

# Hawk Property Planned Action

Draft Subarea Plan &

Draft Environmental Impact Statement

## Planning Commission Meeting

August 15, 2013

# What is the Hawk Property Subarea Plan?

## Planning for Transition of the Northern Gateway Area

- Reclamation and redevelopment of existing mine site.
- Transition away from mineral extraction to urban uses.

## Adoption of Subarea Plan

- New Comprehensive Plan Designation and new Zoning.
- Implementation of development regulations based on the vision for the subarea.

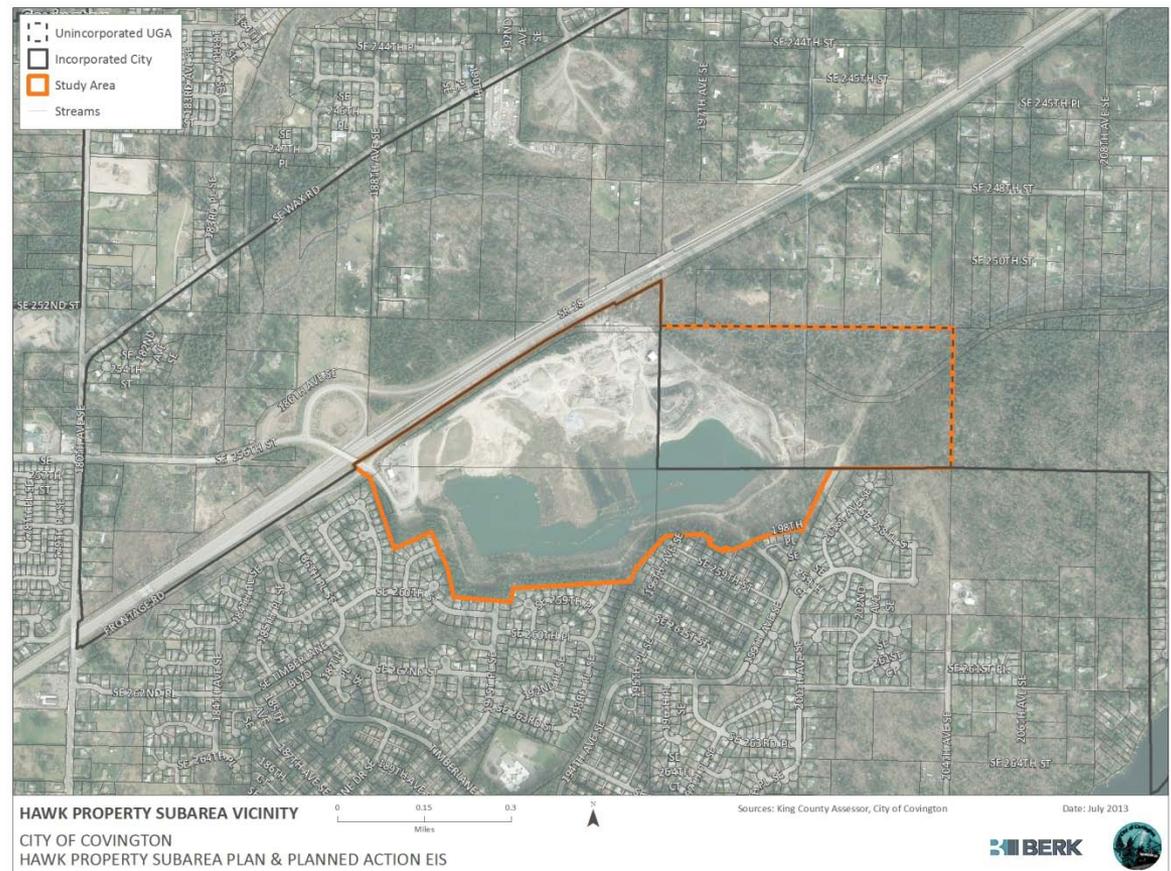
## Environmental Impact Statement

- Study the effects of new development and mitigate impacts.
- Streamline future environmental review through a Planned Action Ordinance.

# Where is the Subarea Located?

## Northeast Corner of Covington

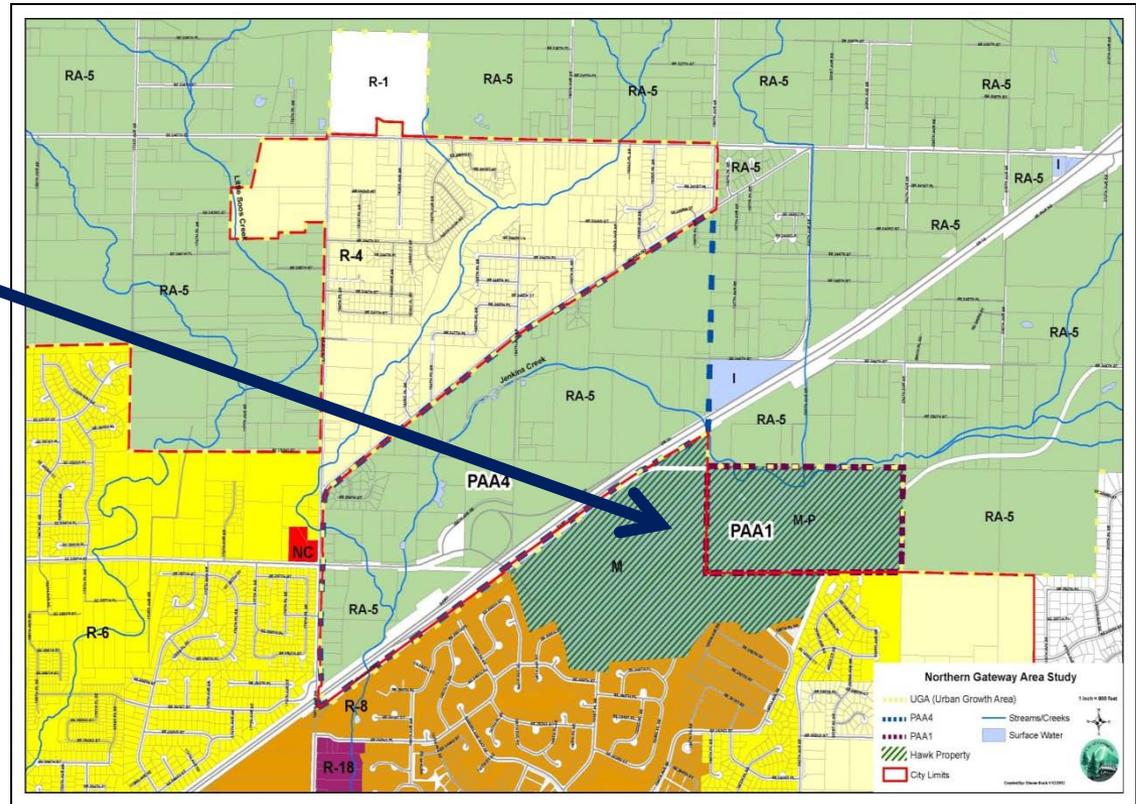
- Located at the existing Lakeside gravel mine.
- Area is partially within Covington city limits and completely within the City's Urban Growth Area.
- Constitutes a portion of the City's Northern Gateway.



# What are the Project Alternatives?

## Alternative 1: No Action

- Reclamation of existing mine site after mining has ceased, but no changes to zoning (Mineral).
- The existing asphalt batch plant operations would continue.



# What are the Project Alternatives?

## Alternative 2 – Minimum Urban Village

- Transition from mineral use to a mix of commercial and residential urban uses.
- Approximately 1,000 new residential dwellings and 680,000 square feet of commercial development.
- 5.5 acres of new parks and 1.4 miles of trails.
- New road connecting SE 256<sup>th</sup> Street and 204<sup>th</sup> Avenue.



# What are the Project Alternatives?

## Alternative 3 – Maximum Urban Village

- Transition from mineral use to a mix of commercial and residential urban uses.
- Approximately 1,500 new residential dwellings and 850,000 square feet of commercial development.
- 8.3 acres of new parks and 2.1 miles of trails.
- New road connecting SE 256<sup>th</sup> Street and 204<sup>th</sup> Avenue.





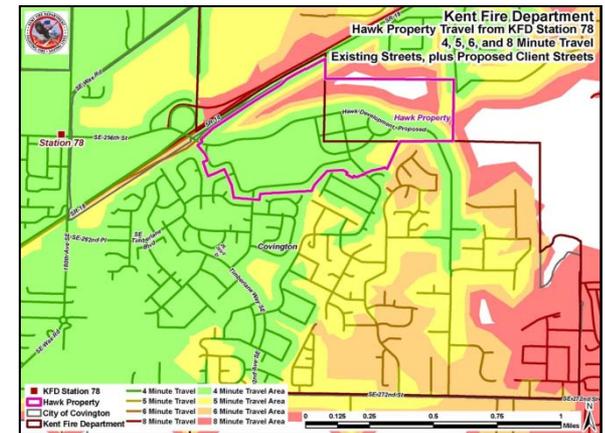
# Summary of Findings, continued

## Potential Improvements

- Improvement of stormwater quality.
- Increased access to trails, parks, and open space.
- Improved emergency service response times.

## Key Environmental Issues

- Increased impervious surfaces.
- Increased traffic congestion, noise, air emissions.
- Increased demand for public services and utilities
- Reduction of wildlife habitat space.



# Mitigation Measure Highlights

## Natural Environment

- **Erosion control** measures would be implemented to prevent sedimentation of streams.
- New development would comply with the 2012 **Ecology Stormwater Manual**, including requirements for Low Impact Development (LID), improving surface water and groundwater quality over existing conditions.
- **Critical area protections** would be maintained, and on-site stormwater infiltration would maintain groundwater recharge.
- Habitat protections would remain in place, and any buffer impacts can be addressed through **buffer averaging or enhancements**.

## Land Use

- The subarea plan includes policy guidance to implement **LID practices** where feasible to offset new impervious surface coverage.
- **Subarea plan includes development standards** intended to minimize incompatibilities between commercial and residential uses within the subarea and with adjacent neighborhoods.

# Mitigation Measure Highlights, continued

## Transportation

- **New connector road** between SE 256<sup>th</sup> Street and 204<sup>th</sup> Avenue SE, only constructed under the Action Alternatives, would reduce residential cut-through trips and benefit the city-wide street system by offering more options for travelers between SE 272<sup>nd</sup> Street and SR 18.
- **New local access connection** to 191<sup>st</sup> Place SE would:
  - Reduce trips on SE 272<sup>nd</sup> Street by offering a more direct route for local traffic from adjacent neighborhoods to the subarea.
  - Incorporate traffic calming measures to discourage cut-through traffic.

# Mitigation Measure Highlights, continued

## Transportation, continued

- Increased vehicle trips under both Action Alternatives would require **localized capacity improvements** at the following locations:
  - SE Wax Road/SE 180<sup>th</sup> Street – Addition of northbound right-turn lane or installation of a traffic signal.
  - SE 272<sup>nd</sup> Street/204<sup>th</sup> Avenue SE – Addition of a traffic signal and southbound left-turn lane to address increased volume from the proposed Connector Roadway.
  - SE 256<sup>th</sup> Street/SR 18 Westbound Ramp – Addition of a traffic signal and eastbound left-turn lane. Alternative 3 would also require a southbound left-turn lane.
  - SE 256<sup>th</sup> Street/SR 18 Eastbound Ramp – Traffic signal necessary under all Alternatives. Additional improvements needed for Action Alternatives:
    - Eastbound left-turn lane onto northbound SR 18.
    - Westbound right-turn lane onto northbound SR 18.
    - Northbound right-turn lane onto SE 256<sup>th</sup> Street (Alternative 3 only).

# Mitigation Measure Highlights, continued

## Noise

- City **noise regulations** would apply to new development in the subarea, including prohibition of nighttime construction activities.
- City may reduce noise impacts by requiring **noise control plans** for construction activities as a permit condition.
- **Traffic noise mitigation** is needed for new homes **along the Connector Roadway**.
  - *Depending on street configuration, typical mitigation measures might not be sufficient.*

## Utilities

- Development would be required to comply with the City's **stormwater manual** for treatment of surface water runoff.
- **Water service** would need to be extended to the site.
- **Sewer service** would need to be extended to the site.

# Mitigation Measure Highlights, continued

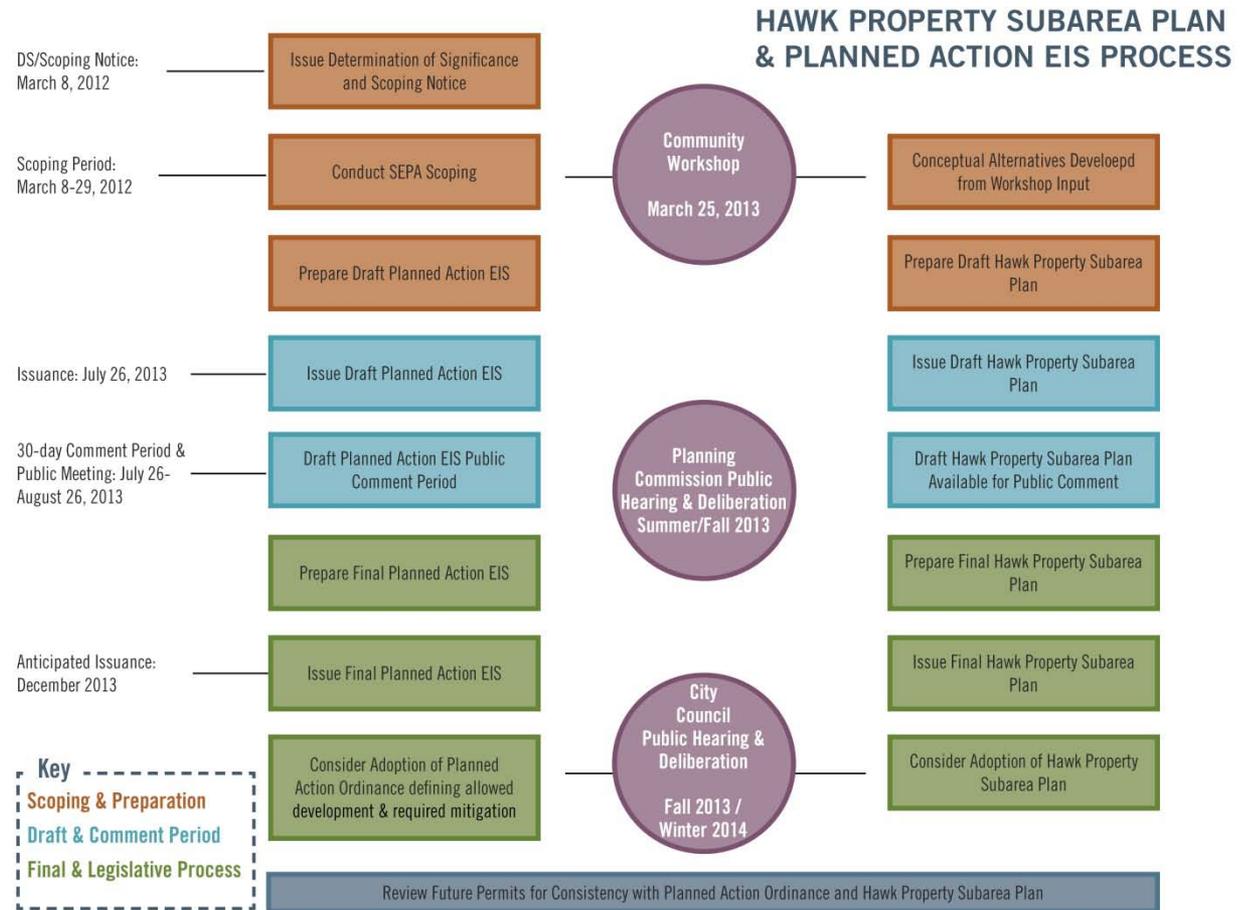
## Public Services

- New **Connector Roadway** would **improve emergency response times** for Kent Fire Department, Regional Fire Authority.
- Both Action **Alternatives include sufficient park space and trails** to meet demand from increased population.
- Development will be subject to **school impact fees** to meet the costs of additional students generated by new population.
- The City will require a **mitigation agreement** prior to development to account for additional need for fire level of service in the subarea.

# What is a Planned Action?

## Planned Action SEPA Review

- Future proposals do not require new SEPA review but will require permit review.
- Future proposals must be consistent with Planned Action EIS assumptions and mitigation.
- Provides predictability in development and facilitates private and public investment.



# Opportunities for Public Comment

## Comment Period – July 26 to August 26:

Send written comments by 5 pm August 26<sup>th</sup> to:

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- Comments will be addressed in the Final EIS expected later this year
- Public Comments at tonight's Planning Commission meeting will also be summarized for inclusion in the Final EIS