WSU SITE PROJECT
BONNEY LAKE

FINAL ENVIRONMENTAL IMPACT STATEMENT

November 2009

FINAL

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

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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

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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 BACK-GROUND 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.

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Chapter 1

Summary

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.

Proposed Action	Alternative 1	Alternative 2	Alternative 3
Plants and Animals			
• 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.	• 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.	• A total of approximately 111 acres of vegetation would be removed including 92 acres of second growth Douglas fir forest, 18 acres of mixed second-growth lowland forest, and vegetation from Wetland A and one acre of buffer.	• Existing plant communities would remain on the site and no vegetation would be removed.
• 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.	• 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).	• Impacts to wildlife and wildlife habitat would be similar to the Proposed Action.	• No changes to wildlife or wildlife habitat would occur.
• 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.	• Impacts to Wetland A would be similar to the Proposed Action.	• Impacts to Wetland A would be similar to the Proposed Action.	• Wetland A and its buffer would remain in its existing condition.
• Indirect impacts to plant communities could include a reduction of shading, an increase in temperature, and a lowered humidity. Indirect impacts to wildlife	• Overall, indirect impacts would be similar to the Proposed Action.	• Overall, indirect impacts would be similar to the Proposed Action.	• No indirect impacts would occur.

Proposed Action	Alternative 1	Alternative 2	Alternative 3
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 107.7 acres of the site would be converted to new mixed uses including commercial use (30 acres), residential use (75.2 acres), and connector roadway right-of-way (2.5 acres). No public service uses (YMCA or similar community recreation center) would be provided.	• Under Alternative 2, approximately 109 acres would be converted to new uses. It is assumed that approximately 50 acres would be developed as a public or private school; 40 acres as a governmental complex; and 19 acres as a church.	• Under Alternative 3, no development would occur and the forested nature of the site would continue.
• 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).	• Approximately 29.5 acres of the site would be deeded to the City as open space, buffers and trails. No public service uses (YMCA or similar facility) would be provided.	• No property would be deeded to the City under Alternative 2.	• No property would be deeded to the City under Alternative 3.
• 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.	• Commercial activity levels would be greater than the Proposed Action due to increased commercial space. Residential activity levels would be lower due to lower density levels. No activity associated with medical and	• Activity levels on the site under Alternative 2 would increase over exiting conditions, although possibly not to the extent that would occur under the Proposed Action, as commercial/medical,	• Under Alternative 3, activity levels on the site would remain similar to the existing conditions.

Proposed Action	Alternative 1	Alternative 2	Alternative 3
	public service use would occur.	public services and residential uses under the proposal would likely generate more activity than public facility uses.	
• 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.	• Similar to the Proposed Action, development would generally be compatible with surrounding uses.	• Development assumed under Alternative 2 would be generally compatible with the surrounding uses.	• Under Alternative 3, the site would remain in its existing forested condition.
• 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.	• Development of the new connector roadway would result in similar impacts to the Proposed Action.	• Development of the new connector roadway would result in similar impacts to the Proposed Action.	• Under Alternative 3, the connector roadway would not be developed.
• 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.	• 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.	• 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.	• No development and no cumulative impacts would occur under Alternative 3.
Parks, Recreation, and Open Space			
• 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	• 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	• Under Alternative 2, a 40-acre park is assumed; however the City would have to fund its purchase and development. In addition,	• Under Alternative 3, the site would remain in its existing condition and no recreational uses would be provided.

Proposed Action	Alternative 1	Alternative 2	Alternative 3
dedicated to the City (consisting of approximately 34.6 acres in natural forest area and approximately 7.4 acres in perimeter buffer/triangle park). 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.	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.	privately-owned area could be landscaped or potentially available for limited-access recreational use. The existing onsite trail would be closed.	
• 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.	• 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.	• No private open space or neighborhood parks would be provided under Alternative 2.	• No private open space or neighborhood parks would be provided under Alternative 3.
• New parks and open space would fulfill the demand of new onsite residents and provide additional recreation opportunities for the community.	• 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.	• No additional demand would be generated by Alternative 2 and the proposed park would provide recreation opportunities for the community.	• No additional demand would be generated by Alternative 3 and the no additional park space would be developed for community use.
Transportation			
• Development under the Proposed Action would generate 19,105 daily vehicle trips and 1,705 PM peak hour trips at full buildout in 2015.	• Development under Alternative 1 would generate 14,110 daily vehicle trips and 1,415 PM peak hour trips at full buildout in 2015.	• Development under Alternative 2 would generate 8,450 daily vehicle trips and 855 PM peak hour trips at full buildout.	• Under Alternative 3, no development would occur and no vehicle trips would be generated by the site.

Proposed Action	Alternative 1	Alternative 2	Alternative 3
• 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.	• 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.	• 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.	• Under Alternative 3, no development would occur and no changes to the existing LOS levels at area intersections would occur from the site.
• 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.	• Similar to the Proposed Action, development under Alternative 1 would result in a significant traffic impact at two signalized intersections.	• Under Alternative 2, no significant impacts would occur at signalized or unsignalized intersections in Pierce County.	• Under Alternative 3, no development would occur and no impacts would occur at Pierce County intersections.
• 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.	• 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.	• Site access improvements would generally be similar to the Proposed Action; however, Alternative 2 would include only five access points. Development would also include	• 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

Proposed Action	Alternative 1	Alternative 2	Alternative 3
Development would also include the construction of a new north-south roadway between SR-410 and S Prairie Road E.	Development would also include the construction of a new north-south roadway between SR-410 and S Prairie Road E.	the construction of a new north-south roadway between SR-410 and S Prairie Road E.	not be developed.
• 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	• 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.	• 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.	• Under Alternative 3, no development would occur and storage lanes on SR-410 or S Prairie Road E would be required.

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 predominantly 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[2] (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 pubic 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

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

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 1-3
WSU Project 2015 Mitigation (Full-Build) Summary

Intersection	With 198th Extension			Without 198th Extension			Planned upgrade, Applicant's proportionate share of which to be addressed in development agreement
	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	
SR 410/Sumner-Buckley Highway	575	6,440	8.9%	515	6,190	8.3%	• Install new signal and additional turn lanes
SR 410/Main St.	615	5,290	11.6%	615	5,905	10.4%	• Construct signal modifications and provide additional WB, NB and WB left-turn lanes.

Intersection	With 198th Extension			Without 198th Extension			Planned upgrade, Applicant's proportionate share of which to be addressed in development agreement
	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	
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 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 Piece 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.