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,

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

DCS:pr

cc: Pete Lymberis | Quadrant Homes
Steve Kim – WSDOT
Troy Cowan – WSDOT
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 permitted, (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 (Signalized)</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>284th 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></td>
<td></td>
<td>LOS</td>
<td>Delay</td>
<td>LOS</td>
</tr>
<tr>
<td>1</td>
<td>SR 410/South Prairie Rd E</td>
<td>E</td>
<td>66</td>
<td>&gt;1.00</td>
</tr>
<tr>
<td>2</td>
<td>SR 410/268th Ave E</td>
<td>B</td>
<td>13</td>
<td>0.70</td>
</tr>
<tr>
<td>3</td>
<td>SR 410/211th Ave E</td>
<td>B</td>
<td>17</td>
<td>0.70</td>
</tr>
<tr>
<td>4</td>
<td>SR 410/214th Ave E</td>
<td>E</td>
<td>64</td>
<td>0.95</td>
</tr>
<tr>
<td>5</td>
<td>S Prairie Rd E/200th Ave Ct E</td>
<td>D</td>
<td>52</td>
<td>0.95</td>
</tr>
<tr>
<td>6</td>
<td>S Prairie Rd E/214th Ave E</td>
<td>D</td>
<td>45</td>
<td>1.08</td>
</tr>
<tr>
<td>7</td>
<td>SR 410/New N-S Public Roadway</td>
<td>B</td>
<td>12</td>
<td>0.79</td>
</tr>
<tr>
<td>8</td>
<td>S Prairie Rd/New N-S Public Roadway</td>
<td>C</td>
<td>21</td>
<td>0.66</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 form 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:

   ...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...(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 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 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 connecter 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. Lymberis
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 an 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,

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
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 indentified by Pierce County are incorporated into Chapter 1 and Chapter 3 of this Final EIS.
Debbie McDonald

From: Tamara [btching@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
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.
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

Counts 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 Morairity 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 ka ching 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.
Bonney Lake Planning Commission

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.
From: debmeredith11@comcast.net  
Sent: Thursday, August 27, 2009 9:17 AM  
To: Debbie McDonald  
Subject: [BULK] Re: Land development on 410  
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
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.