

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.