

4.7 Recreation

This section provides an analysis of potential impacts on recreation.

4.7.1 Study Area

The study area for recreation includes existing recreation sites on or adjacent to the Project site, including the Puyallup River.

4.7.2 Relevant Plans, Policies, and Regulations

This section summarizes state and local plans and regulations related to recreation that are applicable to the Project. There are no federal regulations related to recreation that are applicable to the Project.

Relevant policies and regulations related to recreation are summarized in Table 4-24.

Table 4-24. Applicable Regulations and Policies for Recreation

Law and Regulation	Description
State	
State Environmental Policy Act (SEPA) (Chapter 43.21C RCW)	SEPA helps state and local agencies in Washington identify possible environmental impacts that could result from a proposed action, alternatives to the proposed action, and potential impact minimization and mitigation measures. Information learned through the SEPA review process can be used to change a proposal to reduce likely impacts and inform permitting decisions at the state and local levels. SEPA requires that land and shoreline use, recreation, and aesthetic environmental components be addressed.
Washington State Growth Management Act (GMA) (Chapter 36.70A RCW)	Under the GMA (RCW 36.70A), regions, counties, and large cities must create and regularly update comprehensive plans to identify where growth would occur and to plan for housing, transportation, water, sewer, and other necessary facilities. Both the County and City are required to plan for growth under the GMA by preparing and periodically updating countywide planning policies that coordinate planning between the county and the cities. Pierce County's strategy for growth, transportation and economic development are captured in the GMA-mandatory multicounty planning policy (MPP) document produced by the Puget Sound Regional Council (PSRC) Vision 2050 (October 2020). Vision 2050 contains information and policies that Pierce County Regional Council (PCRC) uses to guide the Pierce County Countywide Planning Policies. Both Vision 2050 and the Countywide Planning Policies apply to the Project site. The PCRC includes a body of elected officials set up to coordinate growth management planning efforts county-wide. The City of Puyallup is identified as a Core City, a regional geography within Vision 2050 that refers to a city that contains one or more regionally designated centers and is connected to the high-capacity transit network (Vision 2050).
Washington State Shoreline Management Act (SMA) (Chapter 90.58 RCW)	The SMA provides for the management of water bodies or watercourses identified as "shorelines of the state." Areas under jurisdiction of the SMA include all marine waters along the Pacific Ocean and Puget Sound; streams and rivers with an annual mean flow

Law and Regulation	Description
	of more than 20 cubic feet per second, lakes greater than 20 acres, shorelines adjacent to these water bodies (typically within 200 feet of the water body) and associated wetlands. Comprehensive shoreline master programs are tailored to the local jurisdiction, containing maps and legal descriptions of the delineated streams, rivers, lakes shorelines and wetlands.
Local	
Pierce County Comprehensive Plan – Pierce County Parks, Recreation and Open Space Plan (Pierce County PROS Plan)	The Pierce County Parks, Recreation and Open Space (PROS) Plan identifies opportunities to enhance the County’s extensive park and recreation system. The Pierce County PROS Plan is required to be updated every 6 years to maintain eligibility for state park and recreation grant funding. The Pierce County PROS Plan establishes specific goals, objectives, recommendations, and actions for developing, conserving, and maintaining quality parks, trails, facilities, and open space (Pierce County 2008b).
Pierce County Shoreline Master Program (Title 18S.10.010 PCC)	The Pierce County Shoreline Master Program guides the development of the shoreline environment in Pierce County.
City of Puyallup Comprehensive Plan - Parks, Recreation and Open Space Plan (City PROS Plan)	<p>The City of Puyallup PROS Plan, included as Chapter 10 of the City of Puyallup Comprehensive Plan, identifies the community’s park, facility, and programming needs for the coming years, and is the 6-year planning document in accordance with state Recreation Conservation Office requirements. The City of Puyallup PROS Plan evaluates existing park and recreation areas; assesses the need for additional park land, open space, and recreation facilities; establishes goals and objectives for the City’s recreation services; and offers specific policies and recommendations to achieve the goals and objectives (City of Puyallup 2020b).</p> <p>The current City of Puyallup PROS Plan was adopted by the City (Resolution No. 2403) on April 7, 2020. The 2020 City PROS Plan update was adopted as a standalone plan document. The plan includes proposals concerning elements of the open space, trail, and park plan are based on the results of environmental inventories, field analysis, demand analysis, workshop planning sessions, and surveys of resident households. The proposals outline the vision developed for open space, trails, and parks in Puyallup for the next 20 years. The proposals are CONCEPTUAL, in some instances, subject to further study and coordination with public and private participants that may modify the eventual Project components.</p>
City of Puyallup Shoreline Master Program (SMP)	The City SMP (City of Puyallup 2023) guides the development of the shorelines in the City.

4.7.3 Affected Environment

This section summarizes the environmental setting related to existing and planned recreation within the study area.

Recreation

The Project site does not include any existing designated parks, recreation, or open space facilities (City of Puyallup 2014a; Pierce County 2019b). The Project has the following sites or opportunities in the study area for recreation:

- **Van Lierop Park:** Located immediately east of the southernmost portion of the Project site and bordering southern portions of some site (see site plan), within Puyallup city limits, Van Lierop Park is an 18-acre special use/community park. The City of Puyallup acquired this historic farmland in 2015 for the purposes of serving the community broadly. The City's PROS Plan identifies this park as a Resource Conservancy and a Community Park. The Park is also located adjacent to the Step by Step Germaine Korum Center, a nonprofit facility devoted to at-risk pregnant women that provides job training and workforce experience. The City PROS Plan identifies the Korum Center as a special use facility that includes the Farm 12 restaurant with banquet rooms, an event hall and private dining, greenhouses incorporating the Van Lierop bulb farm and Edgewood Flower Farm, Bee King's honey production facilities, and the Pole Barn and Festival Barn rentals.

Van Lierop Park is designed to preserve a large open space of land and to provide an unobstructed scenic corridor view of Mount Rainier (Figure 4-53). Existing improvements in Van Lierop Park include a scenic wildflower view corridor, a view plaza, a 0.33-mile asphalt trail, and an off-street paved parking lot (Figure 4-54). Van Lierop Park is included in the City's PROS Plan for future facility improvements including picnic shelters and tables; agricultural walk, loop trails with distance markers; dog park; drinking fountains, benches, and tables; farm-themed play area; a spray park, skate dots; outdoor basketball/sports courts; multi-purpose turf soccer/baseball field; community garden; and restrooms. Van Lierop Park is a community park facility that is designed to provide a specialized function as a community-wide asset park facility, serving the entire community in a location within the city previously underserved by parks. The excerpt below from the City's PROS Plan shows the concept of Van Lierop Park (Figure 4-55).



Figure 4-53. Van Lierop Park Design for Unobstructed Scenic Corridor view of Mount Rainier



Figure 4-54. Existing Improvements in Van Lierop Park



Figure 4-55. Van Lierop Park Concept Plan, City of Puyallup July 18, 2017

- **Foothills National Recreation Trail (Foothills Trail), East Puyallup Trailhead and Trail:** The Pierce County Foothills Trail is a 21-mile-long, multiuse trail, that sits atop a historic railroad bed. The Foothills Trail is a 12-foot-wide, non-motorized, asphalt trail/linear park suitable for bicycles, walking, in-line skates, and wheelchairs. It also has a soft shoulder path for equestrians. Parking for the East Puyallup Trailhead of the regional Foothills Trail begins at 13810 80th Street and features a restroom facility. In 2023, a County project would increase parking at the East Puyallup Trailhead from its current 26 stalls to 81 stalls and add Americans with Disabilities Act (ADA) improvements, lighting, and landscaping. From the East Puyallup Trailhead, the trail continues west and then veers north along Shaw Road and Inter Avenue, meeting the Puyallup River and continuing through the Puyallup Valley to the City of Orting, the town of South Prairie, and the City of Buckley (Pierce County Undated). There are plans for the Foothills Trail to connect to the Riverwalk Trail (PROS Plan 2020).
- **Sumner Link Trail's** south end links the Foothills Trail and the Riverwalk Trail just north of the Project site boundary. The Sumner Link Trail is a total of 5.8 miles along the White River and is managed by the City of Sumner.
- **Puyallup Riverwalk Trail** (generally follows the southern banks of the Puyallup River): The Riverwalk Trail is a 4.3-mile-long, 10-foot-wide, paved (asphalt), off-street multiuse trail located along the southern banks of the Puyallup River northwest of the Project site (City of Puyallup 2015a). The Puyallup Riverwalk Trail eastern trailhead/terminus is northwest of the intersection of East Main Avenue and the Puyallup River (south of the river) and extends northwest toward the Puyallup River before heading west away from the Project site. The Puyallup Riverwalk Trail is managed by the City. The City is planning for Phase IV, which would connect the trail with Pierce County's Foothills Trail at the trailhead on east 80th Street. The adopted preferred trail alignment plan for Phase IV (referred to as the "shoreline alignment" in Figure 4-56) is to continue the trail adjacent to the Project site within the shoreline area in an area closest to the river; this would allow the continuity of the Riverwalk trail design intent (a walk along the river) and improve public access (physical and visual) to the shoreline of statewide significance (Puyallup River). The City's 2020 PROS plan includes the trail alignment along the southern bank of the Puyallup River.



Figure 4-56. Excerpt of Figure 10-9 of the City of Puyallup Comprehensive Plan Showing the Riverwalk Trail Phase IV Alignment Option

These recreation sites or opportunities are used primarily by both residents and visitors from neighboring communities in the region. Figure 4-57 shows the existing recreation sites or opportunities in the Project site.

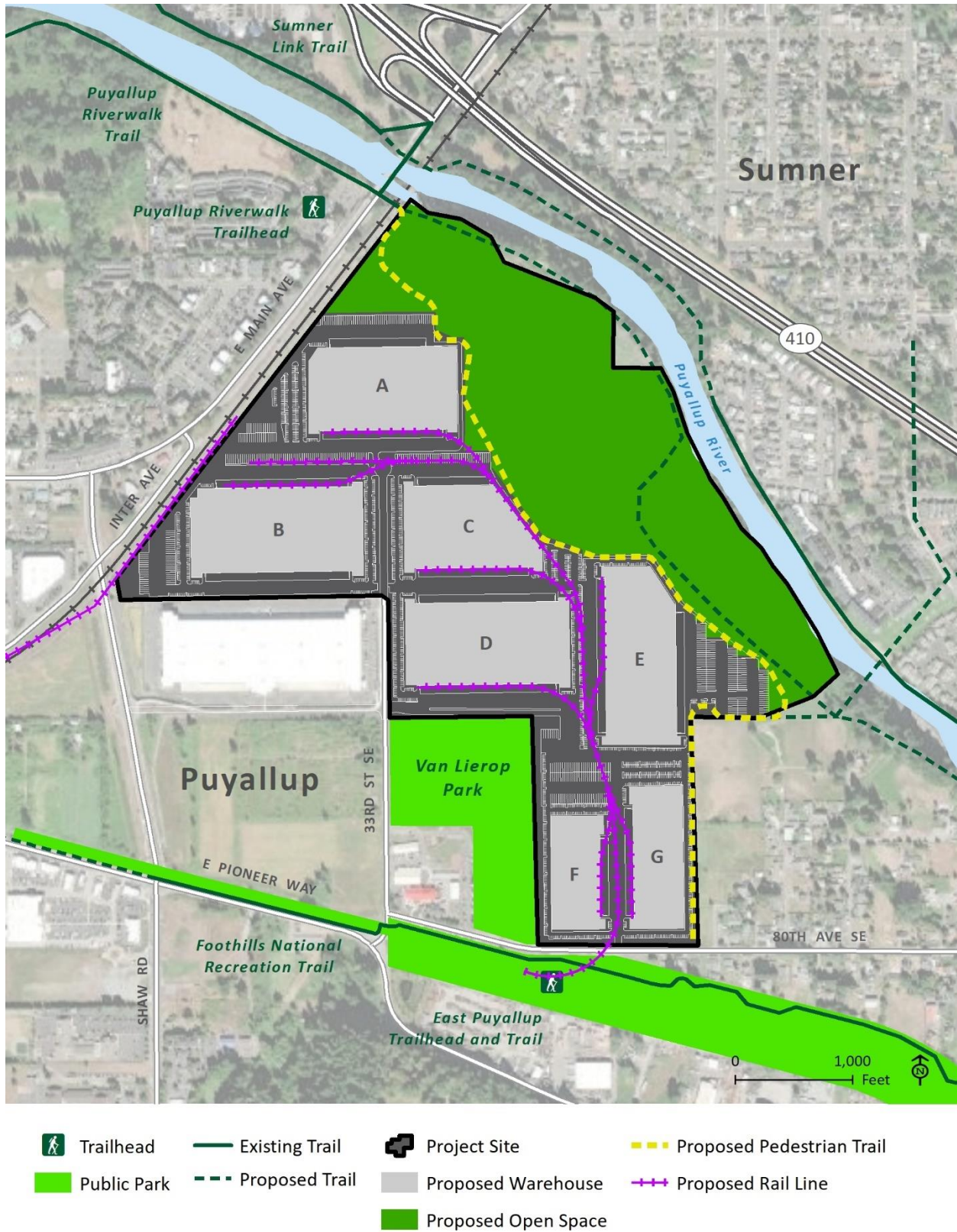


Figure 4-57. Recreation Sites or Opportunities in the Study Area

Along the southern bank of the Puyallup River, within the Project site boundary, the City PROS Plan (2020) includes a potential extension of the Puyallup Riverwalk Trail, an off-road, 10-foot-wide, paved multiuse trail providing connections to Van Lierop Park, Sumner, and the Foothills Trail that allows additional connections to the Sumner Link Trail and Puyallup Loop Trail. There is no existing public access to the Puyallup River from the Project site (City of Puyallup 2023; Pierce County 2008b). The Project site proposal includes a proposed trail extension, presumed to be a multipurpose off-road trail that the Applicant would build and dedicate to Pierce County Parks. This extension would continue the existing multipurpose trail network along a contoured edge of the Project Site's development envelope.

The City's PROS Plan also shows a proposed on-road multipurpose trail connecting to Van Lierop Park and then linking with the Foothills Trail; that on road connection runs along East Pioneer Avenue from Shaw Road to 33rd Street, and is currently built. The City's PROS Plan (2020) identifies a potential waterfront access location on the northern tip of the Project site to provide fishing and hand-carry craft access to the Puyallup River. The Puyallup Shoreline Public Access Plan Map (City of Puyallup 2014b) identifies a potential shoreline alignment, known as Phase IV of the Riverwalk Trail, on the eastern boundary of the Project site closest to the Puyallup River. The Pierce County PROS Plan (2020) identifies the Riverwalk Trail Connection as a regional trail.

4.7.4 Impacts

This section describes the potential for environmental impacts related to recreation as a result of Project implementation. It describes the thresholds used to determine whether an impact would be significant, as well as measures to mitigate potentially significant impacts, where appropriate.

Methodology

The recreation analysis is based on consistency with plans and policies and includes general compatibility considerations by evaluating the Project's potential to result in temporary or permanent loss of use of a recreation use/facility or a substantive change in overall user enjoyment or recreational experience. To determine impacts, the Project is evaluated based on the extent of interference or modifications to existing recreation sites or planned opportunities.

Impacts Analysis

No Action Alternative

Under the No Action Alternative, the potential for trail connections or extensions associated with the Project would not occur until either Pierce County or the City of Puyallup Parks Department(s) built the trail extensions, as planned. No new infrastructure would be placed adjacent to the existing recreation sites until future development is proposed. Potential future development could either preserve existing recreation or lead to recreation opportunities including those potentially implemented in locations closer to the shoreline.

Proposed Project

Construction Impacts

Mitigated Significant Impact. During construction, construction equipment and activity could interfere with the existing uses of surrounding recreation sites and opportunities, including Sumner Link Trail, the

Foothills Trail Trailhead, and Van Lierop Park's view corridor of Mount Rainier. Construction of the Project would create a change to the natural environment, the built environment, and the recreational use and quality within and adjacent to those environments in the Project site during the anticipated 5 years of construction. Impacts would be minimized with the implementation of mitigation measures REC-1, REC-2, and REC-3:

- REC-1: Eliminate Van Lierop Park Prime View Corridor Obstructions.** During building permit review and prior to design approval, the Applicant should modify the proposed site plan to remove proposed structures from the view corridor and place a restriction on the title that prohibits blocking or in any way obscure, produce glare, or visually impact the view corridor created in Van Lierop Park as shown in Key Observation Point (KOP) 5. The Applicant should show (using visually aided representations of the vertical massing and height of buildings using architectural modeling software) that changes to the site plan have been fully made to avoid and mitigate impacts on the natural environment, the built environment, and the visual quality of these environments and the intent of Van Lierop Park Mount Rainier prime view corridor. Building F, as well as potentially portions of Building G (pending final visual analysis), would need to be eliminated, shifted, relocated, redesigned, and/or reduced in size to not create impacts. Additionally, no parking lot(s) or landscaping of trees should occur in the view corridor as those improvements would also create visual interference, glare, screening, and other visual blockage of the public view corridor of Mount Rainier from Van Lierop Park. The park view corridor area should remain as open space to prevent visual obstruction from a major community park. The Applicant and permitting agency (Pierce County) should consult with and receive concurrence from the city of Puyallup Development and Permitting Services and Parks Departments on the visual assessment during permit review by Pierce County. This mitigation measure is consistent with Pierce County Comprehensive Plan Policy LU-47.8 and Pierce County Comprehensive Plan and PROS Plan Policies PR 1.3 and PR 5.6, as well as City of Puyallup Comprehensive Plan Policy CC-1.3, Policy CC-2.2, and Goal CC-3.
- REC-2: Identify and address recreation closures.** During building permit review and prior to design approval, the Applicant should identify temporary park and trail closures, durations of closures, and extent during the 5-year construction period in order to identify the limit on recreation users in the community. The Applicant should ensure that recreation opportunities are not closed for the entire duration of construction and stockpiling or staging of construction equipment does not interfere with the intended uses of the trails and recreation opportunities.
- REC-3: Implement Visual Screening.** To minimize visual impacts from construction activity on the residential and recreation viewers in the Project site, the Contractor should ensure that material and equipment storage areas, including storage sites for excavated materials, that are visible from nearby roads, residences, and recreational areas are visually screened per Title 18J.15.220(C)(6)-(7) PCC.

Operations Impacts

Mitigated Significant Impact. During operation, the Project would introduce structures and associated truck activity that would interfere with the intended uses of surrounding recreation opportunities in the area.

As provided in Table 4-22, the Project is generally inconsistent with each relevant recreation plan—the Pierce County PROS Plan and the City of Puyallup PROS Plan. Policy 2.4 of the City’s PROS Plan and the County’s PROS Exhibit 6-3 identify the Project site as a potential location for the missing linkage of the Riverwalk and Foothills Trail. Policy 2.4 of the City’s PROS Plan is for a visual connection to the Puyallup River through the Riverwalk Trail and provide for opportunities for fishing and general access through the trail system. The County PROS Policy PR-19 is to provide public waterfront access, including increasing the shoreline and water access in concern with increased demand from growth and development (PR-19.3), and PR-2.4 states that the County should work toward an interconnected system of parks and trails in the urban area that safely connects to schools, civic facilities, shopping, and recreational facilities. The Project would also be inconsistent with Policies 2(V), 2.1(a), 2.1(c), and 3.1(g) of the City of Puyallup SMP.

Buildings F and G would interfere with the intended use of Van Lierop Park’s site plan design, which contemplated connections to the regional trail network to-and-from the park. Buildings F and G would also block Mount Rainier, a central part of the design of Van Lierop Park.

The proposed site plan includes an on-site pedestrian trail near Buildings A, E, and G. The location of the proposed pedestrian trail, as shown on the Project Site Plan, would not provide an east-west connection to Van Lierop Park and places development in a manner that would interfere substantially with a community-wide park resource. The Project is an intensive industrial development that would subject the users to an unappealing and conflicting environment. This would likely result in impacts on the recreational enjoyment of park users and reduced pedestrian usage, more than would be expected had the Project not occurred. Additionally, the proposed trail does not follow the Puyallup riverbank in areas where access could be provided with a design that would place the trail closer to the river itself, which is preferred by both the Puyallup Comprehensive Plan and SMP. The proposed trail also is shown to be routed through Wetland D; a new trail that would require fill of a wetland in order to construct it would be inconsistent with PCC critical area code protections related to wetlands.

Proposed Buildings F and G would interfere with the intended purpose and use of Van Lierop Park’s site plan design, which contemplated connections to the regional trail network to and from the park. Buildings F and G would block the view of Mount Rainier, a central part of the design of Van Lierop Park. Implementation of mitigation measure REC-1 would minimize these recreation impacts associated with the operation of the proposed Project to the extent feasible (see potential modifications illustrated in Figure 4-58 and Figure 4-59).

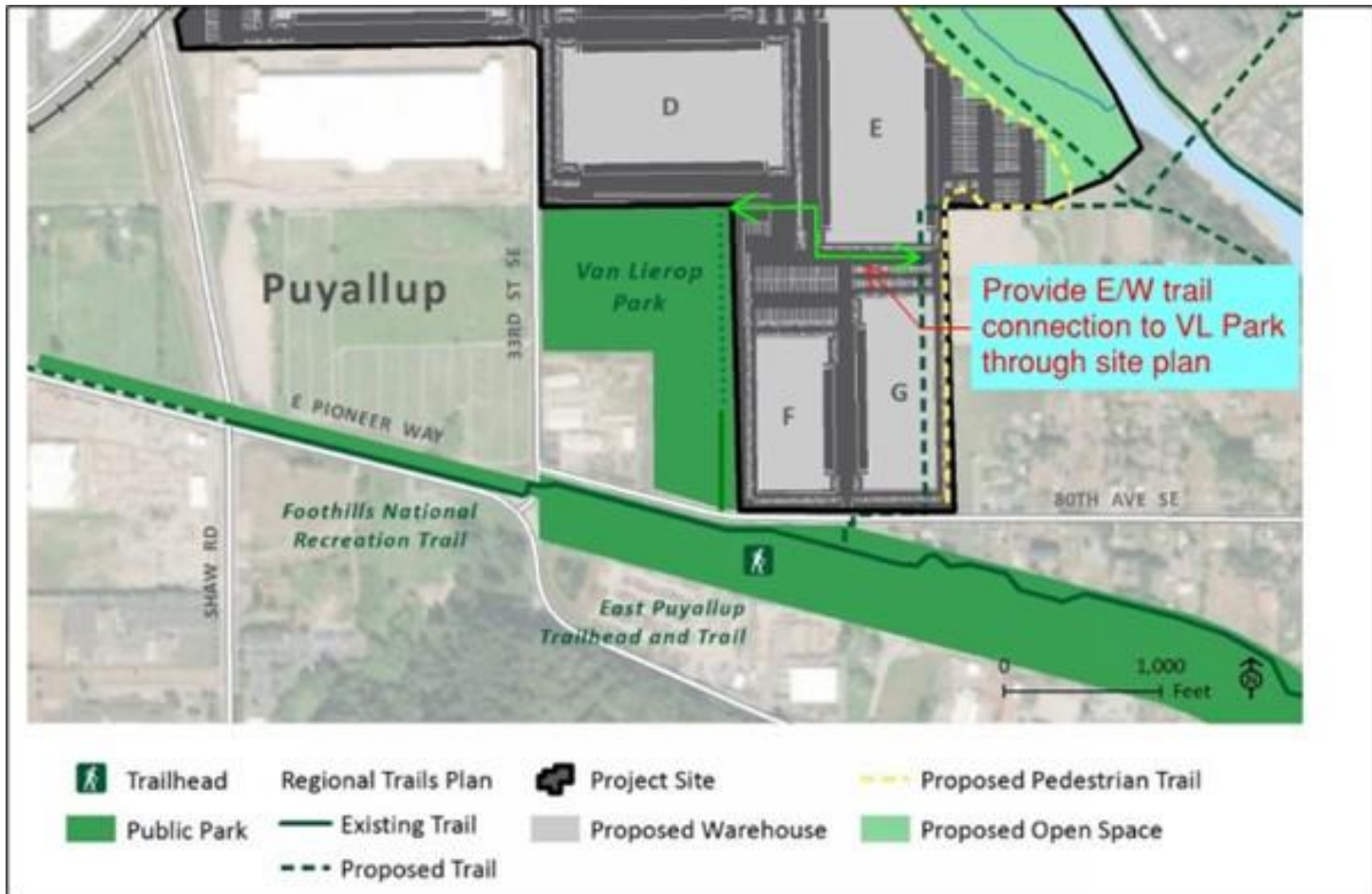


Figure 4-58. Proposed East/West Trail Connection through the Site Plan for Trail Connectivity

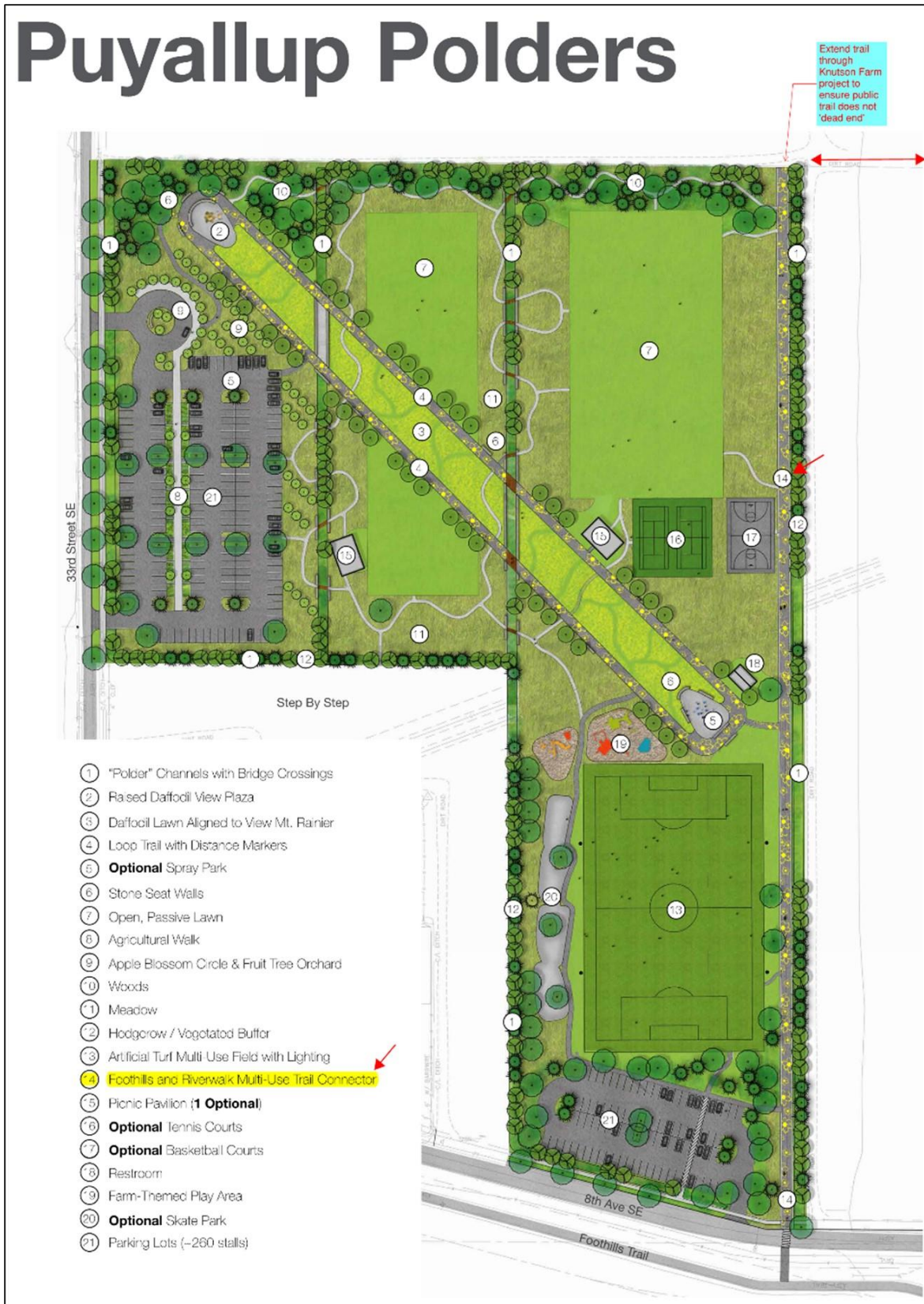


Figure 4-59. Excerpt from City's PROS Plan Showing Van Lierop Park Layout

The proposed pedestrian trail route would be visually and physically separate from the Puyallup River and from trails intended to connect large community park space to the regional trail network. Implementation of mitigation measures REC-1, REC-4, and REC-5 would reduce impacts to the extent feasible.

- REC-4: Modify the Site Plan to Provide a New Trail Location.** The Applicant should modify the site plan to provide a new multipurpose trail location, one that runs along the southern bank of the Puyallup River consistent with the location identified in the 2020 Puyallup PROS Plan, as an extension of the existing Foothills/Riverwalk Trail, in keeping with the intended user experience of the Riverwalk Trail to provide the public with a visual connection and/or shoreline access to the Puyallup River. This should include conducting a Trail Routing Feasibility Analysis. The Trail Routing Feasibility Analysis should determine where the least impactful location would be to relocate the proposed trail along the shoreline of the Puyallup River; the Applicant should identify a trail route that will be in conformance with the County and City SMPs and PROS Plans, as well as minimize impacts on floodplain, CMZ(s) and critical areas, and mitigate for any impacts. Special designs—such as elevated boardwalks—should be considered to bridge wetlands, and maintain flood storage capacity and sensitive areas and buffers. Pierce County Parks, City of Puyallup Parks, and user advocate groups (Foothills Trail coalition, Friends of the Riverwalk Trail) should review the overall dimensions and cross section of the trail corridor. The trail design throughout the site planning should utilize significant landscape buffering to separate physically and visually the trail from the industrial park to protect the trail user experience from impacts from the Project operations while implementing Crime Prevention Through Environmental Design (CPTED) principles and incorporating visual public access to the shoreline environment.

Pierce County Comprehensive Plan policies (included as part of the County PROS) supporting this mitigation measure include ENV-1-2, ENV-1.5, ENV-2.2, PR-19, PR-21, and PR-19.3. City 2020 PROS Plan Policy P-2.4 supports this measure. Additionally, pg. A-109 of the Pierce County Alderton-McMillin Community Plan says, “*New links to the [Foothills] trail system should strive to connect to public river access areas.*”

- REC-5: Provide a Trail Connection to Van Lierop Park.** Consistent with County and City policies calling for trail connectivity with other recreation facilities and community activity centers, the Applicant should provide a trail connection to Van Lierop Park (Pierce County Comprehensive Plan Policies PR-10 and PR-17.1, City PROS Plan Policy 2.3). This could be an east/west trail connection through the site plan to allow trail connectivity from the northwest corner of the park to the trail corridor as shown on the proposed site plan, though it is possible a different alignment may be preferred, for instance, if the site plan changes as called for in other mitigation measures in this EIS. One concept could be to modify the portion of the site containing Buildings F and G by creating a trail corridor break in the site plan to separate the complex into two separate sites with no vehicular access between them. This would create a protected corridor to allow for an east-west connection from Van Lierop Park to the proposed trail on the Project site. The trail corridor could also potentially be placed in the Williams

Pipeline corridor, pending approval from Williams through an encroachment agreement. Any connection through the site should contain appropriate landscape buffering, raised crossings, limited/consolidated driveway/parking lot crossings of the trail, and other features to protect trail users, such as way-finding signage indicating “public trail connection” that allow for safe access to the trail. The Project Applicant and Pierce County should seek input from the City of Puyallup Parks Department and Development and Permitting Services Department as the site plan is revised to meet this mitigation measure.

Alternative 1 – Rail Transport

Construction Impacts

Mitigated Significant Impact. The construction impacts associated with Alternative 1 would be the same as those described for the proposed Project and would require implementation of mitigation measures REC-1, REC-2, and REC-3 to minimize impacts. Alternative 1 would also include rail construction across 80th Street, close to the Foothills Trailhead parking. This would impact the experience of the Foothills Trail users, as the aesthetic quality of their use of the trail would be interrupted. Further, trail users could potentially experience temporary trail closures as a result of the interference of construction activity and construction equipment. The Alternative 1 rail line on the Project site, especially outside of Warehouse C, would conflict with the proposed pedestrian trail. Construction could cause noise and dust exposure to users of nearby recreation facilities. For more information on air and noise impacts associated with construction of Alternative 1, see Sections 4.8 Air Quality and Greenhouse Gases and 4.13 Noise. These recreation disruptions associated with the construction of Alternative 1 could last during the anticipated 5 years of construction. To mitigate for the potential impacts, mitigation measure REC-6 would be required:

- **REC-6: Modify Alternative 1 Site Plan to Avoid Trail Impacts.** During building permit review and prior to design approval, the Applicant should provide a site plan that locates the rail line so it does not block or close any trails/trail heads in the vicinity. This includes mitigation meant to limit exposing recreationalists to unsafe environments, dust, and noise that can be associated with rail activity. Any construction over the existing trail or trail connections need to provide a re-route to preserve public access during construction. The Applicant and permitting agency (Pierce County) should consult with and receive concurrence from the city of Puyallup Development and Permitting Services and Parks Departments on the assessment during permit review by Pierce County. This mitigation measure is consistent with Pierce County Comprehensive Plan Policy LU-47.8 and Pierce County Comprehensive Plan and PROS Plan Policies PR 1.3 and PR 5.6, as well as City of Puyallup Comprehensive Plan Policy CC-1.3, Policy CC-2.2, and Goal CC-3.

Operations Impacts

Mitigated Significant Impact. The recreation impacts associated with Alternative 1 would be the same as those described for the proposed Project. Alternative 1 would introduce structures and associated truck activity that would interfere with the intended uses of surrounding recreation opportunities in the area. Implementation of mitigation measures REC-1, REC-2, and REC-3 would be required to minimize impacts.

Alternative 1 would add to the recreation impacts by introducing rail activity. The experience of existing recreation users would likely include increased noise from train engines both running and idling and whistles at at-grade crossings. Additionally, recreation users might experience a less safe environment, as the proposed rail would cross within direct proximity of the East Puyallup Trailhead and Trail, the Foothills Trail, and the proposed trail extension from the East Puyallup Trailhead and Trail across 80th Avenue SE. The proposed rail line on the Project site, especially outside of Warehouse C, would conflict with the proposed pedestrian trail. To mitigate for the potential impacts, mitigation measure REC-6 would be required, as outlined under Construction Impacts above.

Alternative 2 – Reduced Intensity Alternative

Alternative 2 considers the potential impacts that would result if the mitigation measures that reduce the site footprint of the facility (AES-2, LU-1, REC-1, and SW-4) as outlined in this Draft EIS for the proposed Project) were adopted by the Applicant. Alternative 2 would implement mitigation identified to remove portions of Building F, and potentially Building G, from the park view corridor, provide east-west connectivity to the proposed trail on the Project site, establishes that the alternative alignment for the proposed trail along the shoreline would be implemented and provides for a consolidated north-south trail on the Van Lierop Park site. Alternative 2 would still require Project implementation mitigation measures to reduce recreation impacts.

Construction Impacts

Mitigated Significant Impact. The recreation-related construction impacts associated with Alternative 2 would be similar to those described for the proposed Project but would have a reduced footprint, so construction would be at a smaller scale. However, construction equipment could still interfere with the existing uses of surrounding recreation sites and opportunities, including Puyallup Riverwalk Trail, the Foothills Trail Trailhead, and Van Lierop Park's view corridor of Mount Rainier. Construction of the Project would create a change to the natural environment, the built environment, and the recreational use and quality within those environments in the Project site. To mitigate for the potential impacts, mitigation measures REC-2 and REC-3 would be required.

Operations Impacts

Mitigated Significant Impact. During operations, Alternative 2 would still interfere with the intended uses of surrounding recreation, including the Puyallup Riverwalk Trail or the Foothills Trail Trailhead, as operations would bring increased truck and other vehicular traffic to the area and compromise the user's experience (Pierce County Comprehensive Plan, Goal PR-21 and Policy CC-1.3). The reduced building footprints of Buildings A, C, and E and the addition of trail and building buffers would allow the trail location to be visually screened from the industrial uses under scenario 2, but the recreational use would still conflict with the character of the industrial warehouse development. However, under Scenario 2, the proposed on-site trail would shift to a shoreline alignment (starting east of Building E, due north), lessening impacts to future recreationalists and separating incompatible uses. Scenario 2 would also reduce building footprints of Buildings F and G by removing the portions of each building blockage of Mount Rainier from Van Lierop Park in accordance with REC-1, thereby lessening impacts to the park and recreational resources. The location of the proposed trail as shown on the proposed Project site plan would not connect to Van Lierop Park and would place the proposed development in a

manner that would have substantial impacts on a community-wide park resource. Under Scenario 2, the trail would be moved from the proposed location parallel to Building G (east of Building G) and consolidated with built and future planned extension of the trail on the eastern side of Van Lierop Park. Scenario 2 would also require that the site plan be separated by the east-west trail corridor so no vehicular crossing of the trail would occur. Additional pedestrian improvement to facilitate safe access across 80th Street/8th Avenue Southeast would also need to occur under Scenario 2.

Impacts would be minimized with the implementation of mitigation measures REC-2 and REC-3.