching 15 percent. An approximately 0.15-acre Category III wetland (moderate value wetland) is located in the northwest portion of the site (see Section 3.1, Plants & Animals for detail on the existing wetland).

Laminated root disease was discovered after a windstorm in February 2006 that resulted in the downing of approximately 130 trees throughout the site. This disease compromised the health of a substantial portion of the existing trees on the site. Subsequent evaluation by a forest pathologist in April 2006 identified approximately 930 additional trees for removal: in total, approximately 1,000 trees on the site were downed during the wind storm or subsequently removed. Although the majority of the hazard trees on the site have been removed, the site is posted “no access” due to the potential for tree fall (refer to Section 3.1, Plants & Animals for additional detail on tree conditions).

Prior to the February 2006 wind storm and subsequent closure of the site, the site was used for the 4-H Youth Development program operated by the WSU Cooperative Extension Program, including low and high ropes challenge courses and a number of trails. The site has also served as an environmental science outdoor learning laboratory, used for forest practices educational programming for youth and adults including professional development for foresters. The site no longer hosts active operations associated with the 4-H Youth Development Program or forest practices educational programs. Forest-related research is currently being conducted on the property.

A stormwater facility is located in the northwest portion of the site that provides water quality treatment and infiltration for a portion of the stormwater runoff from an adjacent commercial area to the immediate east of the northwest portion of the site.
WSU Site Project

Vicinity Map

Figure 2-1
Surrounding Area

The land use pattern in the site vicinity is generally characterized by commercial development along SR-410, with single-family residential the predominant use south of South Prairie Road East as well as east of 214th Avenue East. Commercial development in the site vicinity generally includes big-box retail and supermarket anchors, and associated smaller retail uses. Residential use in the site vicinity is typically single-family homes with suburban-type densities and development patterns.

To the north of the site are commercial developments and SR-410. East of the site are 214th Avenue East and commercial and single-family residential uses. South of the site are South Prairie Road East, and residential uses. The area directly west of the site within the triangle formed by SR-410, South Prairie Road East and the western site boundary includes commercial uses; however, the majority of the area west of the site is comprised of single family residential uses. More specifically, land uses immediately adjacent to the northwest portion of the site include: SR-410 to the north, a single-story commercial development with a multiplex movie theater, two large retail stores and a supermarket to the east, and a commercial development with a supermarket to the west.

Further west are South Prairie Road East and single-family uses across South Prairie Road East, as well as a recently constructed home improvement outlet located near the intersection of South Prairie Road East and SR-410. On the northern side of SR-410, across from the site, are commercial uses. Directly to the east of the main body of the site is 214th Avenue East. On the east side of 214th Avenue East, across from the site, are several auto-oriented commercial uses near SR-410, including a commercial vehicle fueling station; however, uses east of 214th Avenue East are primarily single-family residential. Residential uses along 214th Avenue East opposite the site include a manufactured home park and single family homes. Residential uses to the immediate south of the site are characterized by suburban-style single family uses, primarily in cul-de-sac type developments, with a rural residential land use pattern further to the east and southeast.

Existing Land Use and Zoning Designations

The Bonney Lake Comprehensive Plan Future Land Use Map designation that currently applies to the site is Conservation/Open Space. The zoning classification that currently applies to the site per the Bonney Lake Municipal Code is Public Facilities (PF), a zoning designation in which various government, educational, institutional, civic and utility uses are allowed (see Section 3.3, Relationship to Plans and Policies for further discussion).

1941 Donation Deed

The site was deeded by Weyerhaeuser to WSU in 1941 via a donation deed. The donation deed specified that ownership would revert to Weyerhaeuser when the property ceased to be used by WSU for experimental and demonstration purposes and 4-H activities. In 2004, WSU determined that the 4-H and demonstration forest uses of the property could occur elsewhere. WSU then entered into an agreement with Weyerhaeuser to jointly sell the property with both WSU and Weyerhaeuser jointly sharing in the proceeds of the sale of the property; proceeds received by WSU are to be utilized to support its educational mission.
2.3 Description of the Proposed Actions

The Proposed Actions evaluated in this EIS would change the regulatory framework governing future development of the site, and would also include development of the site consistent with proposed changes to the regulatory framework.

Proposed Actions

The Proposed Actions for the site include:

- Amendment to Figure 3-4 of the City of Bonney Lake Comprehensive Plan to allow a mixed use project including active and passive recreation; varying density residential uses with neighborhood parks; public service (YMCA or similar community recreation center); and, commercial/medical uses adjacent to SR-410. The existing land use designations are depicted in DEIS Figure 3.2-2.

- Amendment to Figure 6 of the 2006 Transportation Plan in the City of Bonney Lake Comprehensive Plan (2006 Transportation Plan), Roadway Functional Classification Map, to provide a new street from South Prairie Road East to SR-410 and signals at its intersections with South Prairie Road East and SR-410.

- Modifications and additions to City of Bonney Lake Comprehensive Plan Goals and Policies and maps as warranted to establish a policy framework for future development of the site.

- Amendment to an existing City of Bonney Lake residential zoning designation to allow the residential densities and uses proposed, the development of a new residential zoning designation, or adjustment to development standards through a development agreement.

- Application of commercial and residential zoning designations to the commercial and residential portions of the property, respectively.

- Construction of infrastructure, commercial, public service (YMCA or similar community recreation center), medical office and residential buildings, and other improvements over the build-out horizon, 2015.

Purpose of Environmental Review

This EIS, which provides SEPA environmental review for both the proposed Comprehensive Plan and Municipal Code Amendments and future site development, addresses the probable significant impacts of the Proposed Actions, a development alternative and two no-action alternatives. The development alternative consists of the original Conceptual Site Plan submitted with the Comprehensive Plan Amendment application in 2005. The two no action alternatives include: an alternative representing future site development under existing zoning, and a no action alternative that assumes the site stays in its current condition. See Section 2.4 for a description of the alternatives evaluated in the EIS.
The EIS is intended to address the probable significant adverse impacts that could occur as a result of the proposed Comprehensive Plan amendments, revisions to the Bonney Lake Municipal Code and other applicable development regulations by the City of Bonney Lake, as well as impacts from potential future development activities on the site. The EIS is intended to provide decision makers with relevant environmental information needed for consideration of the Proposed Actions.

Comprehensive Plan and Land Use Code Amendments

The property owners (WSU and Weyerhaeuser) are seeking a Comprehensive Plan land use designation or designations for the site that would allow public service, public use, commercial/medical uses, residential projects, and active and passive recreation. The Comprehensive Plan land use designation would also allow two basic types of dwelling units: Single Family Detached and Moderately High Density. Single Family Detached will consist of detached single family homes with fee simple ownership at a density of 8-9 dwelling units/net acres with neighborhood parks. Moderately High Density will consist of cottage homes, duplexes, townhomes, condominiums, apartments or a combination thereof at a range of 10-18 dwelling units per net acre for a minimum average density of 10 dwelling units per net acre for the Proposed Action. It is assumed that this could be accomplished in a number of ways, including Comprehensive Plan amendments applying land use designations currently established by the City’s Comprehensive Plan (Public Facilities; High Density Residential; and Commercial). Alternatively, the City may choose to develop a new land use designation through the Comprehensive Plan amendment process that would reflect the unique character of the property.

Similar to the proposed Comprehensive Plan land use map re-designation, the proposed rezone would involve amendments to existing zoning classifications. Existing residential zoning classifications in the City of Bonney Lake assume development of single-family residential uses at approximately 4 to 5 dwelling units per net acre (du/ac), development of duplexes at 8-9 du/ac., or development of multifamily residential units at up to 18 du/net ac. No single-family residential zone allowing single-family densities greater than 5 du/ net ac currently exists within Bonney Lake. Currently, Bonney Lake’s Single Family Residential and Medium Density Residential designations are implemented by the R-1 and R-2 zones, which currently allow single-family densities of 4 to 5 du/net ac.

It is proposed that the site be rezoned from Public Facility District (PF) to a combination of zoning districts consisting of: High Density Residential (R-3); Commercial District (C-2) and Public Facility District (PF). In addition, it is proposed that the R-3 zone be amended to allow single family detached dwellings and adjust development standards accordingly (i.e. minimum lot width, minimum side yard and rear setbacks). It is anticipated that the residential density would be a minimum average of 10 dwelling units per net acre (the overall approach to achieving this density would be defined in a Development Agreement between the applicants and the City of Bonney Lake.

Description of Proposed Site Plan

The proposed site plan reflects comments received from the City of Bonney Lake on the original site plan submitted with the original Comprehensive Plan Amendment application in 2005 (Alternative 1). In general, the proposed site plan reflects the City of Bonney Lake’s request for more consolidated open space and additional area dedicated to the City of Bonney Lake for parks. In addition the proposed plan reflects the opportunity to accommodate public service
(YMCA or similar community recreation center) and medical office uses that became available subsequent to the submittal of the Comprehensive Plan Amendment.

Figure 2-2 illustrates the proposed site plan. The proposal includes the following:

- Range of single-family detached (8-9 dwelling units per net acre) and moderately high density housing (10-18 dwelling units per net acre) on approximately 62 acres. It is anticipated that the average minimum density of residential development on the site under the Proposed Action would be a minimum of 10 dwelling units per net acre (the overall approach to achieving this density would be defined through a Development Agreement between the applicants and the City of Bonney Lake).

- Approximately 400,000 square feet of commercial/medical uses on approximately 35 acres.

- Establishment of a new 60,000 square foot YMCA (or similar community recreation center) on approximately 5 acres (this area would be dedicated to the City and it is anticipated that the City would work together with the YMCA to enter into an agreement where the YMCA can develop their facility).

- Approval of a boundary line adjustment, short plat or other land segregation mechanism to facilitate the dedication of property to the City of Bonney Lake.

- Dedication of approximately 47 acres of land to the City of Bonney Lake, including an approximately 34.6 acre City property consisting of existing treed area (potentially for a community park), 5.4 acres for the YMCA (or similar community recreation center), approximately 5.4 acres of perimeter buffer (including potential trail area), and an approximately two acre triangle park.

- Establishment of approximately 3 acres of private neighborhood parks and open space.

- A new connector street from South Prairie Road East to SR-410 with signals at its intersections with South Prairie Road East and SR-410.

Commercial/Medical Use Area

Proposed commercial/medical uses on the site would be located in an approximately 35-acre area adjacent to SR-410 and to existing commercial uses in the immediate site vicinity. Approximately 300,000 square feet of commercial retail uses would be developed. In addition to the potential retail uses, approximately 100,000 square feet of medical office building use is proposed and is expected to be developed in two phases (60,000 square feet by 2011 and the remaining 40,000 square feet by 2015).

2 The specific number of units under each density category would be based on market conditions, site efficiency, and future land use applications. The number and density of housing resulting in the highest traffic generation is analyzed in the Transportation section of this Draft EIS.
Figure 2-2

Proposed Site Plan

Residential Use Area

Located on approximately 62 acres in the southeastern portion of the site, the residential portion of the proposed development would include residential densities of approximately 8 to 18 dwelling units per net acre (du/net ac - net densities are calculated after subtracting acreage for public open space, rights-of-way, stormwater facilities, etc.). It is anticipated that the average density of residential development on the site under the Proposed Action would be a minimum of 10 dwelling units per net acre (the approach to achieving this density would be defined through a Development Agreement between the applicants and the City of Bonney Lake).

Table 2-1 illustrates the acreages associated with the various land uses proposed for the site under the Proposed Actions.

### Table 2-1
**Acreage of Site Uses under the Proposed Actions**

<table>
<thead>
<tr>
<th>Proposed Action (acres)</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Area Deeded to the City</strong></td>
<td></td>
</tr>
<tr>
<td>City Property¹</td>
<td>34.6</td>
</tr>
<tr>
<td>City Property for YMCA site²</td>
<td>5.4</td>
</tr>
<tr>
<td>Perimeter Buffer/Trail</td>
<td>5.4³</td>
</tr>
<tr>
<td>Triangle Park</td>
<td>2.0</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>47.4</strong></td>
</tr>
<tr>
<td><strong>Public Right-of-Way</strong></td>
<td></td>
</tr>
<tr>
<td>Connector Road</td>
<td>2.0</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>2.0</strong></td>
</tr>
<tr>
<td><strong>Privately Owned Area</strong></td>
<td></td>
</tr>
<tr>
<td>Commercial/Medical</td>
<td>35.0⁴</td>
</tr>
<tr>
<td>Residential</td>
<td>62.0</td>
</tr>
<tr>
<td>Neighborhood Parks</td>
<td>2.0</td>
</tr>
<tr>
<td>Private Open Space</td>
<td>1.0</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>100.0</strong></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>149.0±</strong></td>
</tr>
</tbody>
</table>

¹ Area includes space necessary to accommodate stormwater facilities (up to 12 acres) in accordance with City of Bonney Lake Development Standards. Any additional stormwater facilities would be located within the proposed residential area. Refer to the stormwater management discussion later in this chapter for information on the stormwater facility assumptions.

² In lieu of a YMCA, the area could also include a similar type of community recreation center.

³ Area includes the opportunity for a one mile perimeter trail around the residential portion of the site.

⁴ Commercial/Medical Use area would include approximately 300,000 square feet of retail and 100,000 square feet of medical office building use.
Parks, Trails, Open Space and Public Service Use

Open space and public service area on the site would include approximately 50 acres of land, which includes public service, preserved natural area/forested open space, developed park area and stormwater facilities. An approximately 47 acre portion of this area would be dedicated to the City, including an approximately 34.6 acre City property consisting of existing treed area (potentially for a community park), 5.4 acres for the YMCA or similar community recreation center (including an approximately 60,000 square foot building and associated parking), approximately 5.4 acres of perimeter buffer, an approximately two acre triangle park and stormwater facilities (refer to the stormwater management discussion later in this chapter for information on the stormwater facility assumptions). An additional three acres of neighborhood parks and private open space would also be provided, and would be owned by a future Homeowners' Association.

The open space land area dedicated to the City of Bonney Lake would be conveyed in its current forested condition. The City would have the option of retaining forest or providing active recreational uses (ball fields, playground etc.) on all or a portion of the approximately 34.6 acre City property area; permitting and environmental review for any active recreational uses on the land dedicated to the City would be conducted separately by the City of Bonney Lake.

The perimeter buffer area dedicated to the City would also provide the opportunity for an approximately two-mile soft surface trail around the proposed residential portion of the site in the approximate location of the high priority trail shown in the Comprehensive Plan Parks Element. The trail would be designed to allow for a connection through the City Property portion of the site to the proposed commercial/medical use area, via either the retention of the existing trail system or the construction of new trails in the City Property area. The perimeter buffer would also provide a visual and land use transition between the proposed residential areas on the site, and commercial areas to the north of the site along SR-410 and to east of the site along 214th Avenue East, as well as between the site and single-family residential uses to the west (refer to Figure 2-2).

With the opportunity for a soft surface trail within the land dedicated to the City, former onsite trail uses could be restored but their location within the site would be somewhat changed. See Section 3.4, Parks, Recreation and Open Space, for a discussion of the relationship between proposed park and open space features and the Parks Element of the Comprehensive Plan.

Onsite Buffers

The proposed perimeter buffers and location of the land dedicated to the City on the site would provide separation between proposed onsite commercial uses and the proposed residential areas of the site. A 50-foot-wide perimeter buffer would be provided between South Prairie Road East and 214th Avenue East and proposed onsite residential uses.

Access and Circulation

New Connector Roadway

The proposed development includes construction of a new connector roadway from South Prairie Road East to SR-410, plus signalization of the intersections with South Prairie Road East and SR-410. The proposed roadway would cross the northwest portion of the site, which would
be developed with commercial/medical and public service uses. A portion, if not the entirety of the commercial/medical development would be oriented toward the new road; this would differ from a typical strip-mall development pattern seen adjacent to the site. The proposed roadway would provide an additional connection between South Prairie Road E. and SR-410 to improve traffic circulation in the area. The proposed roadway would also facilitate access to the commercial/medical office and YMCA (or similar community recreation center) uses and serve to minimize the number of driveways on SR-410 by providing a second access (from South Prairie Road East) to the proposed commercial/medical and public service areas. The site plan provides the opportunity for a vehicular connection from the proposed commercial/medical area in the northwest portion of the site to the existing, adjacent commercial area to the east; this connection would also facilitate access to the existing retail area from South Prairie Road East.

Residential Area Access

Access to the residential portions of the site would be from 214th Avenue East, and would be separate from access to the commercial/medical and public service use portions of the site. Three vehicular access points would be provided to the residential areas of the site. Access points would be aligned with the existing street grid where possible. Pedestrian trails connecting the residential, recreational, and commercial areas of the site would also be provided (see Figure 2-2).

Parking

The amount of parking for both commercial and residential portions of the site would be in accordance with the Bonney Lake Municipal Code. Parking for commercial areas would be expected to include approximately 4 to 5 spaces per 1,000 square feet of retail/commercial/medical office floor area. The Bonney Lake Municipal Code (BLMC) requires one parking space per 300 square feet of commercial development including medical office space (Bonney Lake Municipal Code 18.31.010). Parking for the multifamily units would be provided at a minimum of 2.25 spaces per unit. Parking for the single-family residences would provide the minimum off-street parking spaces required by the BLMC. An on-street parking space would likely also be provided near each single-family residential unit. It is anticipated that parking available for the YMCA building (or similar community recreation center) would be provided in accordance with provisions of the Municipal Code’s Public Facilities chapter which requires one space per 180 square feet for public facilities such as libraries, museums, and other recreational or cultural facilities (Bonney Lake Municipal Code 18.34.060).

Consistent with the BLMC, approximately 1,500 parking spaces would be provided for the 300,000 square feet of commercial retail use, approximately 500 parking spaces would be provided for the 100,000 square feet of medical office use and approximately 350 parking spaces would be provided for the 60,000 square feet of YMCA (or similar community recreation center) use. Parking for the residential use would also be provided consistent with the BLMC.

Non-Motorized Circulation

Future onsite residential uses would be connected to the open space land dedicated to the City, commercial/medical and YMCA (or similar community recreation center) areas by a network of pedestrian trails and sidewalks, and the proposed commercial/medical uses would be conducive to pedestrian activity within the commercial/medical area and between the commercial/medical area and the City land to the south. The approximate two-mile trail described above could be the key element of this trail network, and would be a soft-surface trail. A 10-foot wide paved trail is
also proposed adjacent to the new connector road. The onsite trail system could be connected to a network of sidewalks located within the right-of-way of new onsite streets. Sidewalks would likely be provided on at least one side of local neighborhood and arterial streets on the site.

**Grading**

Development of the site consistent with the Proposed Actions would require grading over approximately 121 acres. Grading would be expected to include approximately 292,000 cubic yards of cut from the site, with all of the cut material expected to be used onsite as backfill. No importing or exporting of fill material is expected to be required; however, this is subject to the quality of material found on the site.

**Utilities**

**Sanitary Sewer**

The proposed development would obtain sanitary sewer service from the City of Bonney Lake. From a review of the City of Bonney Lake's sewer system maps, an existing 8-inch gravity sanitary sewer line is located along 214th Avenue East, and an existing 10-inch gravity sewer line is located along South Prairie Road several hundred feet west of the project site. An existing 10-inch gravity sewer main and an 8-inch sewer force main are located within portions of SR-410. As part of the development, 8-inch minimum public sewer mains would be extended to and through the site as required from one or more of the existing City sewer mains to serve the proposed buildings based on the most feasible alternatives, incorporating existing topography, project phasing, and final site grades. Further design analysis would determine the necessary upgrades to the City's sewer system and these specific upgrades would be outlined in the Development Agreement with the City of Bonney Lake.

**Water**

The proposed development would obtain fire and domestic water service from the City of Bonney Lake. From a review of the City's current water system map, existing 12-inch ductile water mains are located along 214th Avenue East, portions of South Prairie Road East, and within the existing commercial/retail shopping center along north portions of the site. An existing 16-inch ductile iron water main is also located within SR-410. The proposed development would include the extension of 8-inch minimum public water mains extended and looped through the project site from one or more of the existing City water mains, as required, to provide adequate fire service and domestic water service. The specific size of the water lines would be designed to meet the City of Bonney Lake design standards. The size of all water lines would be determined based on further analysis and would be outlined as part of the Development Agreement with the City of Bonney Lake.

**Power, Gas, and Telephone Service**

Franchise utilities including power, telephone, natural gas and cable TV/internet, would be coordinated with the respective utility companies providing these services, and extended to and through the site, as necessary, to serve the proposed development. Power service and natural gas service would be provided by Puget Sound Energy, telephone service would be provided by Qwest Communications, and cable TV/internet service would be provided by Comcast. These
services are currently available to the site within SR-410, 214th Avenue East, and/or South Prairie Road East within the vicinity of the site.

**Stormwater Management**

The WSU/Bonney Lake site consists of approximately 149 acres of undeveloped forested property located along the north side of South Prairie Road East, the west side of 214th Avenue East, and the south side of SR-410. Existing retail and commercial developments are located along a portion of the project’s northern boundary adjacent to SR-410. Existing vegetation on the site primarily consists of medium growth Douglas fir trees and some scattered Cedar trees. The topography of the site is generally rolling with grade elevations ranging from elevation 626 at low points and approximately elevation 676 at the high points. Existing slopes within the site range from nearly flat to approximately 15 percent. An existing man-made open stormwater facility is located on the project site near the northwest corner of the site just west of the existing retail/commercial development. The project site also surrounds an existing drainage tract located approximately midway along South Prairie Road East which handles stormwater runoff from South Prairie Road East.

The proposed stormwater management system to serve the development would consist of several large open detention, infiltration, and water quality systems which are proposed to be located generally on the south side of the property along South Prairie Road East. Based on the existing soil conditions present within the site, on-site infiltration is feasible in some areas and would be utilized to the greatest extent possible to contain and manage stormwater runoff from the proposed development. All stormwater runoff from proposed impervious areas of the development, including roadways, parking lots, and sidewalks will be collected by catch basins and conveyed by underground storm pipe to one of the proposed open stormwater facilities for detention or infiltration, and water quality treatment. Stormwater runoff from the proposed building rooftops would be collected by building downspouts and either conveyed by underground pipe to the open stormwater facilities or discharged to separate underground infiltration trenches located beneath the proposed parking lots for groundwater recharge where practical.

It is anticipated that the City will review and approve a comprehensive design and sizing of the stormwater system for the ultimate buildout of the stormwater facilities that is consistent with the City’s adopted stormwater regulations. The stormwater facilities will be sized to accommodate the 100-year storm. The stormwater facilities will be constructed in phases, based on the comprehensive design, by the commercial/medical and residential developments, as capacity for stormwater management of these developments are needed. It is also anticipated that the existing stormwater facility located within the project site, near the northwest corner may be relocated and/or incorporated into the proposed permanent stormwater facilities, if practical, depending on the final layout of the development and phasing of the project.

The overall design objective for the development is to design and construct on-site open stormwater facilities to provide on-site treatment and infiltration for as much of the development as feasible to minimize the quantity and rate of stormwater discharging off site. On-site storm drainage facilities will be designed to accommodate up to the 100-year storm events. Some of the storage volume from large storm events may be contained on-site within an area adjacent to the proposed stormwater facilities. It is anticipated that approximately 12 to 20 acres of the overall project site could be utilized as sole purpose stormwater management facilities, including water quality treatment, detention, and infiltration facilities. A small portion of the land dedicated to the City would be used for stormwater facilities. Those portions of the stormwater facilities
which would hold water year-round would be designed as an amenity (i.e. water feature and trail) while the remainder could be used for recreational amenities the majority of the year (the City would have the option of retaining forest or providing recreational uses – ball fields, playgrounds, etc. – on the balance of the stormwater area not used for stormwater facilities. Permitting and environmental review for any active recreational uses on the land dedicated to the City would be conducted separately by the City of Bonney Lake). All additional stormwater facilities would be located within the proposed residential area. The final size and location(s) of the stormwater facilities will be based on the results of additional subsurface explorations, detailed technical analysis and identification/confirmaion of the location and depth of infiltrative soils on the site. All stormwater facilities will be designed and constructed in accordance with the City of Bonney Lake storm drainage requirements which as of March 1st, 2009 is the 2005 Pierce County Stormwater Management and Site Development Manual. In addition, the proponent would work cooperatively with the City to incorporate mutually agreeable Low Impact Development (LID) techniques into the proposal to minimize the size of the stormwater facilities. Potential LID strategies could include designing future recreational facilities on the City Property to infiltrate stormwater, infiltrating roof runoff in areas of the site with suitable soils, and designing stormwater facilities for multiple uses (i.e. use for recreational activities during dry months).

Project Timeline

It is assumed that the regulatory approval process would be complete by the end of September 2009, including Comprehensive Plan and Municipal Code amendments, and Land Segregation. Residential subdivision, and commercial binding site plan or short plats will occur over time. Site development would consist of multiple phases, with construction of Phase 1 assumed to begin in mid 2010 with the development of an approximately 60,000-square foot medical office building and the southern portion of the new connector roadway from South Prairie Road East; Phase 1 development is assumed to be completed by 2011. In addition, the proposed land to be dedicated to the City of Bonney Lake (approximately 47 acres) would be deeded to the City as part of Phase 1. Future phases of development on the site, including approximately 300,000 square feet of commercial uses; additional 40,000 square feet of medical office building; 60,000 square feet of public service use (YMCA or similar community recreation center); single family and multifamily residential uses; parks/open space; and the remaining portion of the new connector roadway is assumed to be completed in parts by 2015.

2.4 Alternatives

Alternative 1 – Mixed Use Development

Alternative 1 reflects the original Conceptual Site Plan submitted to the City of Bonney Lake with the Comprehensive Plan Amendment application in 2005. Alternative 1 does not reflect the subsequent requests from the City of Bonney Lake for consolidated and enhanced parks, or accommodations for public service (YMCA or similar community recreation center) or medical office uses. This Alternative reflects a mixed use project including approximately 41 acres of public and private parks and open space; small-lot medium-density residential uses with neighborhood parks; and approximately 30 acres of commercial uses adjacent to SR-410 subject to design guidelines. Figure 2-3 illustrates this Alternative.
Figure 2-3
Alternative 1 Site Plan

WSU Site Project

Alternative 1 would be implemented by Comprehensive Plan and Municipal Code Amendments as described in Section 2.3. As identified in the 2005 Comprehensive Plan Amendment application, Alternative 1 would provide the potential for:

- 470 single-family dwelling units on lots ranging from 2,400 to 5,000 square feet.
- 325,000 square feet of commercial retail uses.
- A new connector street from South Prairie Road East to SR-410 and signals at its intersections with South Prairie Road East and SR-410.
- Dedication of an approximately 30 acres of land to the City of Bonney Lake.
- Two Neighborhood Parks totaling approximately 5.9 acres to be owned by a future Homeowners' Association.
- Approximately 3.1 acres of open space retained at the intersection of South Prairie Road East and 214th Avenue East to be owned by a future Homeowners' Association.

Transportation and utility infrastructure improvements as described in Section 2.3 would be required to support uses under this alternative.

Utility and stormwater systems would be generally similar to those described for the Proposed Actions. As under the Proposed Action, 12 acres of area to be dedicated to the City would be used for stormwater facilities. All other stormwater facilities would be located within the proposed residential area. It is assumed that mutually agreeable Low Impact Development stormwater techniques would be considered similar to the Proposed Action. Table 2-2 illustrates the acreage assumptions for land uses under Alternative 1, with a comparison to the land use acreage under the Proposed Actions.

Site access for commercial uses under Alternative 1 would be generally similar to that under the Proposed Action. However, the residential uses under Alternative 1 would have access from both South Prairie Road East (two access points) and 214th Avenue East (one access point).

Site development consistent with the original Conceptual Site Plan, as reflected under Alternative 1, would provide less area deeded to the City (29.5 acres compared to 47.4 acres under the proposal), less area in public open space (29.5 acres compared to 42 acres under the proposal), less area in overall open space (41.3 acres compared to approximately 45 acres under the proposal) and no provisions for YMCA (or similar community recreation center) or medical office use.

Table 2-2
Acreage of Site Uses under the Proposed Actions and Alternative 1

<table>
<thead>
<tr>
<th>Area Deeded to the City</th>
<th>Proposed Action (acres)</th>
<th>Alternative 1 (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>City Property¹</td>
<td>34.6</td>
<td>29.5</td>
</tr>
<tr>
<td>City Property for YMCA site²</td>
<td>5.4</td>
<td>0</td>
</tr>
</tbody>
</table>
The anticipated timeline for site development under Alternative 1 would be similar to that described for the Proposed Actions with full buildout assumed in 2015; however, because no medical office building use is assumed for this alternative, the Phase 1 construction under Alternative 1 would differ somewhat from that described for the proposal.

**Alternative 2 – No Action, Future Development under Existing Zoning**

The landowner (WSU) has determined that the activities it was conducting on the property could be done elsewhere. In concert with Weyerhaeuser which owns the reversionary interest, WSU intends to sell the property to achieve the goal of generating revenue to support its educational mission. Alternative 2 is a hypothetical alternative considering potential uses of the property under the existing City of Bonney Lake Public Facilities zoning designation. Permitted uses in the Public Facilities District include government buildings and facilities; public and private meeting halls; public and private utility facilities; schools; state-licensed child care facilities; libraries and museums; public or private parks, recreational facilities and swimming pools. Hospitals, group homes, campgrounds and RV parks, commercial activities and other essential public facilities, such as correctional facilities and utility installations, are allowed as conditional uses. Figure 2-4 depicts the conceptual location of onsite uses under Alternative 2.
Figure 2-4
Alternative 2: No Action, Future Development with Existing Zoning

Development of the site with uses under the Public Facilities District would generate impacts. For purposes of providing a comparison of environmental impacts that could occur with site development under the types of uses permitted under the Public Facilities District to development under the proposal and Alternative 1, this EIS alternative assumes the following theoretical range of Public Facilities District uses: 50 acres of the site would be developed as a public or private school; 40 acres of the site would be developed as a governmental complex; 19 acres would be developed as a church; and, 40 acres would be in park use. The actual range of uses developed on the site could include any uses permitted or conditionally permitted in the Public Facilities zone.

The 50 acres of school use assumed under Alternative 2 is assumed to include a private high school, including gymnasium and outdoor sports stadium and facilities. Based on the proximity of public schools to the site, a private school would be a more likely use than a public school. A private high school campus of approximately 50 acres would likely have the capacity for approximately 1,200 students and faculty, based on recent private high school development in the region. It is assumed that the school would be located in the main body of the site, with primary access off of South Prairie Road East.

The assumed 40-acre governmental complex would most likely be located in the northwest portion of the site, with access from SR-410. It is assumed that approximately 30 percent of building space could be office-oriented, and the remaining 70 percent would comprise significantly less dense uses including motor pool, storage and equipment space; public open space/meeting spaces; etc. A surface parking area for the governmental complex would also be included.

It is assumed that the 19-acre church use would be located adjacent to 214th Avenue East and would include a chapel seating approximately 1,000 people, a surface parking area, and a perimeter buffer separating the church from adjacent uses. Access would be provided from 214th Avenue East.

The assumed 40-acre park would be located in the south-central portion of the site, and could include active use area, parking area and driveway area with the remainder of this area in trees. Access is assumed to be provided from South Prairie Road East. Alternative 3 assumes that City would acquire the land for the park with City funds; it is not assumed that the applicants would dedicate the land to the City under this Alternative.

The locations of vehicular access points to the site for the possible permitted uses (government buildings and facilities, meeting halls, utility facilities, schools, child care facilities, libraries, museums, public or private parks, recreational facilities, and swimming pools) would likely be similar to those under the Proposed Action and Alternative 1. Under the Proposed Action, the residential uses would have access from only 214th Avenue East; under Alternative 1, the residential uses would have access from both South Prairie Road East (two access points) and 214th Avenue East (one access point).

The amount of parking for onsite uses would be consistent with the provisions of the Bonney Lake Municipal Code for each onsite use.

All utilities would be provided by extensions from existing supply lines currently located in adjacent public rights-of-way or already located on the site.
As described for the Proposed Actions, stormwater runoff from impervious areas of the site under this Alternative would be collected in catch basins located within public rights-of-way and parking lots, and, along with rooftop runoff, conveyed via underground pipes to onsite treatment and infiltration facilities. Stormwater facilities would be provided in accordance with the Bonney Lake Municipal Code and the applicable Pierce County-Tacoma Stormwater Management Manual. It is assumed that the use of mutually agreeable Low Impact Development (LID) stormwater techniques would be considered.

Future development under Alternative 2 would not feasibly achieve the Owners' Applicants' objectives to: provide for housing that achieves appropriate urban densities pursuant to the Growth Management Act (GMA) or, provide commercial uses adjacent to SR-410. In addition, the public service (YMCA or similar community recreation center) and medical office uses would not be provided on the site. It is likely that development under such circumstances also would not generate as much revenue as anticipated to support the educational mission of WSU.

It is assumed that full buildout under Alternative 2 would occur by 2015.

**Alternative 3 – No Action, No Development**

Alternative 3 assumes continuation of the site in its existing, forested condition, although the applicants (WSU and Weyerhaeuser) would sell the site. The site could not be used by the City of Bonney Lake or the public for park use or other any other purposes. Parks would not be dedicated to the City of Bonney Lake.

Future development under Alternative 3 would not feasibly achieve the applicants' goals to: provide for housing that achieves appropriate urban densities pursuant to the Growth Management Act (GMA); provide commercial uses adjacent to SR-410; or, provide the City of Bonney Lake the opportunity for active and passive recreation on the site. In addition, the public service use (YMCA or similar community recreation center) and medical office building would not be provided on the site.

### 2.5 Summary of the Proposed Actions and Alternative 1

Table 2-3 below summarizes the various development assumptions under the Proposed Actions and Alternative 1.

<table>
<thead>
<tr>
<th>PROPOSED LAND USES</th>
<th>Proposed Actions (acres)</th>
<th>Alternative 1 (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parks/Open Space</td>
<td></td>
<td></td>
</tr>
<tr>
<td>City Property</td>
<td>34.6*</td>
<td>29.5*</td>
</tr>
<tr>
<td>Perimeter Buffer/Trail</td>
<td>5.4*</td>
<td>0</td>
</tr>
<tr>
<td>Triangle Park</td>
<td>2.0*</td>
<td>2.0</td>
</tr>
<tr>
<td>Neighborhood Parks</td>
<td>2.0</td>
<td>5.9</td>
</tr>
<tr>
<td>Private Open Space</td>
<td>1.0</td>
<td>3.9</td>
</tr>
</tbody>
</table>
### Table 2-3 Continued

<table>
<thead>
<tr>
<th></th>
<th>Alternative 1 (acres)</th>
<th>Alternative 2 (acres)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total Parks/Open Space</strong></td>
<td>45.0</td>
<td>41.3</td>
</tr>
<tr>
<td><strong>Development Area</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City Property for YMCA(^1)</td>
<td>5.4*</td>
<td>0</td>
</tr>
<tr>
<td>Commercial/Medical</td>
<td>35.0</td>
<td>30.0</td>
</tr>
<tr>
<td>Residential</td>
<td>62.0</td>
<td>75.2</td>
</tr>
<tr>
<td><strong>Total Development Area</strong></td>
<td>102.4</td>
<td>105.2</td>
</tr>
<tr>
<td><strong>Public Right-of-Way</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Connector Road</td>
<td>2.0</td>
<td>2.5</td>
</tr>
<tr>
<td><strong>Total Right-of-Way</strong></td>
<td>2.0</td>
<td>2.5</td>
</tr>
<tr>
<td><strong>Site Total</strong></td>
<td>149.0±</td>
<td>149.0±</td>
</tr>
<tr>
<td><strong>ASSUMED OWNERSHIP</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Area Deeded to the City</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City Property</td>
<td>34.6</td>
<td>29.5</td>
</tr>
<tr>
<td>City Property for YMCA(^1)</td>
<td>5.4</td>
<td>0.0</td>
</tr>
<tr>
<td>Perimeter Buffer/Trail</td>
<td>5.4</td>
<td>0.0</td>
</tr>
<tr>
<td>Triangle Park</td>
<td>2.0</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>Total Deeded Area</strong></td>
<td>47.4</td>
<td>29.5</td>
</tr>
<tr>
<td><strong>Public Right-of-Way</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Connector Road</td>
<td>2.0</td>
<td>2.5</td>
</tr>
<tr>
<td><strong>Total Right-of-Way</strong></td>
<td>2.0</td>
<td>2.5</td>
</tr>
<tr>
<td><strong>Privately Owned Area</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial/Medical</td>
<td>35.0</td>
<td>30.0</td>
</tr>
<tr>
<td>Residential</td>
<td>62.0</td>
<td>75.2</td>
</tr>
<tr>
<td><strong>Proposed Actions</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neighborhood Parks</td>
<td>2.0</td>
<td>5.9</td>
</tr>
<tr>
<td>Private Open Space</td>
<td>1.0</td>
<td>5.9</td>
</tr>
<tr>
<td><strong>Total Private Area</strong></td>
<td>100.0</td>
<td>117.0</td>
</tr>
<tr>
<td><strong>Site Total</strong></td>
<td>149.0±</td>
<td>149.0±</td>
</tr>
<tr>
<td><strong>CLEARED AND RETAINED AREAS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Retained Treed Area</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City Property</td>
<td>22.6*</td>
<td>19.0*</td>
</tr>
<tr>
<td>Triangle Park</td>
<td>2.0*</td>
<td>2.0</td>
</tr>
<tr>
<td><strong>Total Retained Area</strong></td>
<td>24.6</td>
<td>21.0</td>
</tr>
<tr>
<td><strong>Cleared Area</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>City Property (area in stormwater facilities)</td>
<td>12.0*</td>
<td>10.5*</td>
</tr>
<tr>
<td>City Property for YMCA(^1)</td>
<td>5.4*</td>
<td>0.0</td>
</tr>
<tr>
<td>Perimeter Buffer/Trail</td>
<td>5.4*</td>
<td>0.0</td>
</tr>
<tr>
<td>Connector Road</td>
<td>2.0</td>
<td>2.5</td>
</tr>
<tr>
<td>Commercial/Medical</td>
<td>35.0</td>
<td>30.0</td>
</tr>
<tr>
<td>Residential</td>
<td>62.0</td>
<td>75.2</td>
</tr>
<tr>
<td>Table 2-3 Continued</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Neighborhood Parks</td>
<td>2.0</td>
<td>5.9</td>
</tr>
<tr>
<td>Private Open Space</td>
<td>1.0</td>
<td>3.9</td>
</tr>
<tr>
<td>Total Cleared Area</td>
<td>124.8</td>
<td>128.0</td>
</tr>
<tr>
<td>Total Area</td>
<td>149.0±</td>
<td>149.0±</td>
</tr>
</tbody>
</table>

* Indicates area that would be deeded to the City.
1 In lieu of a YMCA, the area could also include a similar type of community recreation center.

### 2.6 Benefits and Disadvantages of Deferring Project Implementation

The benefits of deferring project implementation include deferral of:

- Potential impacts of the project on the natural environment, including on the existing onsite wetland and existing trees and vegetation onsite; and,

- Potential impacts of the project on the manmade environment, including relationship to surrounding land uses and traffic operations.

The disadvantages of deferring project implementation include deferral of:

- Revenue to WSU to support its educational mission;

- The opportunity to intensify development in the Midtown area of Bonney Lake along SR-410, including providing additional retail shopping opportunities along SR-410 and residential opportunities in Midtown portion of the SR-410 corridor, consistent with the Bonney Lake Comprehensive Plan;

- The opportunity to add to the overall density of Bonney Lake toward achieving appropriate urban densities, as defined by the Western Washington Growth Management Hearings Board;

- Tax revenues and mitigation fees to the City generated by the project;

- The opportunity for active and passive recreation on the site; and,

- The opportunity to provide public service (YMCA or similar community recreation center) and medical office uses to serve the citizens of Bonney Lake.
Chapter 3

Information Identified Subsequent To The Issuance of the Draft EIS
CHAPTER 3
INFORMATION IDENTIFIED SUBSEQUENT TO ISSUANCE OF THE
DRAFT EIS

This chapter identifies new or updated information, including new mitigation measures, which have been identified subsequent to the issuance of the Draft EIS. The new or updated information is primarily based on comments received on the Draft EIS.

Plants and Animals

Based on comments received from the Washington State Department of Ecology (DOE), the following additional mitigation measure is included in this Final EIS.

7. The US Army Corps of Engineers must determine whether the wetland is hydrologically isolated. If it is hydrologically isolated, authorization for the proposed wetland fill would be subject to the approval of an Administrative Order from DOE; if it is not, approval of a Nationwide Permit from the US Army Corps of Engineers would be required.

Land Use

Based on comments received from DOE and the East Pierce Fire and Rescue, the following additional mitigation measures are included in this Final EIS.

Public Service Mitigation Measures

1. Construction would comply with all applicable Department of Ecology (DOE) requirements and Best Management Practices (BMPs), including: erosion and sedimentation control measures, proper disposal of construction debris, control of the discharge of chemicals (i.e. oil, fuels, paints, etc.), stabilization and protection of stockpiles, establishment of clearing limits, and provision of vegetative cover.

2. Development of the proposal would comply with applicable water quality standards to limit potential impacts during construction and operation including NPDES Permit Approval through DOE and the approval of a Comprehensive Drainage Plan design through the City of Bonney Lake.

3. Design and operation of the proposed development would meet the applicable fire protection criteria of the International Fire Code and related fire codes.
Transportation

Pierce County Roadway Findings and Mitigation

Subsequent to the issuance of the Draft EIS, the applicant, the City of Bonney Lake, and Pierce County met to discuss Pierce County’s transportation comments on the Draft EIS (refer to Chapter 4, Letter 3 for a copy of the letter). Based on discussions at this meeting, the applicant, the City of Bonney Lake, and Pierce County agreed on the following findings and additional mitigation measures for inclusion in this Final EIS; additional mitigation measures would be in lieu of construction of off-site project mitigation or proportional share contributions toward Pierce County intersections identified in the Draft EIS.

Findings: System-Wide Impacts

Based on the transportation models used, roughly 35% of the new vehicle trips generated by the WSU Bonney Lake site will utilize existing County roadways and intersections that are adjacent to the site as well as other primary regional corridors serving the Bonney Lake, Sumner and south plateau areas of the County. This site generated traffic will have an impact on the County roadway system. Various transportation improvements have been identified to address future deficiencies as a result of new development and regional growth within this area of the County as part of the County-wide Transportation Impact Fee program. In order to mitigate the off-site impacts of this proposal on the County roadways, the applicant will provide a voluntary contribution of an equivalent percentage of the Transportation Impact Fees typically collected by the County for like development within the County jurisdiction.

Mitigation Measure

The following measure is proposed to mitigate the above referenced system-wide impact:

1. To mitigate for off-site traffic impacts to Pierce County roadways, the applicant has agreed to voluntarily pay to the County an amount equivalent to 35% of the County’s prevailing Traffic Impact Fee for Transportation Service Area 5 (the Bonney Lake Plateau area). Payment to the County will be made prior to issuance of each building permit, with the applicable amount determined at the time of payment using the land use rates as established per Title 4A of the Pierce County Code (as may be amended), but factored by the above listed 35%. Such monies collected by the County shall be earmarked and expended on roadway capacity improvement projects in Transportation Service Area 5 that serve the development in such a manner as to facilitate the expenditures in as efficient and timely manner as practical.

Findings: Site Frontage

The WSU Bonney Lake site will have site ingress and egress on South Prairie Road and 214th Avenue. The site is projected to have multiple site access points on both roadways and the exact location of these site accesses will be defined as the project development plan evolves. Currently, the entire site frontage along South Prairie Road and a portion of 214th Avenue is under Pierce County jurisdiction and as such will require approval and acceptance of the site
access design and permitting requirements. All other site entries within the City of Bonney Lake will follow City design requirements.

**Mitigation Measure**

The following measure is proposed to mitigate the above referenced site frontage impact:

2. The applicant agrees to review the access plan and to provide acceptable site access design requirements for each respective jurisdiction. These improvements may include but not be limited to left-turn channelization, right-turn deceleration lanes and egress lanes to accommodate the projected traffic levels. The applicant will update the site specific traffic study to assess proper traffic lane requirements for each site access as the project progresses through its development plan. The applicant will also be required to install specific frontage improvements outlined by each respective jurisdiction.
Chapter 4

Comment Letters and Responses
CHAPTER 4
COMMENT LETTERS AND RESPONSES

This chapter of this Final EIS contains comments received on the Draft EIS and responses to the comments. A total of twelve (12) letters were received during the comment period.

Each comment letter and response to each applicable comment is included in this chapter. Comment letter/numbers appear in the margins of the letters and are cross-referenced to the corresponding responses. Responses are provided directly after each letter.

The following comment letters were received on the WSU Site Project Draft EIS:

Letter 1 Washington State Department of Ecology
Letter 2 Washington State Department of Transportation
   (Applicant Response to WSDOT Letter)
Letter 3 East Pierce Fire & Rescue
Letter 4 Pierce County Public Works and Utilities
Letter 5 Brian and Tamara Ching
Letter 6 Quinn Dahlstrom
Letter 7 Elaine Harding
Letter 8 Keira Hartman
Letter 9 Fred Jacobsen
Letter 10 Mr. and Mrs. Meredith
Letter 11 Dennis Tompkins
Letter 12 Timothy Turner
September 14, 2009

Ms. Heather Stinson
City of Bonney Lake/City Hall
PO Box 7380
Bonney Lake, WA 98390-0944

Dear Ms. Stinson:

Thank you for the opportunity to comment on the draft environmental impact statement for the WSU Site project. The Department of Ecology (Ecology) reviewed the information provided and has the following comment(s):

**SHORELANDS/WETLANDS & ENVIRONMENTAL ASSISTANCE: Alex Callender (360) 407-6167**

The proposed wetland fill will require authorizations from the Army Corps of Engineers (Corps) as well as Ecology. The submitted documents speculate on whether the wetland present is hydrologically isolated. The Corps is the only entity that can classify a wetland as isolated and a jurisdictional determination from the Corps will be required for this proposal.

To begin the permitting process, the applicant will need to provide a Joint Aquatic Resource Permit Application (JARPA) as well as, site plans, a mitigation proposal, and a planting plan to Ecology and the Corps. This proposed mitigation at minimum will need to meet the joint mitigation ratio requirements found in Wetland Mitigation in Washington State – Part 1: Agency Policies and Guidance (Version 1) which can be found online at:


**WATER QUALITY: Roberta Woods (360) 407-6269**

Any discharge of sediment-laden runoff or other pollutants to waters of the state is in violation of Chapter 90.48 RCW, Water Pollution Control, and WAC 173-201A, Water Quality Standards for Surface Waters of the State of Washington, and is subject to enforcement action.

Erosion control measures must be in place prior to any clearing, grading, or construction. These control measures must be effective to prevent stormwater runoff from carrying soil and other pollutants into surface water or storm drains that lead to waters of the state. Sand, silt, clay particles, and soil will damage aquatic habitat and are considered to be pollutants.

Proper disposal of construction debris must be on land in such a manner that debris cannot enter the water of the state and buffers or cause water quality degradation of state waters.

After completion of this project, there is likelihood that stormwater runoff will contain increased levels of grease, oils, sediment, and other debris. It is recommended that stormwater treatment devices be installed so that any discharge will be appropriately treated to remove these substances.
During construction, all releases of oils, hydraulic fluids, fuels, other petroleum products, paints, solvents, and other deleterious materials must be contained and removed in a manner that will prevent their discharge to waters and soils of the state. The cleanup of spills should take precedence over other work on the site.

This project may require a construction stormwater permit (also known as National Pollution Discharge Elimination System (NPDES) and State Waste Discharge General Permit for Stormwater Discharges Associated with Construction). This permit is required for projects which meet both of the following conditions:

a. one or more acres of soil surface area will be disturbed by construction activities; and
b. the site already has offsite discharge to waters of the state or storm drains or will have offsite discharge during construction.

An application with instructions can be downloaded from Ecology's website at http://www.ecy.wa.gov/programs/wq/stormwater/construction/#Application. Construction site operators must apply for a permit at least 60 days prior to discharging stormwater.

Soil in stockpiles should be stabilized or protected with sediment-trapping measures to prevent soil loss. All exposed areas of final grade or areas that are not scheduled for work, whether at final grade or otherwise, shall not remain exposed and un-worked for more than two days, between October 1 and April 30. Between May 1 and September 30, no soils shall remain exposed and un-worked for more than seven (7) days.

Clearing limits and/or any easements or required buffers should be identified and marked in the field, prior to the start of any clearing, grading, or construction. Some suggested methods are staking and flagging or high visibility fencing.

A permanent vegetative cover should be established on denuded areas at final grade if they are not otherwise permanently stabilized.

Properties adjacent to the site of a land disturbance should be protected from sediment deposition through the use of buffers or other perimeter controls, such as filter fence or sediment basins.

All types of sediment control, such as sediment ponds or traps, should be constructed as a first step in grading and be made functional before any upslope disturbance takes place.

Cut and/or fill slopes should be designed to minimize erosion. Methods such as slope roughening, terraces, or pipe slope drains may be used.

All temporary erosion control systems should be designed to contain the runoff from the developed two year, 24-hour design storm without eroding.

Provision should be made to minimize the tracking of sediment by construction vehicles onto paved public roads. If sediment is deposited, it should be cleaned every day by shoveling or sweeping. Water cleaning should only be done after the area has been shoveled out or swept.

Wash water from paint and wall finishing equipment should be disposed of in a way which will not adversely impact waters of the state. Untreated disposal of this wastewater is a violation of State Water Quality laws and statutes and, as such, would be subject to enforcement action.
Source control Best Management Practices (BMPs) such as plastic covering, mulch, temporary seeding, and phased clearing (for example) should be used to control erosion during construction. More examples of effective source control BMPs can be found in Ecology's two stormwater management manuals, *Stormwater Management for Puget Sound* (1992) and *Stormwater Management Manual for Western Washington* (2001).

Ecology’s comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(SM: 09-4791)

cc: Alex Callender, SEA
    Stephanie Jackson, WQ
    Josh Klimek, HQ/WQ
    Roberta Woods, WQ
RESPONSE TO LETTER 1
Washington State Department of Ecology

1. Comment noted. It is acknowledged that the US Army Corps of Engineers (ACOE) must make a determination of whether the wetland is hydrologically isolated. If the ACOE determines that the wetland is isolated, an administrative order from the Department of Ecology (DOE) will be required. If the wetland is not isolated, authorization for wetland fill from the ACOE in the form of a Nationwide Permit would be required. These approvals have been included under the List of Permits and Approvals in the Fact Sheet portion of this Final EIS.

2. Comment noted. As cited in the comment, a JARPA will be submitted to the DOE and ACOE as part of the overall wetland fill approval process.

3. The comment listing the various water quality standards and measures to limit potential impacts during construction and operations is noted. The List of Permits and Approvals in the Fact Sheet portion of the Draft EIS includes NPDES Permit Approval through the DOE and a Comprehensive Drainage Plan Design Approval through the City of Bonney Lake.

Construction of the proposal would comply with all applicable DOE requirements and Best Management Practices (BMPs), including: erosion and sedimentation control measures, proper disposal of construction debris, control of the discharge of chemicals (i.e. oils, fuels, paints etc), stabilization and protection of stockpiles, establishment of clearing limits, and provision of vegetative cover.
November 6, 2009

Mr. John P. Vodopich, AICP
Community Development Director
City of Bonney Lake
8720 Main Street East
P.O. Box 7380
Bonney Lake, Washington 98391-0944

Re: SR 410, MP 15 Right, DS File 2009-39-P
WSU Bonney Lake Site
Review of DEIS

Dear Mr. Vodopich,

The Washington State Department of Transportation (WSDOT) has completed our review of the WSU Bonney Lake Site Draft Environmental Impact Statement (DEIS). The WSU property is an approximately 149 acre site located on the south side of SR 410 roughly between approximately South Prairie Road and 214th Street East. The proposal as submitted would include approximately 35 acres of commercial / medical use on the western most portion of the property, including about 45 acres of open space and parks in the middle portion, and would contain about 62 acres residential use on the eastern portion of the site. Only the westernmost commercial / medical portion of the site is directly adjacent to the state highway SR 410.

The DEIS recommends a new Public N-S Roadway to be built within the commercial / medical portion of the site with new signalized intersections at both SR 410 and South Prairie Road. The one-half mile section of SR 410 between the existing South Prairie Road signal and the 208th Street East signal has approximately one-third mile of concrete median barrier preventing left turns onto or from the state highway, which is an important safety feature of the highway. Therefore WSDOT will only support the addition of a new non-signalized T-intersection right-in / right-out connection to SR 410. In addition, this section of SR 410 is a Class 3 Managed Access Highway that requires per WAC 468-52-040 that any new signals be spaced a minimum of one-half mile apart.

As part of WSDOT allowing the new Public N-S Roadway right-in / right-out T-intersection the proponent shall construct an additional SR 410 eastbound through lane along its frontage with SR 410. This third eastbound lane shall start where the existing SR 410 eastbound right turn lane ends at the Albertson’s complex and tie into the existing third eastbound lane that again begins at the east property line of the commercial /
medical portion of the property. The third lane will effectively function as a right turn lane to the new Public N-S Roadway and will also benefit vehicles turning right onto SR 410. If requested by the City of Bonney Lake WSDOT supports the addition of a sidewalk or pathway along this third eastbound through lane.

WSDOT also supports this site having interconnectivity with the adjacent shopping complex that has SR 410 signalized access at both 208th Street East and 211th Street East. It also appears the westernmost portion of the site may have interconnectivity opportunities with the Albertson’s complex, which has existing signalized access to South Prairie Road. WSDOT is aware that interconnectivity is not always possible due to existing build out, topography, or other restraints such as city requirements or neighboring properties not being receptive to the interconnectivity. But in most cases WSDOT encourages interconnectivity with adjacent properties as that will usually benefit the overall transportation network, especially the already congested SR 410 corridor. The City of Bonney Lake’s 2005 Eastown Development Plan is an excellent example of the benefits to be gained by requiring adjacent properties to be interconnected and limiting access points to the main SR 410 state highway.

Finally, we understand that the City of Bonney Lake is collecting monetary contributions from proposed land use developments in the City to be used for future state highway intersection improvements at both the Sumner Buckley Highway and also the 214th Street East intersection. WSDOT strongly supports that effort which will ultimately lead to state highway improvements that will benefit both the users of the state highway as well as the citizens of Bonney Lake.

Thank you for the opportunity to review and comment on the WSU Bonney Lake Site. If you have any questions about our comments please contact me at (360) 357-2736 or via email at seversd@wsdot.wa.gov.

Sincerely,

[Signature]

Dale C. Severson, P.E.
Development Services Engineer
WSDOT – Olympic Region

cc: Pete Lymberis | Quadrant Homes
Steve Kim – WSDOT
Troy Cowan – WSDOT
RESPONSE TO LETTER 2
Washington State Department of Transportation

1. Comments noted.

2. Comments noted.

3. Comment noted. Under the Proposed Actions, the project includes an extension of the third eastbound lane from its existing terminus west of the property frontage to its eastern property frontage, thus maintaining and increasing traffic carrying capacity of this segment of SR 410.

4. Topographical constraints between the site and properties to the west do not allow for interconnection of properties. As encouraged by WAC 486-52-040(3)(a), the proposal has been designed to provide one joint access connection to SR 410 for the commercial, medical, YMCA, and City properties as well as the travelling public.

5. Within Section 3.5 of the WSU Site Project Draft EIS, traffic mitigation identifies the collection of traffic impact fees. Intersection improvements to SR 410 at Sumner Buckley Highway and 214th Avenue E intersection are within the City’s Traffic Impact Fee list and as such, the development of the project would pay its proportional share towards those improvements through the payment of impacts fees along SR 410.
November 20, 2009

Ms. Heather Stinson  
Planning Manager  
City of Bonney Lake  
P.O. Box 7380  
Bonney Lake, WA 98391  

Re: Applicant’s Response to WSDOT Comment Letter

I would like to thank you for providing The Quadrant Corporation, as the agent for the Applicants, Washington State University and Weyerhaeuser Company, the opportunity to respond to the Department of Transportation’s November 6, 2009 comment letter.

New Analysis in Response to WSDOT Letter

The Department of Transportation (WSDOT) proposes that the 204th Avenue East/ SR 410 intersection be right-in/right-out, leaving the existing median barrier in place. The Draft EIS did not address this scenario. Rather, it compares the level of service at key area intersections with this intersection with a signal and without a signal but with left-in/permittted, (i.e., right-in/right-out/left-in). See, Draft EIS, pp 3.5-57 through 3.5-59, and Appendix C, pages 73-76.

It concludes that a signal should be installed at this intersection to mitigate site impacts; accommodate a portion of vicinity pipeline development; maximize the effectiveness of the new roadway; and provide the ability for future extension of a corridor parallel to 214th Avenue E., between S. Prairie Road E. and Sumner Buckley Highway, as new development and redevelopment of properties north and south of the SR 410 corridor occur in the future. It would also provide an alternative to SR-410 for the residential neighborhood to the north.

In response to WSDOT’s comment, Transportation Engineering NorthWest, LLC has conducted analyses of SR 410 Travel Time and of 2015 P.M. Peak Hour Level of Service for an unsignalized right-in/right-out only access to SR 410 at 204th Avenue E. The results are presented in Table 1 and 2 below.

1. Arterial Travel Time Analysis. An arterial travel time analysis was conducted on SR 410 between 184th Avenue E and 234th Avenue E with 204th Avenue E. under the 2015 Full Buildout of the Proposed Action conditions. This analysis was done to provide further documentation as to the impacts and benefits of signal installation of the proposed 204th Avenue E. collector arterial between SR 410 and South Prairie Road E. As summarized in Table 1, the travel time arterial level of service would operate the same on SR 410 in the eastbound direction between 184th Avenue E and 234th Avenue E with or without a signal. The westbound direction would improve from LOS D to LOS C with a signal. Slight
improvements in average arterial travel speeds in both the eastbound and westbound directions along SR 410 are forecasted with a signal installed at the proposed 204th Avenue E collector arterial as part of the Proposed Action.

### Table 1

2015 Travel Time Analysis on SR 410

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Section</th>
<th>Direction</th>
<th>Distance</th>
<th>2009 Existing</th>
<th>2015 With Project With New N-S Roadway (Signaled)</th>
<th>2015 With Project With New N-S Roadway (Unsignalized)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Travel Time</td>
<td>Arterial Speed</td>
<td>Arterial LOS</td>
</tr>
<tr>
<td>SR 410</td>
<td>184th Ave E to 234th Ave E</td>
<td>EB</td>
<td>1.61 miles</td>
<td>231</td>
<td>25.1</td>
<td>C</td>
</tr>
<tr>
<td></td>
<td></td>
<td>WB</td>
<td>1.61 miles</td>
<td>196</td>
<td>29.4</td>
<td>B</td>
</tr>
</tbody>
</table>

Note: Analysis based on Synchro 6.0 results using HCM 2000 control delays and LOS.

2. LOS Comparison of SR 410 Access Alternatives

The new intersection of 204th Avenue E/SR 410 was analyzed as a right in/right out access only; however, if this intersection is limited to right-in, right-out only, the new road no longer functions as an arterial roadway, but as an access driveway for the project. The results of the level of service analysis with a right-in, right-out only driveway onto SR 410 are shown in Table 2, comparing them to the access options evaluated in the DEIS. Without a signalized access, the intersections of S. Prairie Road E./SR 410 and 214th Avenue E./SR 410 would deteriorate from to LOS E to LOS F; the intersection of S. Prairie Road E./200th Avenue Court E. would go from LOS D to LOS F; and the intersection of S. Prairie Road E./214th Avenue E. would go from LOS D to LOS E.

### Table 2

2015 P.M. Peak Hour LOS Comparison of SR 410 Access Alternatives

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>SR 410/South Prairie Rd E</td>
<td>E 66</td>
<td>&gt;1.00</td>
<td>F 2100</td>
</tr>
<tr>
<td>2</td>
<td>SR 410/208th Ave E</td>
<td>B 13</td>
<td>0.77</td>
<td>C 25</td>
</tr>
<tr>
<td>3</td>
<td>SR 410/211th Ave E</td>
<td>B 17</td>
<td>0.75</td>
<td>B 18</td>
</tr>
<tr>
<td>4</td>
<td>SR 410/214th Ave E</td>
<td>E 64</td>
<td>0.95</td>
<td>E 64</td>
</tr>
<tr>
<td>5</td>
<td>S Prairie Rd E/200th Ave Ct E</td>
<td>D 52</td>
<td>0.96</td>
<td>E 72</td>
</tr>
<tr>
<td>7</td>
<td>S Prairie Rd E/214th Ave E</td>
<td>D 47</td>
<td>1.08</td>
<td>D 47</td>
</tr>
<tr>
<td>8</td>
<td>SR 410/New N-S Public Roadway</td>
<td>B 12</td>
<td>0.79</td>
<td>-</td>
</tr>
<tr>
<td>9</td>
<td>S Prairie Rd/New N-S Public Roadway</td>
<td>C 21</td>
<td>0.66</td>
<td>C 22</td>
</tr>
</tbody>
</table>

Note: Analysis based on HCS 2000 results using HCM 2000 control delays and LOS.

These intersections are key to the success of the City's Midtown and Eastown subareas. In contrast, signalization of the 204th Avenue E./SR 410 intersection maintains arterial level of service eastbound and westbound on SR 410, maintains through volume travel time eastbound and slightly improves travel time westbound.
Response to WSDOT Comment Letter

1. **Purpose of Median Barrier.** The first comment states that the one-third mile of existing concrete median barrier along the site frontage is intended to prevent left turns onto or from the state highway as a safety measure. However, the median barrier is currently installed along this small segment of SR 410 because there is no median turn lane as there is to the east and west. In this small segment, opposing traffic is only separated by a centerline strip. Under the Proposed Actions, the project proposes to realign and widen SR 410 to provide for this separation consistent with both sections of SR 410 east and west of the existing median barrier, where turn lanes or median space is provided to ensure an appropriate safety buffer between opposing traffic lanes. Installation of a median lane with appropriate width would mitigate for the removal of the median barrier. These improvements also effectively improve the capacity of this segment of SR 410.

2. **Access Management Regulations Permit Signal Spacing Closer than One-Half Mile,** WSDOT's second comment characterizes WAC 468-52-040 as requiring that a new signal be placed a minimum of one-half mile from existing signals. This regulation does not prohibit or require signals to be placed at a minimum distance of one-half mile within Class 3 Managed Access facilities. WAC 468-52-0403(b)(i) provides:

   \[...\text{In urban areas and developing areas where higher volumes are present or growth that will require signalization is expected in the foreseeable future, it is imperative that the location of any public access be planned carefully to ensure adequate signal progression. Where feasible, major intersecting roadways that may ultimately require signalization shall be planned with a minimum of one-half mile spacing...}(\text{Emphasis added}).\]

This provision makes clear that the overriding consideration is adequate signal progression. It then identifies both the feasibility of spacing and the significance of the intersecting roadway as factors to be considered in spacing intersections which are expected to require signals.

There are no feasible options for alternative access onto SR 410 at a signalized location. The following paragraphs outline how the project would comply with WAC 468-52-040.

a. **Signal Progression**

The conceptual location of the new public North-South roadway, 204th Avenue E., is approximately 1,000 feet west of the existing SR 410/208th Avenue E. signal and approximately 1,700 feet east of the SR 410/S. Prairie Road E. signal. The conceptual roadway alignment was developed to provide for at least 1,000 foot minimum spacing between signalized locations along SR 410 in order to provide for adequate vehicle signal progression and to provide adequate queuing space for left turn queuing that would not conflict with upstream/downstream intersections.

The evaluation of average travel times of “through volumes” along SR 410 during congested p.m. peak hours was also a consideration so as to not cause impacts to regional traffic flows that are present along SR 410. Chapter 3 of this Final EIS summarizes the results of this travel time evaluation, which concludes that no impact to average travel speeds in either the eastbound or westbound direction would result with placement of a signalized intersection at this location and that adequate vehicle progression would be provided. Indeed, the westbound travel times are slightly improved.
b. Feasible Access Alternatives

As WSDOT points out, SR 410 in this location is a Class 3 Managed Access facility. Such facilities provide a reasonable balance between direct access and mobility needs for highways. WAC 486-52-040(3)(a). As the comment letter observes, the intersections of 208th Avenue E. and 211th Avenue E. and the state highway are signalized. These intersections are not public roads; rather they provide access to privately owned commercial developments. We have engaged in direct discussions with the owners of the private lands that are served by these signals with the result that there is no feasible vehicular access connection (driveway or roadway) that could serve the site or connect to the proposed 204th Avenue E. Topographical constraints between the site and properties to the west do not allow for interconnection of properties.

Site planning for the Proposed Actions deliberately utilized those signalized intersections that would be feasible as site access, namely the S. Prairie Road E. and 214th Avenue E. signalized intersections on SR 410. As an example, all of the proposed residential access is oriented toward the 214th Avenue E. corridor to take advantage of what intersection capacity is available at this existing signalized intersection on SR 410. Remaining capacity at the S. Prairie Road E./SR 410 intersection is limited given the number of other regional developments planned or approved by both Pierce County and Bonney Lake. These findings were demonstrated within the Draft EIS in terms of the intersection level of service benefits that the proposed public North-South roadway (204th Avenue E.) would have in mitigating impacts and congestion at the only two feasible existing signalized intersections on SR 410 that could serve the site (see, Pages 71 to 76 of Appendix C of the WSU Site Project Draft EIS). As noted in the Draft EIS, neither of these two existing signalized intersections is capable of providing the traffic capacity needed to support the City and WSU’s vision of developing the Midtown portion of Bonney Lake.

c. Joint Access Connection

In addition, as encouraged by WAC 486-52-040(3)(a), the proposal has been designed to provide one joint access connection to SR 410 for the commercial, medical, YMCA, and City properties as well as the travelling public. This road will be designed as a public collector arterial. If the access were limited to right-in/right-out only, it would no longer function as an arterial roadway, but as an access driveway for the project only.

3. Major Intersecting Roadways

The proposed public north-south roadway of would be a "major intersection", providing public benefit to the City of Bonney Lake and would not just serve the project itself. The City’s transportation planning consultant confirmed this public benefit in an independent study of the proposed connector arterial roadway.

The two major intersecting roadways on SR 410 within the vicinity of the proposed 204th Avenue E. are S. Prairie Road E. and 214th Avenue E. The 204th Avenue E signal would be located more than one-half mile from the 214th Avenue E. signalized intersection and approximately 1/3-mile from S. Prairie Road E. signalized intersection on SR 410. As these are the only two major intersection roadways in the vicinity of the proposed 204th Avenue E. signal, and given the location of property frontage and proximity of other signalized locations that serve private development, the location of the proposed signal meets the criteria of WAC 468-52-040 in consideration of other WSDOT guidelines and standard traffic engineering practice for signal progression.
Furthermore, given that north-south travel options within the site vicinity are limited to 214th Avenue E. and 198th Avenue E. (leaving the S. Prairie Road E. intersection), the proposed north-south public roadway would provide the ability for future extension of a corridor parallel to 214th Avenue E., between S. Prairie Road E. and Sumner Buckley Highway, as new development and redevelopment of properties north and south of the SR 410 corridor occur in the future. Development of this parallel corridor would also provide an alternative to SR 410 for the residential neighborhood to the north.

In contrast, as explained above, if this access were limited to right-in/right-out only, it would no longer function as an arterial roadway, but as an access driveway for the project.

4. **Adverse Impact to Bonney Lake.** The WSU property is located within the Midtown area of Bonney Lake, which the City's Comprehensive Plan designates as the City's commercial core. Limiting 204th Avenue E./SR 410 intersection to right in/right out would cause the level of service (LOS) at the following key intersections to deteriorate:

- S. Prairie Road E./SR 410 deteriorates from LOS E to LOS F
- 214th Ave E./SR 410 deteriorates from LOS E to LOS F
- 200th Ave. E./SR 410 deteriorates from LOS D to LOS F
- S. Prairie Road E./214th Ave E. deteriorates from LOS D to LOS E

The kinds of commercial/medical uses the City envisions for the WSU property cannot feasibly operate with such restricted access and the significant congestion that would result at key area intersections. A connector arterial with full access is important to the success not only of the commercial/medical area, but also the YMCA and the City Property.

Further, the property is immediately adjacent to the Eastown area - an area in which the City is poised to invest substantial infrastructure funds to prime the area for development. Just as Midtown does, Eastown need adequate levels of service and travel times on SR 410. Restricting the new road be to right-in/right-out only would compromise these goals and jeopardize the City's investment in Eastown.

For all of these reasons we urge the City to work with WSDOT to authorize this intersection to be signalized.

Sincerely,

The Quadrant Corporation

[Signature]

Pete G. Lyerberis
Senior Development Manager
DATE: AUGUST 17, 2009
TO: HEATHER STINSON - PLANNING
     CITY OF BONNEY LAKE
FROM: BARRY M. BARQUEST, FIRE MARSHAL

I have reviewed the information submitted for the proposed project located on South Prairie Road. I have the following comments:

1. The minimum design fire flow for main extensions and on-site water supplies in multi-family residential developments shall be 2,500 gallons per minute with a minimum duration of 2 hours. Actual fire flow requirements for building permit approval/acquisition shall be accordance with International Fire Code, Appendix B, Fire Flow Requirements for Buildings.

2. Provide proof of water availability prior to the issuance of building permits for the proposed development.

3. Fire hydrants and mains capable of providing the required fire flow shall be provided throughout the site. A minimum of one fire hydrant shall be provided for every 1,250 gallons per minute of required fire flow or fraction thereof. The maximum spacing between fire hydrants shall not exceed 300 feet. Fire hydrant location shall be approved by the Fire Marshal and the City Engineer.

4. A minimum of 3 feet of clear space shall be maintained in all directions around all fire hydrants, fire department connections and fire sprinkler system post indicators valves.

5. Provide approved fire apparatus access roads to within 150 feet of any point on the exterior of the first floor of all buildings. Fire apparatus access roads shall be in accordance with IFC Sec. 503. For the purposes of Sec. 503.2.3, all-weather driving capabilities shall be interpreted to mean paved.

6. Turning radius requirements for our apparatus has been attached to this document for your reference.

7. Provide looped access through the site. Where required, dead-end fire apparatus access roads in excess of 150 feet in length shall be provided with an approved fire apparatus turn-around.
8. Fire apparatus access roads and fire hydrants shall be installed and in service prior to the start of construction above the foundation and/or the accumulation of combustible materials on the site.

9. Provide documentation indicating on-site access roads are designed to accommodate the turning radius and maneuvering characteristics of delivery vehicles and fire apparatus.

10. The fire apparatus access road shall be designed and constructed in accordance with the City of Bonney Lake Public Works Design Standards.

11. Security gates on fire apparatus access roads shall be equipped for both manual and automatic operation and shall be designed and installed in accordance with the East Pierce Fire & Rescue requirements for security gates.

12. Provide approved signage prohibiting parking along the curbs throughout the site to maintain a minimum of 20 feet of unobstructed emergency fire apparatus access. Contact Barry M. Barquest, Fire Marshal, for specific locations.

13. Maximum building height shall not exceed 35 feet. Approval of heights to 50 feet may be allowed with the approval of the Director of Planning and Community Development and the Fire Marshal provided adequate steps are taken to address fire protection and life safety considerations.

14. Construction Trailers. Trailers and job shacks shall not be parked in 20’ fire access roads or fire lanes. Twenty foot Fire lanes shall remain unobstructed. Trailers and job shacks shall not be parked at dead-end required turn arounds or hammer heads.

15. Construction trailers and job shacks shall be equipped with 2A-10:BC fire extinguishers with current inspection tags.

16. Construction Trailers and job shacks shall follow all requirements as set forth by Labor and Industry.

17. All group A, B, F, M, R and S occupancies in excess of 8,000 square feet and all group H, Division 4 occupancies in excess of 3,000 square feet shall be protected throughout by an approved automatic fire sprinkler system. A separate permit and plan review submittal is required for the installation of the automatic fire sprinkler system.

18. The Seismic bracing in regard to force and displacement required for fire sprinkler systems bracing shall follow in its entirety the NFPA 13, 2007 edition, the International Building Code 2006 edition and subsequent editions Section 1621 and ASCE7-05. In addition, the International Building Code Section 1705 shall also apply where applicable. A Quality Assurance report shall be provided to the fire department and building department. In addition, all structural and seismic calculations shall be provided to the building department for review. All sprigs 4 feet or more shall be protected against lateral movement. NFPA 13

19. All group A, B, F, M, R and S occupancies in excess of 8,000 square feet and all group H, Division 4 occupancies in excess of 3,000 square feet shall be protected by an approved fire alarm system. A separate permit and plan review submittal is required for the installation of the fire alarm system.

20. All group R occupancies with the exception of detached one and two family dwellings and certain town-houses shall be protected throughout by an approved automatic fire sprinkler system. A separate permit and plan review submittal is required for the installation of the automatic fire sprinkler system.
21. All group R occupancies with the exception of detached one and two family dwellings and certain town-houses shall be protected by an approved fire alarm system. A separate permit and plan review submittal is required for the installation of the fire alarm system.

22. Dumpsters and trash containers having an individual capacity of 1.5 cubic yards or more shall not be placed within 5 feet of combustible walls, openings or combustible roof eave lines.

23. The natural gas meter, regulator and associated piping shall be protected by bollards or other approved devices meeting the requirements of IFC Sec. 312.1, if installed in an area where they may be susceptible to vehicular damage.

24. All lots shall be addressed in accordance with the standard adopted by the City of Bonney Lake, Planning and Community Development Department.
RESPONSE TO LETTER 3  
East Pierce Fire & Rescue

1. Comments noted. Design and operation of the proposed development would meet the applicable fire protection criteria of the International Fire Code and East Pierce Fire & Rescue. For example: all construction activities and use of equipment would be conducted according to applicable requirements; the domestic water system would provide adequate fire flow; adequate number of fire hydrants and mains would be provided on the site; adequate provisions for apparatus access and turning movements would be provided; appropriate signage and parking prohibitions would be provided; appropriate building fire alarms and fire sprinkler systems would be provided; and, addressing of buildings and lots consistent with City of Bonney Lake requirements would be provided.
November 4, 2009

John P. Vodopich, AICP  
Community Development Director  
City of Bonney Lake  
8720 Main Street East  
P.O. Box 7380  
Bonney Lake, Washington 98391-0944

Re: WSU Bonney Lake Site DEIS  

Dear Mr. Vodopich:

Thank you for the opportunity to review and comment on the DEIS for the proposed WSU Bonney Lake development. Based on our review of the technical information, combined with our meetings and discussion of the relevant issues concerning potential impacts to the unincorporated Pierce County roadway system, we propose the following Findings and Mitigation to be included as part of the FEIS to address our concerns:

Findings:

- Based on the transportation models used, roughly 35% of the new vehicle trips generated by the WSU Bonney Lake site will utilize existing County roadways and intersections that are adjacent to the site as well as other primary regional corridors serving the Bonney Lake, Sumner and south plateau areas of the County. This site generated traffic will have an impact on the County roadway system. Various transportation improvements have been identified to address future deficiencies as a result of new development and regional growth within this area of the County as part of the County-wide Transportation Impact Fee program. In order to mitigate the off-site impacts of this proposal on the County roadways, the applicant will provide a voluntary contribution of an equivalent percentage of the Transportation Impact Fees typically collected by the County for like development within the County jurisdiction.

- The WSU Bonney Lake site will have site ingress and egress on South Prairie Road and 214th Avenue. The site is projected to have multiple site access points on both roadways and the exact location of these site accesses will be defined as the project development plan evolves. Currently, the entire site frontage along South Prairie Road and a portion of 214th Avenue is under Pierce County jurisdiction and as such will require approval and acceptance of the site access design and permitting requirements. All other site entries within the City of Bonney Lake will follow City design requirements.
Mitigation:

- To mitigate for off-site traffic impacts to Pierce County roadways, the applicant has agreed to voluntarily pay to the County an amount equivalent to 35% of the County’s prevailing Traffic Impact Fee for Transportation Service Area 5 (the Bonney Lake Plateau area). Payment to the County will be made prior to issuance of each building permit, with the applicable amount determined at the time of payment using the land use rates as established per Title 4A of the Pierce County Code (as may be amended), but factored by the above listed 35%. Such monies collected by the County shall be earmarked and expended on roadway capacity improvement projects at the County’s discretion to facilitate the expenditures in as efficient and timely manner as practical.

- The applicant agrees to review the access plan and to provide site access improvements acceptable to each respective jurisdiction. These improvements may include but not be limited to left-turn channelization, right-turn deceleration lanes and egress lanes to accommodate the projected traffic levels. The applicant will update the site specific traffic study to assess proper traffic lane requirements for each site access as the project progresses through its development plan. The applicant will also be required to install specific frontage improvements outlined by each respective jurisdiction.

If you should have any questions regarding these comments, please contact me or Andrew Davis at 253-798-7250.

Sincerely,

[Signature]

Rory D. Grindley, P.E., PTOE
Associate County Traffic Engineer

cc:    Jeff Kidston, Planning and Land Services
       Brian Churchill, Traffic Lead Engineer, Traffic Engineering
       Andrew Davis, Civil Engineer, Traffic Engineering
       File
RESPONSE TO LETTER 4
Pierce County Public Works and Utilities

1. As indicated in the comment letter, the applicant, the City of Bonney Lake, and Pierce County have discussed relevant issues concerning potential impacts to the unincorporated Pierce County roadway system, and Pierce County has identified findings and mitigation measures to be included in this Final EIS.

Accordingly, the findings and mitigation measures identified by Pierce County are incorporated into Chapter 1 and Chapter 3 of this Final EIS.
Debbie McDonald

From: Tamara [btnching@gmail.com]
Sent: Monday, August 31, 2009 12:21 AM
To: Debbie McDonald
Subject: [BULK] Planning Commission

Dear Planning Commission,

I was upset to hear of the clearing of all the trees along 410 near Meyers Rd. and now this new possible planning of the forest along 410, behind Albertson's. I decided I should give my comment on how upset I am to hear this. We moved here 3 years ago from Georgia. We decided to buy a home in Bonney Lake because we really loved the feel of this little city. With all the trees in the surrounding area, I kept having the feeling of being in a little mountain town, but yet close enough for jobs etc. Our family has also commented on how beautiful Bonney Lake is with all those trees. When one drives through Bonney lake and passes Albertson's it just has that small town feeling. Everyone seems to have the same comment of how beautiful Bonney Lake is with Mt. Rainier and all those trees.

We ruled out Puyallup because it just seemed like another busy city. Everyone seemed to be in a rush, and traffic was terrible to get from one place to another. Bonney Lake will end up like this if they put in more housing. It will be so congested.

I think Bonney Lake has a lot more planning to do before they add any new housing. There are builders going bankrupt and houses left unsold or in the bank hands. We don't need any more houses on the market.

I feel like maybe there is something that could be done with this forest to make Bonney Lake a nicer area and more desirable area for current residents, and future residents that will hopefully one day buy all the houses out there on the market that are unsold. We lack some nice walking trails, or even a beautiful park, without cutting down the trees. Clearing the brush and growing grass, pic-nic tables where people can take their families for a few hours to relax. I'm sure there are other things that can be done to that beautiful area, than to just chop it down and build more housing. Take a survey of all the currently planned housing developments and the unfinished developments and then decided that we don't need any more housing! Of course I would be completely fine if nothing was done to that area because I feel it is beautiful just the way it is.

I hope you will take a long look at the impact developing this area with more housing would have on current residents and the beautiful city of Bonney Lake.

Thanks for your time!

Sincerely,

Brian & Tamara Ching
RESPONSE TO LETTER 5
Brian and Tamara Ching

1. Comment noted. Please refer to Chapter 3 of this Draft EIS for a detailed analysis of traffic conditions with the proposal.

2. Comments noted. Please note that it is not the intent of SEPA to analyze market conditions in regards to market supply and demand or other economic factors related to the ability to sell or lease land or homes. The proposal includes an application to the City of Bonney Lake for decisions through the Comprehensive Plan Amendment process and thus, with approval of the proposed amendments to the Comprehensive Plan, the WSU Site Project would be consistent with the overall planning processes of the City of Bonney Lake.

3. As indicated in Chapter 2 (Project Description) of the Draft EIS, public and private open space and public service area on the site would include approximately 50 acres of land, including public service use area (YMCA), preserved natural area/forested open space, developed park area and stormwater facilities. An approximately 47 acre portion of this area would be dedicated to the City, including an approximately 34.6 acre City property consisting of existing treed area, 5.4 acres for the YMCA or similar community recreation center (including an approximately 60,000 square foot building and associated parking), approximately 5.4 acres of perimeter buffer, and an approximately two acre triangle park. An additional three acres of neighborhood parks and private open space would also be provided.

The open space land area dedicated to the City of Bonney Lake would be conveyed in its current forested condition. Some of the southern portion of the 40.0 acre total City Property would also be used as stormwater facilities which will include a permanent pond designed as an amenity (water feature and trail) and lands which can be used for recreational activities the majority of the year. The City would have the option of retaining forest or providing active recreational uses (ball fields, playground etc.) on the balance of the property not used exclusively for stormwater facilities. Permitting and environmental review for any active recreational uses on the land dedicated to the City would be conducted separately by the City of Bonney Lake.

The perimeter buffer area dedicated to the City would also provide the opportunity for an approximately two-mile soft surface trail around the proposed residential and City portion of the site in the approximate location of the high priority trail shown in the Comprehensive Plan Parks Element. The trail would be designed to allow for a connection through the City Property portion of the site to the proposed commercial/medical use area, via either the retention of the existing trail system and/or the construction of new trails in the City Property area. The perimeter buffer would also provide a visual and land use transition between the proposed residential areas on the site, and commercial areas to the north of the site along SR-410 and to east of the site along 214th Avenue East, as well as between the site and single-family residential uses to the west.
To: Planning Commissioners of Bonney Lake, WA  
From: Quinn Dahlstrom, 6527 193 Avenue E, Bonney Lake, WA  
Subj: WSU Forest—Quadrant project

First off this is an emotional issue for some people within this city.  Second it’s a logical issue for the developers and Mayor Johnson and his staff.

That being said—remember that Commissioner McKibbin and Commissioner Lewis are running for office and their recommendation could also be voted on by them if they are elected to the council.  I personally think because they are running for office they should be making no recommendation—however someone would need to discuss this with the city attorney to see if what they are doing is legal or not.

Let’s go back to 2005 when this issue came to the forefront of an election year—There was a big get together of a lot of concerned citizens during that time including Fred Jacobsen, Robert Ceola and his wife, Cheryle Noble, Laurie Carter, Phil DeLeo and myself — that I can recall.  Banners were put up to Save our Forest—several of these people stood out at SPR and Hwy 410 with yard signs trying to get attention of the citizens on this very issue.  People came to look at the forest and the opportunities of open space for us all.  We were hoping that the kids would continue to have the Forest for school, plus the course that was being given would stay (it has since moved out) people walked their dogs and hiked in the forest—it was a people place and very much enjoyed by one and all.

At that time we had Council member Johnson who wanted to save the forest as well – then he got elected Mayor and everything changed—ka ching --- ka ching--- money would flow into the city from impact fees—let’s make a deal went all over the place.

Then there was a storm or two that knocked trees over and destroyed some of the forest—we had arborist from the city checking it out and finding root rot.  Good ole Weyerhaeuser said they would remove the trees; liars that they were — they didn’t and they closed off the forest to any use and people became angry to no avail.

Then suddenly Quadrant rampaged forward and bought permits to be used for something in forest even though it was zoned PF by Council member Johnson and that council.  But they paid for permits and feeling somehow that they were going to be able to build – then along comes the “bust” and they wanted their money back and the city had to pay it back.  This hurt our city because now there was a lack of revenue--- but did the forest open up to the people – no they kept it from us because they could and Johnson and his staff did nothing to force the opening of the forest.
They held back as well waiting for the recession to end so that Quadrant would build.

Who wants this rezone—Mayor Johnson so he can build his empire—Bellevue here we come! Congestion here we come – is that what we need in our city—congestion.

If you read the bullshit that the city is putting out – I believe it is 16 pages which many of you didn’t read—because I know most of you quite well and you never read your material— you would have noticed some things that I noticed right off

“The City’s current Housing Element of the Comprehensive Plan was adopted in 2004. At that time the need for affordable housing in the City was identified as being 838 additional units by 2010. “

In 2004 there was no recession--- so what was done in 2004 has no bearing on the case at all—this is 2009 and we are in an economic crisis. So 838 additional units could have been built in Ward 5 by now—but the developers have gone bankrupt. So the Housing Element adopted in 2004 is dead.

“Changing the land-use designation and zoning of the WSU Forest would increase the land available in the City as a whole for increased residential density. It would also increase significantly the land available in the City for providing a range of development densities and intensities which is consistent with Policy 3-1a. Making these changes encourages infill and redevelopment in an established area which is consistent with Policy 3-1b. And making these changes is also consistent with Policy 3-4b in the sense that it increases significantly the amount of areas in the City available for higher residential densities.”

And this is what the people want— tell me do—who is going to buy into this—how many of these places if built are going to sit empty and be vandalized? We are in a recession, people cannot afford to buy a house much less rent an apartment in a R3 zone — there is no money — Every thing that was done prior to 2008 is out of focus—it was when money was flowing—it taint flowing any more. Take a look at Allan Yorke Park—who lives in the condo’s that were built there? Take a look at Ward 5 – 3 developments sitting on the edge of nothing. Ward 3 has a development going no where—we can’t put more land to high density when we can’t even build.

What this comprehension plan will do – Is what Mr. Ka-ching Mayor wants—What it will do is give Quadrant or whomever the right to do all of this building when the recession is over—not now – because Quadrant isn’t even doing well. This comprehensive plan is for the future – it kills the 2004 to 2008 plans and makes it ready for the end of the recession and when people get jobs back and life is back to normal. Folks, Normal is done—there is nothing here to keep anyone here any
more. The Mayor and council haven't even built out Eastown for commerce.
And the below statement is a fact—but it is fiction in this city and any other city at this time—
RCW 36.70A.115
Counties and cities that are required or choose to plan under RCW 36.70A.040 shall ensure that, taken collectively, adoption of and amendments to their comprehensive plans and/or development regulations provide sufficient capacity of land suitable for development within their jurisdictions to accommodate their allocated housing and employment growth, as adopted in the applicable countywide planning policies and consistent with the twenty-year population forecast from the office of financial management.
Yes the forest is suitable for housing—but it is better suited for public facilities because we need those much more right now than we need housing—there is no ka-ching in most people’s banking accounts—they are living from day to day.

The Growth Management Act is wonderful – and to use that as a reason to un zone what we have zoned as PF—is very nasty of the Planning Manager, Mayor and the staff that set this whole 16 pages up.

When someone starts to develop that property if you recommend to rezone any portion of it—is this: We have to hire more police; we have to maintain the roads; we have to have more cars on the road which is already a night mare, we have to give them sewer and water (what happens to the sewer for Eastown? What happens to the water for Eastown? How many more of us will on Tacoma water?)—come up Ehil hill any afternoon—come up Rhodes Lake Road any afternoon and then the decision is going to put more cars on SPR which can’t be widened any further unless it goes into the forest—which would cut down the building of more density. So the below is bullshit as well:

Finding: The proposed amendments are consistent with the Growth Management Act to the extent that they identify “sufficient land for housing, including, but not limited to, government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities” and make “adequate provisions for existing and projected needs of all economic segments of the community.” This amendment also “Encourages the availability of affordable housing to all economic segments of the population of this state” and “promote[s] a variety of residential densities and housing types.”

Show me anywhere in this city where there is low income housing – most of the low incomes are homeless in this city—ask your ever loving Political Lions 4 Kids. Group homes – why would you put group homes in with a bunch of R3 and commercials properties and 20 acres of storm water drains where most of the place is going to be empty anyway. And modular homes going in the forest—that is bull shit and you all know it. The above is a bunch of crap that this city has been dishing out since the last Mayor—same language over and over again—
I live where there are trees—my whole yard is full of trees and on the GIS maps you can barely see our home because of the trees—I have a beautiful park in my back yard—as I have 1/3 of an acre—so my thoughts on losing the forest is that the city has a lot of trees on the Morarity property they can use to put trees because any home built there is not going to want those Douglas Firs to come bouncing off their homes. Yes, the trees will have to go--- the developers whoever they are—aren’t going to keep those firs when they can sell them for pulp or whatever. So the Southside of Bonney Lake will be basically treeless all because Mayor kaching Johnson and his groupies want Bellevue. The decision is yours—I would vote NO—the staff is using a comprehensive wording that they have used every time anything has to be written—same story different person.

Thank you
Quinn Dahlstrom

[Signature]
RESPONSE TO LETTER 6
Quinn Dahlstrom

1. Comments noted. Chapter 2 of the Draft EIS includes a discussion on the site ownership provisions between WSU and Weyerhaeuser, as well as a discussion of the health of the trees on the WSU site.

2. Comments noted. Please refer to Response to Letter 5, Brian and Tamara Ching, comment 3 for a discussion on the proposed dedication of approximately 50 acres of the site to the City of Bonney Lake for public service and open space use. Please note that it is not an intent of the Washington State Environmental Policy Act (SEPA) to analyze market conditions in regards to the ability to sell or lease proposed development.

3. Comments noted. Please refer to Section 3.3 of the Draft EIS for a detailed discussion on the relationship of the proposal with applicable provisions of the Washington State Growth Management Act and the City of Bonney Lake Comprehensive Plan.

In regards to housing, the Proposed Actions would provide the opportunity for new housing, an increase in the range of housing options available in Bonney Lake, and an addition to the amount of land available for residential development with convenient access to commercial/public service/medical office uses and associated jobs. The Proposed Actions would also provide the opportunity for housing with convenient access to commercial areas proposed on and adjacent to the site, in the form of a mixed use development with pedestrian access between uses. Goals and policies of the Housing Element do not limit the amount of land that can be zoned for residential uses. Consistent with Housing Element policies, the Proposed Actions would provide the opportunity for residential development on a site with a mix of other supporting uses.

4. Comments noted. As stated in the Response to Letter 5, Brian and Tamara Ching, comment 3, an approximately 47 acre portion of this area would be dedicated to the City, including an approximately 34.6 acre City property consisting of existing treed area (potentially for a community park), 5.4 acres for the YMCA or similar community recreation center (including an approximately 60,000 square foot building and associated parking), approximately 5.4 acres of perimeter buffer, and an approximately two acre triangle park. An additional three acres of neighborhood parks and private open space would also be provided, and would be owned by a future Homeowners' Association.

The open space land area dedicated to the City of Bonney Lake would be conveyed in its current forested condition. Some of the southern portion of the 40.0 acre total City Property would also be used as stormwater facilities which will include a permanent pond designed as an amenity (water feature and trail) and lands which can be used for recreational activities the majority of the year. The City would have the option of retaining forest or providing active recreational uses (ball fields, playground etc.) on the balance of the property not used exclusively for stormwater facilities.
Dear Planning Commission Members:

I am not available to attend the Planning Commission Meeting so I will share my thoughts with you by letter.

I have been a citizen and a home owner of this city since 1970. I feel we need to either leave the WSU forest as it is or use it as a park. The land donated to the city should not be used for a retention pond for the entire site. Once this property is rezoned to include several units per acre it will be gone forever. Surely we can do better for our children and grandchildren.

Our roads are already too busy and it would be a problem on our water supply as well as overtaxing the sewer system. Please take the opportunity to vote against the development plan. I am not in favor of new zoning that would include several units per acre.

I believe if this were put to a vote by the citizens of the city it would be defeated. I have several friends and neighbors that agree with me. Unfortunately they will not be attending the Tuesday night meeting either.

Sincerely,

Elaine Harding
7515 Locust Ave. Ext.
Bonney Lake, WA 98391
RESPONSE TO LETTER 7

Elaine Harding

1. Comments noted. As stated in the Response to Letter 5, Brian and Tamara Ching, comment 3, an approximately 47 acre portion of this area would be dedicated to the City, including an approximately 34.6 acre City property consisting of existing treed area (potentially for a community park), 5.4 acres for the YMCA or similar community recreation center (including an approximately 60,000 square foot building and associated parking), approximately 5.4 acres of perimeter buffer, and an approximately two acre triangle park. An additional three acres of neighborhood parks and private open space would also be provided, and would be owned by a future Homeowners' Association.

The open space land area dedicated to the City of Bonney Lake would be conveyed in its current forested condition. Only a small portion of the land dedicated to the City would be used exclusively for stormwater facilities. Unlike conventional stormwater facilities, those portions of the planned stormwater facilities which will hold water year-round would be designed as an amenity (water feature and trail) while the remainder could be used for recreational activities the majority of the year. The City would have the option of retaining forest or providing active recreational uses (ball fields, playground etc.) on the balance of the City property area.

2. Comment noted. Chapter 3.5 of the Draft EIS (Transportation) contains a detailed analysis of traffic conditions with the proposal. Chapter 3.3 (Relationship to Plans and Policies) provides a discussion on the provisions for utilities (including water and sewer service) to the site.

3. Comment noted.
To the Planning Commission of the City of Bonney Lake,

I have been a citizen of Bonney Lake my entire life. I have watched it grow from a bump in the road on the way to somewhere else, to a destination for family fun and good food. I have spent countless hours in the WSU demonstration forest, not only in team and leadership building on the ropes course, but also in quiet observation of nature and the beauty of the wildlife contained in it. I know and believe that rezoning those acres for more unnecessary and frivolous housing just to gain a few bucks will forever change my city. Not for the better! We do not need more housing! How many houses can sit empty and unsold before we see rises in vandalism, burglaries and even squatting? We do not need more shopping! How many commercial buildings have to sit empty or be constantly changing hands before we lose our economic base and become a ghost town?

What we do need more of is open space to run and play with our pets and children. We used to have space for wildlife here. How far out can we push our native animals before they cease to exist? Or far worse, start attacking our children and pets for lack of a suitable habitat. I live on 96th street right beside 410 and a few blocks from the WSU forest and after the cedar ridge senior living complex and the woodcreek pediatrics/ sound family medicine buildings were built, I had deer running through my front yard and found BEAR droppings in the back.

We need to be responsible and conservation minded when it comes to planning the future of our city. I urge you most strongly, as a concerned citizen and parent, PLEASE do not allow the forest to become just one more place I used to love.

Sincerely,

Keira Hartman
RESPONSE TO LETTER 8
Keira Hartman

1. Comment noted.

2. Comment noted. Please note that it is not the intent of the Washington State Environmental Policy Act (SEPA) to analyze market conditions in regards to the ability to sell or lease proposed development.

3. Comment noted. As stated in Chapter 2 of the Draft EIS, approximately 47 acres of the site would be dedicated to the City, including an approximately 34.6 acre City property consisting of existing treed area (potentially for a community park), 5.4 acres for the YMCA or similar community recreation center (including an approximately 60,000 square foot building and associated parking), approximately 5.4 acres of perimeter buffer, and an approximately two acre triangle park. A small portion of the land dedicated to the City would be used exclusively for stormwater facilities. Unlike conventional stormwater facilities, those portions of the planned stormwater facilities which will hold water year-round would be designed as an amenity (water feature and trail) while the remainder could be used for recreational amenities the majority of the year. The City would have the option of retaining forest or providing active recreational uses (ball fields, playground, etc.) on the balance of the City property area. An additional three acres of neighborhood parks and private open space would also be provided.
WSU Forest:
1st Public Hearing – September 2, 2009

In 1941 George Weyerhaeuser donated this 150 acre parcel of land to Washington State University (WSU) to be used for the Public Good and from 1941 until 2005 it was. In 2005, WSU decided that they no longer needed the land and would work a deal out with Weyerhaeuser/Quadrant to sell off or develop the land. I’ll leave it to each of you to determine for yourselves why after 54 years it became necessary for WSU to eliminate the “Ropes Course” for youth with disabilities. Was it so they could raise cash to reduce tuition costs, provide cheaper books for students, or pay the President and staff of the University bigger salaries? Like I say, I’ll leave that answer to each of you. By the way the President of WSU is the highest paid public official in the State of Washington.

The bigger issue here is that in 2005 this land, which has been on the Pierce County tax rolls as Public (non-taxable) Land, was closed to the very public that it was set aside for. During a storm event in late 2005 some of the trees were blown down and while researching, WSU found that many of the fir trees in the forest had developed laminated root rot, a disease that spreads from root to root and will eventually weaken and destroy fir trees. While laminated root rot is not uncommon in northwest forests, one would think that WSU, a state land grant university that’s in the forefront of forestry education, would have done a better job of managing this forest. If they had been managing the forest properly they’d have discovered the laminated root rot much earlier and been able to keep the forest healthier. As a result of the storm and disease, the forest lost over a 1000 trees and has been closed to the public since 2005 at considerable cost to the public. Those additional costs came in the form of: additional police patrols to keep down crime and vandalism; fire crews having to put out fires started by vandals; etc., and yet the land is still not being taxed since it’s classified as Public Land.

That’s the history, we’re here tonight to try to determine what’s best for the future and the impact on the community of Bonney Lake in regards to this second growth forest, the last and largest of its kind anywhere in the Bonney Lake area. Should we accede to WSU/Quadrant and allow them to clear cut the bulk of the forest to allow development? What are the costs and benefits for those of us that live here?

I’ll start with the possible Benefits:

- Approval of this project could provide more park lands for the City of Bonney Lake and its residents. Per the Draft Environmental Impact Statement (DEIS) the city will be given an additional 47 acres (34.6 acre property consisting of existing treed area, 5.4 acres for a YMCA, 5.4 acres of perimeter buffer and a 2 acre triangle park.

- Additional property taxes that may be generated by the new residences.
• Possible additional sales taxes may be generated if new retail businesses go into the new commercial area.

If any of you can add other benefits that should be considered please let me know and I’ll certainly modify this list.

On the Cost side:
• First and foremost will be the loss of this second growth forest along with its wildlife, its ability to pull in carbon dioxide and provide us with the very air we all need to breathe, and its ability to filter and clean stormwater.
• Much of the land being donated to the City is also being considered for Stormwater Pond(s) to filter stormwater dropped in the residential and commercial area. So of the proposed 47 acres of park land, the net # of acres of usable public park lands may only be about 15 to 20 acres.
• Additional residences will mean additional traffic in an area that’s already bogged down with too much traffic. (This raises the question: why are we building more residences in an area that’s currently overloaded with brand new empty houses? Why aren’t we trying to help the current contractors sell off their excess properties?) I’d like all of you to think about South Prairie Road in 2015 after this development is completed, Sonic drive in is open, school is in session and it’s either time to start classes, or the end of the school day. Visualize in your mind what it’s going to be like to get through the intersection at SR410 and South Prairie, let alone make the turn in to the Medical Facility located in the new commercial area.
And please note that this doesn’t even consider any Cascadia development.
• Additional residences, businesses and medical facilities could potentially create an overloaded sewer system that will cost the City of Bonney Lake and taxpayers significantly to offset. We’ll either be forced to put up a bond issue to build a brand new waste water treatment plant somewhere along the river or a membrane bio-reactor treatment plant somewhere on the plateau.
• Additional residences, businesses and medical facilities could potentially overload the water system thereby creating long term water shortages.
• Reduction in available sewer capacity could possibly lead to the loss of, or stop entirely, the growth of Easttown, our new business/industrial area. If we have loss of sewer capacity, it may be offset by allowing new septic systems to be built over the head waters of Fennel Creek so Easttown can develop. Eventually any new septic systems will have to be replaced by some form of sewer plant.
• Additional residences, businesses and medical facilities could create a negative impact on stormwater runoff in the watershed which flows into the Fennel Creek watershed, the Puyallup River, Commencement Bay, Puget Sound, and eventually into the Pacific Ocean. These negative stormwater impacts could impact fish flows below Victor Falls including the very fish mentioned in the DEIS as protected species.
My question for the Planning Commission and for members of the Bonney Lake City Council: Is the development of this second growth forest going to be good for the citizens of Bonney Lake? Based on my own personal cost/benefit analysis - my answer right now would be a resounding – NO!

Thank you for listening.
Fred Jacobsen
RESPONSE TO LETTER 9  
Fred Jacobsen

1. Comment noted. Chapter 2 of the Draft EIS and Chapter 3, Relationship to Plans and Policies provides a discussion on the history of the site and the agreement between Washington State University and Weyerhaeuser.

2. Comment noted. As discussed in Chapter 2 of the Draft EIS, laminated root rot was discovered within the trees on the site after a windstorm in February 2006. The disease compromised the health of a large portion of the existing trees onsite and an evaluation of the forest identified approximately 930 trees for removal. Although the majority of the trees were removed the site was closed to the public due to the potential for tree fall and safety issues.

The Proposed Action would include an amendment to the City of Bonney Lake Comprehensive Plan to allow public service, public use, commercial/medical uses, residential projects, and passive/active recreation uses. It is assumed that this could be accomplished in a number of ways, including applying land use designations currently in the City’s Comprehensive Plan (Public Facilities, High Density Residential, and Commercial), which is the option that the City of Bonney Lake Community Development Department recommends.

3. Comment noted.

4. Comment noted.

5. Comment noted. As stated in the Response to Letter 5, Brian and Tamara Ching, comment 3, an approximately 47 acre portion of this area would be dedicated to the City, including an approximately 34.6 acre City property consisting of existing treed area (potentially for a community park), 5.4 acres for the YMCA or similar community recreation center (including an approximately 60,000 square foot building and associated parking), approximately 5.4 acres of perimeter buffer, and an approximately two acre triangle park. A small portion of the land dedicated to the City would be exclusively used for stormwater facilities. Unlike conventional stormwater facilities, those portions of the planned stormwater facilities which will hold water year-round would be designed as an amenity (water feature and trail) while the remainder could be used for recreational activities the majority of the year. The City would have the option of retaining forest or providing active recreational uses (ball fields, playground etc.) on the balance of the City property area.

6. Comment noted. As stated in the Response to Letter 7, Elaine Harding, comment 1, only a small portion of the approximately 47 acres that would be dedicated to the City would be exclusively used for stormwater facilities. The majority of the area that would be used for stormwater facilities could also be used for public recreation purposes during dry weather.

7. Comment noted. Chapter 3.5 of the Draft EIS (Transportation) contains a detailed analysis of traffic conditions with the proposal.
8. Comment noted. Chapter 3.3 of the Draft EIS (Relationship to Plans and Policies) provides a discussion on the provisions for utilities (including sewer and water service) and their compliance with applicable City standards and regulations.

9. Comment noted. Refer to comment 8 above.

10. Comment noted. Refer to comment 8 above for a discussion of sewer service.

11. Chapter 2 of the Draft EIS provides a discussion of the proposed stormwater management system for the site. The overall design objective for the development is to design onsite stormwater facilities that would provide onsite treatment and infiltration for stormwater. No stormwater would be discharged off-site. The design of the system would be reviewed by the City and would be consistent with all applicable state and local stormwater regulations.

12. Comment noted.
Dear Planning Commission,

We moved here two years ago to be near family. Moving here from San Diego we always thought that Bonney Lake looked like a "little mountain town," because of the magnificent forest of trees right in town.

Coming from a big city like San Diego I don't think you appreciate or realize what a little jewel you have right here. With the beautiful Mt. Rainer as a backdrop and those glorious trees right in town it is truly a unique place to live.

If you cut down the forest of trees just for greed and money you will turn this beautiful extraordinary little town into just an ordinary busy metropolis town. The 410 will look just like Meridian in South Hill with traffic, congestion and a poor quality of life for us and future generations. I guess it takes someone from San Diego to want to save the forests. I appreciate it because we have no forests in San Diego.

You will overload the streets, city and water supply that is already limited. Also, all of our utilities will skyrocket. What is wrong with having a small town?

It would take another lifetime to regrow all those tall trees. Why can't they build homes out of town past Mazatlan Restaurant and not cut down old forest trees? Please, please save our special beautiful Bonney Lake.

Environmental studies should be done on the impact on traffic, roadways, water supplies and on existing residence.

It is a destructive idea for us all and our future generations. Can't we save the trees and find other ways to make money and be a role model for other towns?

Please forward this letter to the planning commission and council.

Thanks for listening.

Sincerely,

Mr. & Mrs. Meredith
Bonney Lake
RESPONSE TO LETTER 10
Mr & Mrs Meredith

1. Comment noted.

2. As stated in the Response to Letter 5, Brian and Tamara Ching, comment 3, an approximately 47 acre portion of this area would be dedicated to the City, including an approximately 34.6 acre City property consisting of existing treed area (potentially for a community park), 5.4 acres for the YMCA or similar community recreation center (including an approximately 60,000 square foot building and associated parking), approximately 5.4 acres of perimeter buffer, an approximately two acre triangle park and stormwater facilities. Only a small portion of the land dedicated to the City would be exclusively used for stormwater facilities. Unlike conventional stormwater facilities, those portions of the planned stormwater facilities which will hold water year-round would be designed as an amenity (water feature and trail) while the remainder could be used for recreational activities the majority of the year. The City would have the option of retaining forest or providing active recreational uses (ball fields, playground etc.) on the balance of the City property area. Chapter 3.5 of the Draft EIS (Transportation) contains a detailed analysis of traffic conditions with the proposal.

3. Chapter 3.5 of the Draft EIS (Transportation) contains a detailed analysis of traffic conditions with the Proposed Action. Chapter 3.3 (Relationship to Plans and Policies) includes a discussion on the provisions for utilities to the site including water service. Utilities provided to the site would comply with all applicable regulations.

4. Comment noted. Refer to the response to Comment 2 above.

5. The Draft EIS provides an analysis of potential environmental impacts that could occur as a result of the Proposed Action, including impacts related to plants and animals; land use; parks, recreation and open space; and transportation. Potential mitigation measures are also identified.
Planning Commission Members:

I presented observations and recommendations to the Planning Commission at the August 5, 2009 meeting.

Yesterday I visited the forest in an attempt to visualize the impact of some of the proposals. I offer the following points for your consideration.

1. Proposed storm water facilities:

These “ponds” are primarily located in the property to be dedicated to the City for park land. It is estimated in the EIS that between 12 and 20 acres are to be designated for such facilities. This could represent at least 25% of the total acreage to be deeded to the City.

While economics likely played an important role in their location to maximize real estate and tax revenues, it does shortchange the public and its enjoyment of the limited amount of forest land that will remain.

In addition, transporting the waste water to the proposed locations may disturb a portion of the forest as ditches and pipelines are excavated. The roots of many trees may be damaged.

Hopefully some of these could be located in the commercial and residential areas that will be producing the runoff.

2. Utilize the existing wetland and retention ponds:

These are located in the northwestern portion of the property and are proposed to be filled in. Is it feasible to design an updated storm water facility around these ponds?

3. The proposed east property line does not have to be a straight north to south line.

The boundary could be used to follow the healthy portions of the forest near the proposed line.

4. 50 foot buffer:

This could result in unintended consequences. The proposed area encompasses 5.4 acres. I assume the forest would be clear-cut and the City be responsible for the design, creation and most importantly the maintenance of this highly visible area.

Would this put undo strain of the City staff? Should the buffer be reduced or eliminated? This would allow for additional land to be developed and ideally the 5 acres could be added to another portion of the area deeded to the City.
5. **HOA park areas:**

   Approximately 2 to 3 acres of the largest, healthiest and attractive cedar trees are located in the northeast portion of the developed area. It appears these are recognized according the map of the proposed breakdowns of the various land use designations.

   These trees offer the opportunity to preserve some of the finest trees on the 150 acres.

6. **Commission members should tour the area**

   A tour should include representatives of WSU, Quadrant, the City Arborist and any others designated by the Commission.

   Thank you.

   Dennis Tompkins
RESPONSE TO LETTER 11
Dennis Tompkins

1. The primary stormwater design objective for the development is to design and construct onsite stormwater facilities to provide onsite treatment and infiltration for all of the stormwater generated on the property. No stormwater would be discharged offsite.

The site plan reflects careful and balanced consideration of natural constraints, adjacent uses, as well as an understanding of the natural environment upon which the site exists. Trees were considered as one of the factors to balance. The location of the stormwater facilities is the most suitable location because of adjacent uses, soils and topography. Much if not all of the area that will serve a stormwater function will also be usable a majority of the year for other activities.

This design would also minimize the amount of stormwater conveyance that would be required, thereby resulting in fewer impacts to existing trees.

2. Comment noted. Refer to the response to comment 1 for description of the proposed stormwater management system.

3. The proposed site plan, including the proposed east boundary of the City Property, were determined based on careful consideration of adjacent uses, appropriate placement of uses adjacent to similar uses, and a balance of needs from stakeholders as well as an understanding of the natural environment upon which the site exists. Existing trees were considered in the proposal as one of the factors to balance.

4. As stated in Chapter 2 of the Draft EIS, the 50-foot perimeter buffer would be included as part of the land dedicated to the City of Bonney Lake. This area would be used for a trail around the proposed residential area and would be approximately in the same location of the high priority trail as indicated in the City of Bonney Lake Comprehensive Plan Parks Element.

5. Comment noted. As described in Chapter 2 of the Draft EIS the perimeter buffer would be dedicated to the City and would provide the opportunity to develop a soft-surface trail in the approximate location of the high priority trail shown in the Comprehensive Plan Parks Element. Development of the potential trail would occur in phases as the residential area is built.

6. Comment noted.

7. Comment noted.
Testimony Presented to the City of Bonney Lake Planning Commission
September 2, 2009
Bonney Lake City Hall

by
Timothy J. Turner, CEO
Woodcreek Healthcare
Puyallup, WA

Mr. Chairman and Members of the Commission, thank you for allowing me the opportunity to comment on the proposed rezoning of the piece of land commonly known as the WSU/Weyerhaeuser property.

My name is Tim Turner and I am the CEO of Woodcreek Healthcare. Woodcreek provides pediatric medical services in three locations: at the corner of 198th Avenue East and Hwy. 410 in Bonney Lake, on South Meridian in Puyallup and in the Sunrise Medical Campus on Sunrise Blvd. Woodcreek employs over 140 people, nearly all of whom live in the Puyallup, Sumner or Bonney Lake area. Our Bonney Lake clinic is the smallest of our three clinics and is staffed with four physicians and a nurse practitioner along with a support staff of 12.

I am here tonight to speak in support of the proposed rezoning and development of the property in question. Development of the property will allow for the construction of a much needed Class A medical office building. Construction of the proposed medical office building will allow for the following to take place:

1. The expansion of primary care services in Bonney Lake. Primary care in the form of Pediatrics and Family Medicine is the backbone of the health care system and increased availability is necessary if the City of Bonney Lake desires to continue to attract commercial and residential development.
2. The introduction of medical specialties that are not currently present in Bonney Lake. Such specialties could include orthopedics, ophthalmology, internal medicine, cardiology and obstetrics.
3. The consolidation of medical services into one convenient location. The proposed building could potentially house primary care, specialty care, basic imaging, pharmacy and therapy services all under one roof. One trip would enable the citizens of Bonney Lake to see their doctor, have an x-ray and fill a prescription whereas today three trips are necessary to accomplish the same purpose.
4. The development of clean, stable, well paying employment in Bonney Lake. The proposed medical facility and will allow existing medical groups such as Woodcreek to expand our service to the community.
5. The rezoning and development of the property will also allow for and encourage the growth of residential, commercial and recreational ventures. This activity will provide additional jobs and enhance tax revenue.

Woodcreek Healthcare and its employees encourage the Commission to approve the Comprehensive Plan Amendment and Rezoning. Thank you for allowing me the opportunity to speak this evening.
RESPONSE TO LETTER 12
Timothy Turner

1. Comment noted.

2. Comment noted. As noted in Chapter 2 of the Draft EIS, the proposal would include commercial/medical uses on an approximately 35-acre area in the northwestern portion of the site. Approximately 100,000 square feet of medical office building use is proposed on the site and is anticipated to be developed in two phases (60,000 square feet by 2011 and 40,000 square feet by 2015). Proposed medical uses would serve the City of Bonney Lake as well as the surrounding areas.
Appendix A – Distribution List
Appendix A

Distribution List
DISTRIBUTION LIST

Agencies

Washington State Department of Ecology (2 copies)
Washington State Department of Fish and Wildlife
Washington State Department of Health
Washington State Department of Natural Resources
Washington State Office of Commerce
Washington State Department of Transportation
Washington State Office of Archaeology and Historic Preservation
Pierce County Transit
Pierce County Fire District #22
Muckleshoot Tribe
Puyallup Tribal Fisheries
White River School District

City of Bonney Lake

Mayor Neil Johnson, Bonney Lake
City Councilmembers, Bonney Lake
Don Morrison, City Administrator, Bonney Lake
John Vodopich, A.I.C.P., Community Development Director, Bonney Lake
Dan Grigsby, Public Works Director, Bonney Lake
John Woodcock, City Engineer, Bonney Lake

Community Members

All individuals who provided comments on the Draft EIS.