

Resolution No. 1997-15

[\(Council Minutes 97/05/19\)](#)

RESOLUTION NO. 1997-15

A RESOLUTION of the City Council of the City of Lakewood, Washington, restating and modifying the City of Lakewood's Position on the Cross Base Highway Alignment Alternatives

WHEREAS, Pierce County, the Washington State Department of Transportation and the Federal Highway Administration are lead agencies on the proposed Position on the Cross Base Highway Alignment Alternatives

WHEREAS, Pierce County, the Washington State Department of Transportation and the Federal Highway Administration are lead agencies on the proposed Cross-Base Highway project; and,

WHEREAS, the City of Lakewood was requested by the Federal Highway Administration to participate in the Environmental Impact Statement (EIS) process for the Cross-Base Highway project as a cooperating agency; and,

WHEREAS, on November 4, 1996 the Lakewood City Council passed its Resolution No. 1996-38 outlining the position of the City regarding the Cross Base Highway project, in which Resolution the City Council stated that it supported the Cross Base Highway as an appropriate mechanism to address regional transportation needs, but found that the two alternatives identified in the EIS process were not acceptable as proposed; and,

WHEREAS, the City Council further found the following:

1. The South Central alignment alternative must be substantially modified to mitigate the significant adverse impacts on the low income households and minority populations and the equestrian industry;
2. The Alternative 2 alignment must be substantially modified to mitigate similar impacts particularly related to the equestrian industry, or another alternative that avoids these impacts must be identified;
3. Any alternative that ties to I-5 at Exit 123 must mitigate impacts to Union Avenue in the Tillicum business community and provide for acceptable ingress and egress to and from the businesses in Tillicum, and
4. The constraints on the project alignments established by the military in 1986 should be re-negotiated in light of the substantial changes which have occurred in the geo-political arena since those constraints were formulated;

5. As part of the re-negotiation of these constraints, the U.S. Department of Defense and our Congressional Delegation should be engaged in discussions as to the possibility of granting further inroads onto either Fort Lewis or McChord Air Force Base which would accommodate the development of other, more viable routes for a Cross Base Highway; and,

WHEREAS, as follow up to these findings, the Mayor met with Representative Norm Dicks regarding the proposed project. Rep. Dicks indicated the City should again meet with representatives from Fort Lewis and McChord Air Force Base to discuss alternatives to the Cross Base Highway alignments presently proposed. Rep. Dicks further indicated the City should present to the representatives from the military bases specific alternative alignment proposals. The City followed Rep. Dicks suggestion and developed two alternative alignment proposals, one which went through McChord Air Force Base, and one which moved the present alignment through Ft. Lewis southerly a few hundred feet. These alternatives were presented when the City Council members of the Ad Hoc Committee met with representatives from Rep. Dicks= office and from the military bases. The ensuing discussions of the alternatives convinced the Ad Hoc Committee members that the military bases are not willing to further consider or accept these alternatives. As a result the Ad Hoc Committee members were convinced that the two alternatives proposed by the City were not viable, other than possible improvements to the proposed interchange of the Cross Base Highway and I-5 and to the interchange of Gravelly Lake Drive and I-5; and,

WHEREAS, the Ad Hoc Committee members are aware of criticism that claims the City of Lakewood is unreasonably delaying the development of the Cross Base Highway project and may in fact be trying to kill the project. The Committee believes it is necessary to address this criticism. The following is intended to describe the process the Lakewood City Council has followed in arriving at a decision regarding the proposed alignments for the Cross Base Highway and some of the reasons for the process.

1. The Cross Base Highway project has been under consideration for many years. However, upon the incorporation of the City of Lakewood, on February 28, 1996, a new group of decision makers, the Lakewood City Council, were invited into the decision making process. Although the City Council was now responsible for making decisions regarding a major project that would significantly impact the City of Lakewood, they did not have a thorough knowledge of the project history or the process that had been followed leading up to the selection of alternative alignments for consideration in the Environmental Impact Statement for the proposed project. Because of this the City Council has concerns about the impacts of the proposed highway on the citizens of the City of Lakewood, the general impacts to the City itself, and the economic effect of the highway on the City. To address these concerns the City Council believed it was necessary and prudent to obtain additional information regarding the potential impacts of the project and information regarding previously discarded alternative alignments.

2. Pierce County and its consultants provided a significant amount of information, some of which required conducting additional studies. This information greatly assisted the City Council in understanding the impacts of the proposed highway and potential mitigating measures to address these impacts, and the potential economic benefits of the highway to the City; and,

WHEREAS, with the additional information described above, the City Council still had the concern that there may be another viable alternative alignment that would substantially eliminate the impacts of the project on the citizens of Lakewood and better serve the economic interests of the City. The previously described contacts with Representative Norm Dicks and the commanders of the military bases were made to address this concern. As a result of these meetings, the City Council obtained an understanding of the military=s position on the various alternative alignments that the City Council believed might be reasonable alternatives; and,

WHEREAS, the Ad Hoc Committee members believe the above described process of obtaining the information (which had been afforded to every other decision maker on the project over a much longer period of time) required to make an informed decision regarding the Cross Base Highway alignments was a reasonable and necessary part of the decision making process.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF LAKEWOOD, WASHINGTON, HEREBY RESOLVES as follows:

1. That as a result of the meetings with military representatives and review of the studies conducted by Pierce County, the City of Lakewood is willing to accept the south alignment as the best alternative under the circumstances without agreeing that it represents the best alignment that could have been developed. The City of Lakewood remains fully supportive of the concept of the Cross Base Highway as a necessary element of furthering the economic development of the City, the County and the region.

2. That the aforementioned acceptance is conditioned, however, on the impacts to the American Lake Gardens community, and the unique and historical equestrian industry therein, being mitigated to the fullest extent practicable.

3. The following are the mitigating measures required for the City to support the south alignment proposal:

A. Adjacent to the south side of the American Lake Gardens community, locate the proposed Cross Base roadway on the most southerly portion of the 200 foot wide easement being provided by Fort Lewis, and provide a minimum 50 foot wide buffer on the north side of said easement. This is necessary mitigate the noise and visual impacts of the roadway on American Lake Gardens, and to help mitigate the impacts on the equestrian industry.

B. Construct a minimum 12-foot high noise barrier at least 50 feet south of the north line of the 200 foot right of way for the portion of the roadway that borders the City of Lakewood. This noise wall is also necessary to mitigate the noise and visual impacts of the roadway on American Lake Gardens, including the equestrian industry.

C. On a temporary basis, until the proposed industrial complex to be located on Ft. Lewis property is substantially developed, equestrian access should be allowed to Ft. Lewis property at the Cross Base over-crossing of the Burlington Northern Santa Fe Railroad tracks subject to the normal permit process established by Fort Lewis.

D. Locate the Cross Base Highway adjacent to Lake Mondress in such a way that an equestrian trail can be developed between the highway and the wetlands associated with Lake Mondress without damaging said wetlands.

E. Mitigate the impacts to Union Avenue in the Tillicum business community and provide for acceptable ingress and egress to and from the businesses in Tillicum as well as improved roadway and pedestrian mobility.

F. Mitigate the impacts to the interchange of Gravelly Lake Drive and I-5 from the additional traffic which will use that interchange as a result of the construction of the Cross Base Highway.

G. Provide access from the Cross Base Highway to the American Lake Gardens community that is acceptable to the City of Lakewood.

H. Mitigate, to the satisfaction of the Clover Park School District, impacts of the proposed highway on School facilities and properties.

I. Mitigate the impacts of the proposed project on the facilities and leased property under the control of the Clover Park Technical College.

4. That the aforementioned acceptance is further and specifically conditioned on the Cross Base Highway being a State Highway, rather than a City Street or a County Road.

5. That this Resolution shall be in full force and effect upon passage and signatures hereon.

PASSED by the City Council this 19th day of May, 1997.

CITY OF LAKEWOOD

Attest: _____

Bill Harrison, Mayor

Alice M. Bush, CMC, City Clerk

Approved as to Form:

Daniel B. Heid, City Attorney

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