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6 **ORDINANCE NO 2008-28s**

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9 **An Ordinance of the Pierce County Council Establishing a New Arterial**
10 **Roadway Beyond the East Limit of 128th Street East and 198th**
11 **Street East on the Bonney Lake Plateau in the Vicinity of**
12 **Rhodes Lake Road East**

13
14 **Whereas** the Pierce County Council adopted Resolution No R2001 80
15 declaring its intention and the public necessity to establish a new County roadway in the
16 vicinity of Rhodes Lake Road from State Route (SR) 162 to 198th Avenue East (known
17 herein as the Rhodes Lake Road Corridor Study) and

18
19 **Whereas** the current Pierce County Comprehensive Plan Transportation
20 Element designates the current Rhodes Lake Road East Road as a medium priority
21 recommendation for geometric shoulder and grade improvements and

22
23 **Whereas** the Pierce County Department of Public Works and Utilities initiated
24 the Rhodes Lake Road Corridor Study process in 2003 in response to Council
25 Resolution No R2001 80 and

26
27 **Whereas** on October 5 2004 the Pierce County Department of Planning and
28 Land Services Environmental Official determined that an environmental impact
29 statement (EIS) should be prepared in conjunction with the corridor study and

30
31 **Whereas** the Pierce County Comprehensive Plan designates a portion of the
32 Orting plateau area south of Bonney Lake and east of the Puyallup River as an
33 Employment Based Planned Community (EBPC) and

34
35 **Whereas** the Rhodes Lake Road Corridor Study environmental analysis
36 indicates that the current zoning for the EBPC could realize approximately 10 300
37 additional residential units and 9 600 additional jobs by 2030 and

38
39 **Whereas** the Draft Environmental Impact Statement (DEIS) scoping and
40 subsequent expanded scoping for this project resulted in the consideration of
41 additional action alternatives including the South Plateau Connection Angeline Road
42 interchange with SR 410 and the 214th Avenue East Corridor improvements and

43
44 **Whereas** the DEIS released on June 6 2007 evaluated four final alternatives
45 based on their respective impacts on traffic/mobility and impacts on the natural and built
46 environment and also considered the traffic and mobility impacts and the relative ease
47 or difficulty in which the alternative could be implemented and



1 **Whereas** the Rhodes Lake Road Corridor Final Programmatic Environmental
2 Impact Study (FEIS) released on January 11 2008 provided direct responses to
3 questions and comments generated in the course of the project s DEIS review period
4 and

5
6 **Whereas** the Rhodes Lake Road Corridor Study inclusive of the DEIS and FEIS
7 process reached the key conclusions that

- 8
9 a The no build alternative would not be acceptable because of severe
10 congestion on the Plateau and much higher volumes on the current Rhodes
11 Lake Road East than for which the facility is suited
12
13 b Improving the current Rhodes Lake Road East to Major Arterial standards
14 would be very costly have high wetland impacts and be less effective for
15 mobility than other options
16
17 c The mid valley corridor options would be most effective for meeting the future
18 east west travel demand to and from the Plateau These mid valley options
19 included Alternative B (a new road off the Plateau with a new river crossing
20 and roadway across the valley to connect into the Military Road/SR 162
21 intersection) and Alternative D (a new road off the Plateau connecting to the
22 existing Puyallup river bridge at 128th Street East)
23
24 d Alternative D offers the best balance of accommodating travel demand while
25 minimizing impacts to people and the natural environment
26
27 e The subject corridor would be an important part of the greater transportation
28 network needed to serve the plateau but would need to be supplemented with
29 other facilities at some point in the future and
30

31 **Whereas** the Rhodes Lake Road East New Alternative Corridor Route
32 Establishment report recommends that the County should consider a number of specific
33 principles in mitigating the impact of the construction of a new roadway corridor
34 including

- 35
36 a The minimization of the roadway cross section (number of lanes/width)
37
38 b The minimization of "spillover" illumination
39
40 c The implementation of additional access management tools
41
42 d The modification of transportation concurrency to ensure the adequacy of the
43 county transportation facilities with constructed development
44
45 e The coordination with WSDOT to update their Route Development Plan for
46 SR 162
47



1 f The exploration of methods by which to minimize the visual impact of this new
2 corridor and
3

4 **Whereas** it is recognized that the project level EIS that must be performed prior
5 to construction will more closely examine project specific environmental impacts and
6 appropriate mitigation and
7

8 **Whereas** the County Engineer has submitted the Rhodes Lake Road East New
9 Alternative Corridor Route Establishment report which is attached hereto as Exhibit A
10 and made a part hereof by this reference and
11

12 **Whereas** the Pierce County Council did fix a time and place for a hearing on the
13 Corridor Establishment Report and did conduct said hearing all in accordance with the
14 requirements of Revised Code of Washington 36 81 070 **Now Therefore**
15

16 **BE IT ORDAINED by the Council of Pierce County**
17

18 Section 1 The Pierce County Council has reviewed the Rhodes Lake Road
19 Corridor project s DEIS FEIS and County Engineer s Report and determined it is in the
20 public s best interest to establish the new corridor
21

22 Section 2 A new County arterial road is hereby established as two distinct
23 sections as described in the County Engineer's Report and summarized as follows
24

25 Section A A new corridor with four through lanes plus appropriate turn lanes
26 from 128th Street East to the intersection with the extension of Falling Water Boulevard
27 and a future connector into the Cascadia development approximately 1 13 miles
28

29 The new corridor begins at the eastern end of the existing bridge over the Puyallup
30 River on 128th Street East/ McCutcheon Road The new corridor would become the
31 through road with McCutcheon becoming the cross road The new corndor would curve
32 to the south nsing on an embankment to gain elevation before reaching the eastern wall
33 of the Puyallup River Valley The roadway would then transition to a side hill cut into
34 the eastern wall of the valley It would continue south until enough elevation is gained to
35 allow a curve to the east to reach the top of the plateau The roadway would continue
36 easterly to a future intersection with the extension of Falling Water Boulevard
37

38 Section B A new corridor with two through lanes plus appropriate turn lanes from
39 the current terminus of Falling Water Boulevard to the intersection with the Section A
40 Corridor approximately 0 93 miles
41

42 The new corridor will begin at the current western terminus of Falling Water
43 Boulevard and continue to the southwest to the intersection with the Section A corridor
44



1 Section 3 The roadway centerline description found within the County
2 Engineer's Report provides an approximation of the new corridor location The specific
3 alignment is subject to change based on additional engineering to meet design intent
4

5 Section 4 The County Engineer is hereby directed to investigate and explore
6 financing opportunities both public and private and to make recommendations within
7 the proposed 2009 2014 Transportation Improvement Plan and proposed 2009 Road
8 Fund budget for programming and funding the project level environmental preliminary
9 engineering and additional necessary efforts which will advance the construction of this
10 new County arterial road
11

12 Section 5 The naming of the new arterial County roads will be accomplished by
13 separate Ordinance
14

15 PASSED this 24th day of June, 2008
16
17

18 ATTEST

18 PIERCE COUNTY COUNCIL
19 Pierce County Washington

21 Patricia L. Face, for
22
23 **Denise D Johnson**
24 Clerk of the Council

[Signature]
25
26 **Terry Lee**
27 Council Chair

[Signature]
28 **John W. Ladenburg**
29 Pierce County Executive
30 Approved Vetoed this
31 30 day of JUNE
32 2008
33

34 Date of Publication of
35 Notice of Public Hearing May 28 and June 4, 2008
36
37 Effective Date of Ordinance July 10, 2008

February 24, 2009

Note to file

Exhibit "A" to Ordinance No 2008-28s was scanned separately from the rest of this Ordinance packet. It is located in the same folder (number) behind the main Ordinance packet. The imaged document may be referenced under a separate cover as Ordinance 2008-28s, electronic folder number 0126 2009 0014.

Kara Moore
Executive Office
Office Assistant

Exhibit A to Proposal No 2008-28s

Note This Exhibit was not modified in committee and has not been reprinted in order to conserve resources

Note An errata sheet has been included with the exhibit which reflects an amendment to Section 2 of Proposal No 2008 28 approved in the Economic and Infrastructure Development Committee on April 28 2008 This amendment modified the route description and is reflected in the errata sheet for Exhibit A

Note Exhibit A to Ordinance 2008 28s – County Engineer s Report on the Rhodes Lake Road East Corridor Route Establishment – is available for review on the internet at <http://www.co.pierce.wa.us/pc/Abtus/ourorg/council/RhodesLkRd.htm> Hardcopies of the document may be requested from the Office of the Pierce County Council at (253) 798 7777 for the cost of printing which is estimated to be \$105 00 due to the document s length

ERRATA SHEET

RHODES LAKE ROAD EAST NEW ALTERNATIVE COORIDOR ROUTE ESTABLISHMENT – COUNTY ENGINEER S REPORT

Revise route location and description of course for Sections A and B on pages 12 and 14 of the County Engineer's report as follows

Section A A new corridor with four through lanes plus appropriate turn lanes from 128th Street East to the intersection with the extension of Falling Water Boulevard and a future connector into the Cascadia development, approximately 1.13 miles

The new corridor begins at the eastern end of the existing bridge over the Puyallup River on 128th Street East/ McCutcheon Road. The new corridor would become the through east, with McCutcheon becoming the cross road. The new corridor would curve to the south, rising on an embankment to gain elevation before reaching the eastern wall of the Puyallup River Valley. The roadway would then transition to a side hill cut into the eastern wall of the valley. It would continue south until enough elevation is gained to allow a curve to the east to reach the top of the plateau. The roadway would continue easterly to a future intersection with the extension of Falling Water Boulevard.

Section B A new corridor with two through lanes plus appropriate turn lanes from the current terminus of Falling Water Boulevard to the intersection with the Section A Corridor, approximately 0.93 miles

The new corridor will begin at the current western terminus of Falling Water Boulevard and continue to the southwest to the intersection with the Section A corridor.