Sumner Station Access Improvements Project

SEPA Environmental Checklist

March 2016

Prepared for:

SOUNDTRANSIT

401 South Jackson Street

Seattle, Washington 98104

U.S. Department of Transportation
Federal Transit Administration

Prepared by:

Parametrix

719 Second Avenue, Suite 200

Seattle, Washington 98104

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF ATTACHMENTS

ENVIRONMENTAL EVALUATION

A. BACKGROUND

1. Name of proposed project, if applicable:

Sumner Station Access Improvements Project

2. Name of applicant:

Sound Transit is the project proponent and SEPA lead agency

3. Address and phone number of applicant and contact person:

Elma Borbe, Environmental Planner
401 S Jackson Street, Seattle, WA 98104
Phone: 206-398-5445

4. Date checklist prepared:

March 31, 2016

5. Agency requesting checklist:

Sound Transit

6. Proposed timing or schedule (including phasing, if applicable):

2016-2018: Final design, right-of-way/property acquisition, and permitting

2019-2021: Project construction

All improvements are expected to be completed by 2021.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

No.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

Technical reports addressing various environmental elements of the proposal are included in this Checklist, as referenced.

Tacoma to Seattle Commuter Rail Environmental Assessment (June 1998).

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

None known.

10. List any government approvals or permits that will be needed for your proposal, if known.

City of Sumner: Conditional Use Permit; Demolition Permit; Right of Way Permit; Clear, Fill and Grade Permit; Utility Permit; Site Development Permit; Building Permit; Code Text Amendment; Stormwater Site Plan; Temporary Erosion and Sediment Control Plan

WA Department of Ecology: NPDES Construction Stormwater General Permit

Federal Transit Administration: Documented Categorical Exclusion; Endangered Species Act and Essential Fish Habitat; National Historic Preservation Act Section 106 (with concurrence from Washington State Historic Preservation Officer [SHPO])

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

Purpose and Need

The purpose of the Sumner Station Improvements Project is to improve access to the existing Sumner Sounder Station for pedestrians, bicyclists, and drivers. The existing parking at the Sumner Station is usually full early in the morning and commuters heading to and from Sumner Station experience congestion. Access improvements are needed to support current and future parking and non-motorized needs at the Sumner Station.

Approximately 1,000 people ride a Sounder train or ST Express bus from the station every day. Over 40 percent of Sounder riders drive and park at the station or use nearby on-street parking. Another 25 percent use local bus services to access the Sumner Station. The remaining Sounder riders (35 percent) access the station via kiss-and-ride services or non-motorized modes of transportation. Many of these riders find it difficult to access the station because parking is full by the second morning train before 6 am. Traffic congestion already creates delays at intersections around the station, similarly affecting both drivers and buses.

Sound Transit is expanding its South Line Sounder rail service, which is planned to include three new round trip trains by 2017 for a total of 13 daily round trips. Sound Transit is also forecasting ridership to increase to 1,500 riders in Sumner by 2035. Additional parking capacity and congestion management is needed to meet this growing ridership demand. Similarly, additional bicycle and pedestrian amenities will improve non-motorized access to the station.

Project Description

The project would be located primarily on the existing Sumner Station surface parking lot at 810 Maple Street, Sumner, WA. The project includes building a structured parking garage at the station, mostly on the existing main surface parking lot (the garage would also be on private property currently used by a day care), while retaining some existing surface parking at the

station surface lot. The proposed project includes a new five-level, approximately 623-space parking garage located on part of the existing main parking lot. The proposed project would retain 234 existing station surface parking spaces; these spaces would be located in the main lot south of Maple Street (116 spaces), the surface lot north of Maple Street (68 spaces), and the Red Apple South Lot (50 spaces). On completion of the project, the total number of parking spaces would be 857. This would be an increase of 505 parking spaces over the existing number of 352.

A traffic turn movement restriction at Thompson St and Station Lane is also in the project. Access to the parking garage is from Harrison Street and Station Lane. The project also includes access and non-motorized improvements, such as driveway replacements, sidewalks, bicycle storage in the parking garage, curb ramps, pedestrian signal, and an optional pedestrian bridge. Figure 1 shows these improvements.

The proposed parking garage would be the tallest structure of the project, and it would be approximately 50 feet tall. The parking garage would be a concrete structure with exterior architectural features. Landscaping, including trees, would be incorporated into the site design. The landscaping would be consistent with the design goals of providing an aesthetically pleasing, functional building that works within the context of its surroundings.

The project would include stormwater runoff control and treatment. The final control method would be determined during final design of the project. Sound Transit also would provide water quality treatment for pollution-generating impervious surface. Because the parking facility would be in an urban area, a treatment technology with a small footprint would be used, such as linear modular wetlands or Filterra Biofiltration Units (which are like bioretention areas), as part of the on-site landscaping.

The project is anticipated to acquire four City-owned parcels and two City right-of-way properties. Temporary construction easements will be needed for one or more properties.

The project would also acquire a one-story masonry structure that is 1,700 square feet in size. A day care business currently uses this structure. This structure would be demolished. The project would remove a natural gas line on the daycare property.

The current use of all the parcels that comprise the proposed project site is parking for the Sumner Station, except the one parcel containing the daycare.

Current and forecasted congestion in the vicinity of the Sumner Station Access Improvements project along Traffic Avenue and Thompson Street are attributed to existing limitations at the SR 410/Traffic Avenue interchange. Implementation of the project would be sequenced in conjunction with the funding, design, and construction of the SR 410/Traffic Avenue improvements, in coordination with, and as agreed to by, the City of Sumner. To support the City's SR 410/Traffic Avenue project and Sound Transit's parking garage, Sound Transit would participate in the City of Sumner's SR 410/Traffic Avenue partnering group with the Cities of Sumner and Puyallup and WSDOT. Any opening of the parking garage in advance of the completed SR 410/Traffic Avenue project would be in coordination with, and as agreed to by, the City of Sumner.

Construction Approach

The construction of the garage would begin with clearing and preparing of the site. This would include removal of structures, pavement, and landscaping. Utility relocations would also be required during this phase. The existing underground utilities within the footprint of the garage would be relocated to new underground locations that avoid the garage foundations. The final stage of site preparation includes excavation to get the site to an elevation that is a few feet below the finished grade of the first floor of the garage. This stage of construction is primarily completed using excavators as well as dump trucks for removal of materials. The second phase of construction is the installation of foundations. Because of the soft soils at the project site, deep pile foundations are the most likely foundation type. There are two types of piles for this foundation type: drilled shafts and driven piles. The pile type used would not be determined until final design.

Next, assuming a cast-in-place concrete construction method, the aboveground structure would be completed with reinforced concrete starting with the ground floor and working towards the top. Large cranes would be used to move materials. Materials would be delivered to the site by trucks.

After the concrete is placed, finishes can be installed. This would include interior garage finishes, such as the electrical and mechanical systems, and architectural elements. The exterior facades would provide an aesthetic finish and could be masonry, metal, or other architectural materials. The final site grading, landscaping, and paving also would be completed.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

Address: 810 Maple Street, Sumner, WA 98390
Section/Township/Range: S48 T20N R4E

The proposed project is located on the existing Sumner Station main parking lot and a parcel of private property (currently a daycare business) between Academy Street and Harrison Street. Sounder patrons would access the Sumner Station parking garage via Station Lane and Harrison Street. The garage would be adjacent to the platform for the northbound train, and people would access the platform via sidewalks. For a southbound train, a person would walk north to Maple Street, turn left and walk across the tracks at the crossing.

See Figure 2 for the project site plan and Figure 3 for the vicinity map.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

The site is flat and developed with a building. About half of the area is paved.

b. What is the steepest slope on the site (approximate percent slope)?

5 percent

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

Alluvial soils, consisting of very soft to stiff silts and loose to medium dense silty sands.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

The soils in the project area have a high potential for liquefaction during seismic events. The specific areas of development are very flat and would not have a landslide potential.

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

Fill materials would be used to create foundations for roads, sidewalks, and garages. Source of fill is unknown at this time. Excavation would be required to remove soils to prepare for the foundation materials. The top 2 feet of soil would be disturbed over the entire footprint of the proposed parking garage and optional pedestrian bridge footings.

Total affected area would be about 3.0 acres, which includes all the proposed project improvements. Amount of excavation material would be about 16,600 cubic yards. Amount of fill material would be about 4,100 cubic yards.

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Erosion could occur during site clearing and demolition, and during construction when excavation is underway.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

The construction area, which would have new and replaced surfaces, is about 2.5 acres. Currently, the site has approximately 2.0 acres of impervious surface (80 percent of the site), and the project would convert approximately 0.2 acre from pervious to impervious. After project completion, there would be approximately 2.2 acres of impervious surface.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Sound Transit would implement construction best management practices (BMPs) as required by regulatory agencies to eliminate or reduce erosion from the site, including a Stormwater Pollution Prevention Plan. The erosion control measures would be adjusted to fit construction and seasonal conditions.

During operation of the project, the majority of the site would be paved and the remainder landscaped with plants and/or grass so that erosion would not be a concern.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Construction-related emissions would occur. Heavy trucks and construction equipment powered by gasoline and diesel engines would generate emissions. These emissions would include particulates and nitrogen oxides. Other sources of emissions during construction would be from worker commute trips to the project site. Fugitive particulate matter would occur during clearing, grading, and garage construction. Emissions during operation would come from trips by Sounder train riders to and from the station parking garage and surface lot.

The project site is located in an EPA-designated maintenance area for carbon monoxide (CO) and ozone (O_3). The proposed project is included in the 2015-2018 Regional Transportation Improvement Program (TIP) prepared by the Puget Sound Regional Council (PSRC). The project is listed as Project ID: RTA-89. The TIP conforms with the State Implementation Plan for air quality.

In the case of projects affecting traffic, the air pollutant of main concern is CO. For intersections with level-of-service (LOS) of "C" or better, the EPA has determined that there would not be an exceedance of the National Ambient Air Quality Standards CO criteria; therefore, those intersections meet the air quality conformity requirements. For this project, all intersections would have an LOS of "C" or better, or have improved operations and reduced congestion, thereby improving overall air quality, except for the intersection of Traffic Avenue/Fryar Avenue and Bridge Street/Main Street. This intersection is predicted to operate at LOS E with the SR 410 improvements; however, this would be a notable improvement in congestion compared to the forecasted LOS F no build condition.

The project would provide a total of 505 additional parking spaces to the existing 234 surface parking spaces. Based on the number of parking spaces, and the fact that patrons using the station would access high-capacity transit instead of potentially commuting by private vehicle, the total greenhouse gases (GHGs) from this station improvement would be well below the 10,000 metric ton recommended limit for a qualitative GHG analysis. Therefore, no further review or evaluation of GHGs was conducted for this project and no GHG impacts are predicted.

The project would not affect the overall air quality in the station area; moreover, the overall air quality in the area would continue to improve in the future due to improvements in automobile engine technology and the effectiveness of the EPA air quality programs. Additionally, the project would improve access to transit, which would result in the decrease in vehicle miles traveled in the area due to more people using the Sounder train. The project is not predicted to cause any new air quality impacts or worsen the severity of any existing air impact and, therefore, is in conformance with the Puget Sound Clean Air Agency (PSCAA) maintenance program.

See the Air Quality Evaluation for more details on these conclusions.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

There are no known off-site sources of emissions or odor that may affect the proposed project.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

PSCAA is responsible for enforcing air quality regulations in the Puget Sound region, and they have developed fugitive dust regulations contained in Section 9.15 of Regulation 1. The project shall utilize best available control measures, including some of the following:

- Suppress dust on the construction site with water sprays.
- Prevent dust emissions during transport of fill material or topsoil by covering load, by wetting down, or by ensuring adequate freeboard on trucks.
- Prompt cleanup of spills from transported material on public roads by frequent use of a street sweeper machine.
- Schedule work tasks to minimize disruption of the existing vehicle traffic on streets in the vicinity of the proposed project.
- Maintain all construction machinery engines in good mechanical condition to minimize exhaust emissions.

The air quality impacts of the construction phase are not expected to present serious health hazards. The contractors would minimize the idling of diesel engines and ensure that the heavy equipment and trucks used in this project are in good repair.

Some of the measures that are typically considered for mitigating construction impacts, such as wheel washers for trucks exiting the construction site, wind fencing to prevent dust transport, and phased development were examined and found not applicable for this project due to the relatively small amount of earth-moving involved. There would be no adverse impacts during project operations; therefore, mitigation is not proposed.

3. Water

a. Surface Water:

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

There is no surface water body on or in the immediate vicinity of the site.

The project is located in one of Washington State's coastal zone counties, but is not within an area designated as shorelines of the state.

The project would not cross or have the potential to impact a navigable waterway.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

The project would not require work over, in, or adjacent to a water body.

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

No fill or dredge material would be placed in or removed from surface water or wetlands with this project.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

The project would not require surface water withdrawals or diversions.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

The project does not lie within a 100-year floodplain, nor does it lie within a 500-year floodplain.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

The project would not involve any discharge of waste materials to surface waters.

b. Ground Water:

1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

Groundwater would not be withdrawn from a well for any purpose.

2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals…; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

The project would not include the discharge of waste material into the ground from any source.

c. Water runoff (including stormwater):

1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

The sources of stormwater runoff would be impervious surfaces associated with the parking garage, surface parking lot, and associated sidewalks. The project would provide stormwater runoff control and treatment. The final control method would be determined during final design of the project; however, Sound Transit is considering three options for stormwater management for the project. They are:

(1) Treated stormwater from the project area would discharge into a planned conveyance system owned by the City of Sumner, which would connect directly to the White/Stuck River or Puyallup River. Because project-related runoff would discharge directly to a major receiving water body through a manmade conveyance system, it would be exempt from flow control requirements. The proposed project would result in an increased flow to the City-owned conveyance system of 0.15 cubic feet per second during a 100-year event. This is the preferred method.

(2) The feasibility of an underground infiltration system option would be investigated if the City's storm improvements cannot be constructed before the proposed Sumner Sounder Station parking improvements are built.

(3) The third option is to install an underground detention system. This option would be considered if underground infiltration is not possible due to poor infiltration capacity of the native soils.

In addition, Sound Transit would provide water quality treatment for pollution-generating impervious surface. Because the parking facility would be in an urban area, a treatment technology with a small footprint would be used, such as linear modular wetlands or Filterra Biofiltration Units (which are like bioretention areas), as part of the on-site landscaping.

2) Could waste materials enter ground or surface waters? If so, generally describe.

It is unlikely that there would be any waste materials associated with the project entering ground or surface waters. All runoff from impervious surfaces would be collected and treated in accordance with City of Sumner requirements for water quality.

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No, the proposal does not alter or affect drainage patterns in the vicinity of the site.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

The project would control stormwater flow and provide treatment as required by the City of Sumner. Therefore, there would not be impacts caused by runoff water from the project site. There are no existing surface waters on the project site; therefore, none would be impacted. As a result, no measures to reduce or control impacts to surface water are proposed.

The project would not impact groundwater; therefore, no measures to reduce or control impacts are proposed.

During construction, erosion and sediment control measures would be established on the site. They could include silt fencing around the perimeter of the site, and temporary stormwater ponds or treatment systems for disposal of stormwater runoff.

4. Plants

a. Check the types of vegetation found on the site:

__X__ **deciduous tree: alder, maple, aspen, other**

____ **evergreen tree: fir, cedar, pine, other**

__X__ **shrubs**

__X__ **grass**

____ **pasture**

____ **crop or grain**

____ **Orchards, vineyards or other permanent crops.**

____ **wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other**

____ **water plants: water lily, eelgrass, milfoil, other**

____ **other types of vegetation**

The project area is located in a heavily developed urban area, most of which currently consists of impervious surfaces. The project footprint is on an existing parking lot with planter strip landscaping containing trees and a developed parcel with a building.

b. What kind and amount of vegetation will be removed or altered?

Low-growing vegetation, such as lawn and patches of weedy vegetation, are present in the areas that are not covered in impervious surface. Approximately 0.2 acre of pervious surface, including vegetated areas, would be removed. On completion of the project, there would be less pervious surface, but the project design would include areas landscaped areas with vegetation.

c. List threatened and endangered species known to be on or near the site.

There are no known threatened or endangered plant species on or near the site.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Sound Transit would provide landscaping with trees, shrubs, and groundcover as part of this project. The project would comply with the requirements of the Sound Transit Design Criteria Manual.

e. List all noxious weeds and invasive species known to be on or near the site.

No noxious weeds or invasive species are known to be on or near the project site.

5. Animals

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include:

birds: hawk, heron, eagle, songbirds, other:
mammals: deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other _____

The project site is in an urban setting; therefore, the presence of songbirds passing through and other urban wildlife is likely (but not observed during the site visit).

b. List any threatened and endangered species known to be on or near the site.

An Environmental Species Act checklist is included as an attachment to this document. Based on this checklist, the project area does not include any aquatic habitat; therefore, no Endangered Species Act (ESA)-listed species or critical habitat under National Marine Fisheries Service (NMFS) jurisdiction are present. The project area is within the White River drainage basin, which supports populations of the following ESA-listed species under NMFS jurisdiction:

- Puget Sound Chinook salmon (*Oncorhynchus tshawytscha*) (Threatened)
- Puget Sound steelhead (*Oncorhynchus mykiss*) (Threatened)

In addition, the White River has been designated as critical habitat for Puget Sound Chinook salmon and proposed as critical habitat for Puget Sound steelhead.

The U.S. Fish and Wildlife Service (USFWS) list of trust resources potentially present in the project area includes 11 ESA-listed species (see below). No suitable habitat for any of these species is present in the project area, and no observations of any of these species have been reported within 1 mile. No critical habitat for ESA-listed species under USFWS jurisdiction has been proposed or designated within the project area, although the White River has been designated as critical habitat for bull trout.

Endangered: Gray wolf (*Canis lupus*); Marsh Sandwort (*Arenaria paludicola*)

Threatened: Marbled Murrelet (*Brachyramphus marmoratus*); Yellow-billed Cuckoo (*Coccyzus americanus*); Streaked Horned Lark (*Eremophila alpestris strigata*); Bull Trout (*Salvelinus confluentus*); Oregon spotted frog (*Rana pretiosa*); Canada Lynx (*Lynx canadensis*); Grizzly Bear (*Ursus arctos horribilis*); Roy Prairie pocket gopher (*Thomomys mazama glacialis*); Golden paintbrush (*Castilleja levisecta*); Water Howellia (*Howellia aquatilis*)

Based on the ESA Checklist, it is recommended that the project would have no effect on ESA-listed species.

c. Is the site part of a migration route? If so, explain.

The project site is located within the Pacific Flyway, a major north-south flyway for migratory birds in America extending from Alaska to Patagonia. Thus, the Migratory Bird Act is relevant for this project. This project would not impact migratory birds.

d. Proposed measures to preserve or enhance wildlife, if any:

The project would include landscaping elements, which would replace some of the lost vegetation. However, no high-quality terrestrial habitat would be disturbed by project construction.

e. List any invasive animal species known to be on or near the site.

There are no known invasive animal species on or near the site.

6. Energy and natural resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Electricity would be used for the project's energy needs. It would be used primarily for lighting, ventilation, signals/signage, and elevator operation.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

The parking garage would cast a shadow on adjacent properties as the sun moves across the sky. The location of the parking garage, which would be the tallest component of the project at about 4.5 stories (about 50 feet) tall is surrounded by a residential area to the south, train tracks to the north and west, and an apartment building to the west. The duration of the shading may affect the potential use of solar energy by adjacent properties.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:

Sound Transit has a robust Sustainability Program that supports the agency's commitment to sustainable practices, including energy use reduction. Many of the measures in the agency's Design Criteria Manual include sustainable practices and are required elements for all projects, and would be incorporated into the design of this project. Applicable energy conservation measures that are required for the project include photocell controls for separate areas of the facility that have different lighting; controls to minimize energy use of lights, escalators, elevators, signs, and other equipment wherever feasible; and low impact development methods for stormwater. Applicable energy conservation measures that could be incorporated into the design upon evaluation include use of LED lights in areas requiring 24-hour lighting, reuse of stormwater, and use of recycled or non-potable water in construction.

7. Environmental health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.

1) Describe any known or possible contamination at the site from present or past uses.

Sound Transit performed a review to determine the presence of potential contaminants on the properties it proposes to purchase, or for which Sound Transit needs a permanent easement, for this project; see the Hazardous Materials Desktop Review for the complete summary of findings. The reviews included conducting a search for listed contaminated sites at or adjacent to the selected parcels using data provided by Environmental Data Resources (EDR), a nationally recognized provider of information used in environmental due diligence, and from information available from the Washington State Department of Ecology (Ecology). Recent photographs of each parcel were reviewed from various online sources to assess current aboveground conditions and site activities.

A summary of the findings for potential contamination at each parcel is listed below; see Figure 1 in the Hazardous Materials Desktop Review for a map of the parcels:

- Parcels 1, 2, and 3, City property, City right-of-way, and City Property: These parcels were a former location of a City of Sumner maintenance facility, and are collectively listed by Ecology and assigned Facility Site ID #46951655. The site was entered in Ecology's Voluntary Cleanup Program (VCP) and a UST removal and soil cleanup was performed in 2001 that included the southwest corner of Parcel 3 and the south portion of Parcel 2. A supplemental soil cleanup was performed in 2001 in the east-central portion of Parcel 3. The site was removed from the VCP in 2014. The likelihood of environmental impacts remaining at Parcels 1, 2, and 3 is low. Localized areas of residual petroleum concentrations may be present in soil at concentrations below Model Toxics Control Act (MTCA) cleanup levels.
- Parcel 4, City right-of-way: An EDR search did not find any database information on this parcel. Ecology did not have a status assigned to the address. Despite its proximity to the adjacent location of the former City of Sumner maintenance facility (see Parcels 1, 2, and 3 above), the likelihood of contaminants being present in soil and groundwater (at concentrations exceeding Ecology cleanup levels) at Parcel 4 is low.
- Parcel 5, City property: This parcel was not listed in any of the EDR databases and environmental information was not found during a search of Ecology databases. Adjacent properties were also not listed. Based on this information, the potential for contaminants being present in soil and groundwater (at concentrations exceeding Ecology cleanup levels) is low.
- Parcel 6, Daycare: This parcel was not listed in any of the EDR databases and environmental information was not found during a search of Ecology databases. Adjacent properties were also not listed. Based on this information, the potential for contaminants being present in soil and groundwater (at concentrations exceeding Ecology cleanup levels) is low.
- Parcel 7, City property: This parcel was not listed in any of the EDR databases and environmental information was not found during a search of Ecology databases. The only adjacent parcel listed is the Sunset Chevrolet car dealership located to the west across Traffic Avenue. This site, however, was entered in the VCP and cleanup activities performed from 2011 to 2014. Ecology assigned a No Further Action (NFA) status to the site in 2014. The likelihood of the Sunset Chevrolet site having environmental impacts on Parcel 7 is low.

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

The project would include removal of a natural gas line and structure within the project footprint.

3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

During construction, fuel for various equipment would likely be stored on the site. This would include diesel, gasoline, and propane. Other construction-related materials would likely include solvents, adhesives, and other flammable materials. During operation, automobiles, which use gasoline and oil, would use the parking garage and surface parking lot.

4) Describe special emergency services that might be required.

No special emergency services are expected to be required during construction or operation of the project.

5) Proposed measures to reduce or control environmental health hazards, if any:

All potentially hazardous materials used during construction would be handled and stored in accordance with state and federal hazardous materials handling requirements. If contaminated soil or groundwater are encountered during construction, a formal plan would be developed consistent with state and federal regulations for their removal and treatment or disposal. Also, if contaminants are encountered, measures would be implemented to minimize exposure to people in accordance with applicable regulations.

By handling all potentially hazardous materials in accordance with all state and federal requirements, there would be no negative adverse impacts related to hazardous materials.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

No sources of noise exist in the area that would affect the project.

2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.

Sound Transit performed a noise analysis under the FTA and City of Sumner noise impact criteria for this project. The Noise Technical Analysis is an attachment to this document. The results of this analysis are summarized in this section.

During construction, the project would create noise from heavy equipment, clearing, building demolition, and garage construction. Construction equipment at the site could include cement mixers, concrete pumps, cranes, haul trucks, loaders, pavers, and soil compactors. The loudest activities would include demolition, base preparation, and construction of structures. Noise levels for these activities can be expected to range from 70 to 92 dBA at 50 feet from the activities. These noise levels, although temporary, can be annoying, and would only occur at the closest residences. Most residences are located more than 50 feet from the site and are shielded from the parking garage by existing buildings.

Based on the most recent geotechnical information, the site also may require additional foundation support, which could require the installation of supporting piles. The piles may be drilled shafts or driven with vibratory or impact hammers. Maximum noise levels of 96 dBA at 50 feet can be expected from vibratory hammers, with impact hammers producing up to 101 to 105 dBA at 50 feet. Daytime construction noise activities would be exempt from the City of Sumner noise ordinance.

During operation, there would be no noise impacts identified under FTA noise impact criteria. The noise evaluation identified 10 multi-family units at two buildings where noise levels did not meet the City of Sumner noise ordinance criteria. Noise mitigation was considered and found not to be necessary because the existing noise levels are higher than the predicted noise from the parking garage, and the parking garage would not increase the noise levels at any of the sites by an amount that would be noticeable to an average person. Noise from parking garage operations are also not predicted to increase the interior noise levels at these 10 units, which are predicted to be well below the interior noise guidelines from the US Department of Housing and Urban Development.

There are no operational vibration criteria applicable to this project.

During construction, vibration is associated with the general construction activities would be caused by excavation equipment, bulldozers, pile driving, and soil compactors. As described above, construction activities, such as pile driving and soil compacting, may cause high levels of vibration that could be noticeable at nearby structures.

3) Proposed measures to reduce or control noise impacts, if any:

During operations, there are no noise impacts under either the FTA or the City's noise criteria; therefore, no mitigation is proposed.

During construction, the project would create noise from heavy equipment, clearing, building demolition, and garage construction, as described in Section B.2. The following are typical mitigation measures that could be applied to project construction activities, and contractors would be required to meet the criteria in the Sumner noise ordinance for nighttime construction:

- Use smart backup alarms during nighttime work that automatically adjust or lower the alarm level or tone based on the background noise level, or switch off backup alarms and replace with spotters.
- Use low-noise emission equipment.
- Conduct monitoring and maintenance of equipment to meet noise limits.
- Use acoustic enclosures, shields, or shrouds for equipment and facilities.
- Minimize the use of generators or use whisper quiet generators to power equipment.
- Implement noise-deadening measures for truck loading and operations.
- Prohibit aboveground jack-hammering and impact pile driving during nighttime hours.
- Limit use of public address systems.
- Limit or avoid certain noisy activities during nighttime hours.

If construction activities were to be performed during the nighttime hours of 6:00 pm to 7:00 am, the contractor would be required to either meet the noise-level requirements or obtain a noise variance from the City of Sumner.

8. Land and shoreline use

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

Sound Transit would acquire five properties; See Figure 4 for the location of these properties. One property is privately owned (#6), four owned by the City (#1, #3, #5, and #7), and two parcels of City right-of-way (#2 and #4).

The current use of all but one parcel of the proposed project site is parking for the Sumner Station, which is all City-owned property, and City right-of-way. One parcel that is not City-owned is used for a daycare business.

The project would affect the current land use of the daycare property. That property would go from a business to a transportation use. However, the current land use of the majority of the project site would stay the same: Sounder-related parking.

The project would not affect the land uses of adjacent properties. The project site is surrounded by train tracks to the north and west, a residential area to the south across Harrison Street, and a residential area to the east. These uses are currently adjacent to the Sounder parking use proposed for this project.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

The project site has not been used as working farmlands or working forest lands.

1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

The project would not affect any working farm or forest lands.

c. Describe any structures on the site.

The project site currently contains a one-story masonry structure (1,700 square feet). This is building is currently used by a daycare business.

d. Will any structures be demolished? If so, what?

The structure listed in 8c above would be demolished.

e. What is the current zoning classification of the site?

The zoning of the parcels that comprise the project site is mostly Medium Density Residential with a small part of Central Business District.

f. What is the current comprehensive plan designation of the site?

The City of Sumner's Comprehensive Plan Map has the site designated as Public-Private Utilities & Facilities, and Medium Density Residential (daycare property).

g. If applicable, what is the current shoreline master program designation of the site?

The project site is outside of the shoreline master program.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

The site is not classified as a critical area by either the City of Sumner or Pierce County.

i. Approximately how many people would reside or work in the completed project?

No one would reside or work in the completed project.

j. Approximately how many people would the completed project displace?

The completed project would displace the daycare. The daycare's maximum capacity is 35 children. The number of adults employed at this business is unknown, but it is estimated at 3-4 people.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Sound Transit would compensate affected property owners according to the provisions specified in Sound Transit's adopted Real Estate Property Acquisition and Relocation Policy, Procedures, and Guidelines (Resolution #R98-20-1) as summarized above. Sound Transit would comply with provisions of the federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Code of Federal Regulations [CFR] Title 49, Part 24), as amended (49 CFR, Part 24), and the state of Washington's relocation and property acquisition regulations (WAC 468-100 and RCW 8.26). Benefits would vary depending on the level of impact, available relocation options, and other factors. No additional mitigation would be necessary.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The project is consistent with the City of Sumner's land use plan.

m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

There are no nearby commercially significant agricultural or forested lands.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

This project would not provide any housing units.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

No housing units would be eliminated.

c. Proposed measures to reduce or control housing impacts, if any:

This project would not result in any housing impacts; therefore, no measures to reduce or control impacts are proposed.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

The proposed parking garage would be the tallest structure, and would be approximately 50 feet tall. The parking garage would be a concrete structure with exterior architectural features. The exterior architectural features would be determined during final design, and would be consistent with the City of Sumner's Design and Development Guidelines.

b. What views in the immediate vicinity would be altered or obstructed?

Foreground views from residential and commercial areas as well as views available to travelers would be altered by the new parking garage and optional pedestrian bridge. The visual quality impacts associated with this project would result from the appearance of the parking garage to neighboring viewers. The project's visual character would contrast primarily with the existing predominantly residential area to the south and east. To address this potential impact the new parking garage design would reflect the overall character of the adjacent Sounder commuter rail station, and would be compatible with the surrounding neighborhood. With the proposed landscaping and contextual façade design the project would have a moderate visual quality impact to this area. The garage would be consistent with the City's design standards.

For commercial areas to the north, the proposal would be generally consistent with the existing cultural environment of the rail corridor and the commercial core of the community, but larger in scale, resulting in a moderate to low impact. Visual impacts on commercial and residential areas to the west of the BNSF tracks would be low. The major feature of views to the east during clear weather would continue to be the distant view of Mount Rainier, which dominates views in Sumner. This view would not be altered or obstructed and would continue to be the most vivid and memorable element of the landscape.

In the future, with zoning around the project area that allows for higher intensity mixed use development (as anticipated for in Sumner's Comprehensive Plan), surrounding buildings would likely be similar in scale with the proposed parking garage, so the garage would be more compatible with the visual character of the neighborhood.

Sound Transit would shield light sources used in nighttime construction to reduce the lighting impacts. Sound Transit would place construction screens or barriers to limit the visibility of work areas, where practical.

See the Visual Quality Assessment for more information about how this project might affect aesthetics in the study area.

c. Proposed measures to reduce or control aesthetic impacts, if any:

The project would be consistent with the City of Sumner's Design and Development Guidelines for the parking garage. Landscaping, including trees, would be incorporated into the site design.

11. Light and glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

There would be exterior lighting provided by the project for pedestrians and safety along sidewalks or walkways adjacent to the garage. This lighting would be detectable primarily during nighttime hours. The project is not anticipated to produce glare that would affect adjacent properties.

The project is within an urban setting with existing street lights located along the area roadways. The new garage would require lighting, but would not result in a new source of substantial light or glare. Any garage lighting would be directed downward.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

Exterior lighting on the building, public spaces, and parking areas would be shielded and directed downward to minimize illuminating off-site areas. The new building would not create glare that could be a safety hazard or interfere with views.

c. What existing off-site sources of light or glare may affect your proposal?

There are no existing off-site sources of light or glare that may affect the project.

d. Proposed measures to reduce or control light and glare impacts, if any:

No light or glare impacts are expected; therefore, no measures to reduce or control impacts are proposed.

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity?

There are no recreational opportunities in the immediate vicinity of the project.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No recreational uses or opportunities would be displaced by the project.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

The project would not impact recreation or recreation opportunities; therefore, no measures to reduce or control impacts are proposed.

Section 4(f) Evaluation

There are no properties protected by Section 4(f) regulations directly impacted by the project or in the immediate vicinity.

Section 6(f)

There are no Section 6(f) funded facilities that would be impacted by the project.

13. Historic and cultural preservation

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe.

Sound Transit surveyed the project's Area of Potential Effect (APE) for buildings, structures, and sites over 45 years old listed in or eligible for listing in national, state, or local preservation registers.

The consultant conducted a reconnaissance-level cultural resources inventory and evaluation of historic era resources within one tax parcel of the proposed garage and pedestrian overpasses. The consultant identified 13 buildings, structures, and/or objects within the APE that were constructed during the historic era and had not yet been evaluated by the State Historic Preservation Office (SHPO) at the Washington Department of Archaeology and Historic Preservation (DAHP) for eligibility to the National Register of Historic Places (NRHP). As part of the study, the consultant completed historic property inventory forms (HPIs) for each resource in the Washington Information System for Architectural and Archaeological Records Data (WISAARD), as per DAHP guidelines. The Cultural Resources Technical Report prepared for this project is an attachment to this document.

The following summarizes FTA's consultation with DAHP:

- May 4, 2015: DAHP concurred with FTA's proposed definition of the Area of Potential Effect.
- May 14, 2015: DAHP concurred with FTA's determination that the child care center is "not eligible for listing in the NRHP."
- December 3, 2015: DAHP concurred with FTA's determination that BNSF resources are non-contributing elements to a possible larger NRHP-eligible resource.
- March 1, 2016: DAHP concurred with FTA's determination that there are no historic properties affected in the NRHP.

The following summarizes FTA's consultation with tribes:

- May 19, 2015: FTA initiates Section 106 consultation with Tribes.
- February 9, 2016: FTA notifies tribes of its "no historic properties affected" determination.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

There are no landmarks, features, or other visible evidence of Indian or historic use or occupation. However, the project area is located in the vicinity of the Puyallup and White/Stuck rivers and locations of ethnographic places and other landmarks indicate long-term settlement at the confluence of these two rivers. This is a prime location for human settlement because it affords access to travel routes and an abundance of marine and riverine resources. Use of the region for travel and/or settlement during the prehistoric and ethnographic periods is likely. Also, the Sumner Station project area is located in the oldest portions of Sumner. The potential for encountering historic period sites and artifacts is high. This area has a long history of settlement by Euroamericans, which began in the 1890s for agricultural, residential, and commercial purposes.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

The Federal Transit Administration (FTA) and Sound Transit conducted a cultural resources evaluation in compliance with Section 106 of the National Historic Preservation Act for this project. For the Section 106 evaluation, Sound Transit conducted background research, architectural field work, and geotechnical borehole monitoring. Sound Transit consulted Washington State Department of Archaeology and Historic Preservation's (DAHP) WISAARD database for cultural resources reports and historic properties listed in or eligible for listing in the NRHP or Washington Historic Register within ¼ mile of the project site. Historic maps (United States Surveyor General's General Land Office maps) were consulted. Sound Transit completed historic property inventory forms (HPIs) for each resource in WISAARD, in accordance with DAHP guidelines. WISAARD was accessed to locate any historic property inventory forms already created for the same parcels.

For archaeological site research, in addition to the WISAARD database, Sound Transit consulted DAHP's predictive model. During the project geotechnical borings, Sound Transit monitored the borings for the presence of any archaeological resources; see Section 13d below.

FTA sought government-to-government consultation with the Puyallup Tribe, Nisqually Tribe, Muckleshoot Indian Tribe, and Confederated Tribes and Bands of the Yakima Nation. Consultation regarding the Sumner Access Improvements project. The Tribes have identified no information regarding Traditional Cultural Places that the project would affect. FTA will continue to consult with tribal governments throughout duration of the Project in accordance with Section 106. The Cultural Resources Technical Report is included as an attachment to this document.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

Geotechnical boring was conducted during preconstruction within the APE. An archaeologist monitored the borings (no archaeological resources were found) and made recommendations based on the results of the testing. The recommendations are:

- An Archaeological Resource Monitoring and Inadvertent Discovery Plan (ARM/IDP) would be developed for the construction phase of the project.
- The protocols and level of monitoring established by the ARM/IDP would be informed as project design for the foundation is developed. Monitoring protocols would include a range of on-site monitoring from daily monitoring, spot checks on a regular basis, to on-call. The level of monitoring would be recommended by the Project Archaeologist and reflect the probability for discovering archaeological materials during construction.

There would be no impacts on known historic properties; therefore, no measures to avoid, minimize, or compensate for loss, changes to, and disturbance are proposed.

14. Transportation

See the Transportation Technical Report for more detail on the transportation analysis.

a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The project area is served by a network of roadways consisting of principal arterials, minor arterials, collector streets, and local streets. The proposed project site is located along Traffic Avenue between the State Route (SR) 410 interchange to the south and Main Street (a minor arterial) to the north, on the east side of the BNSF railroad tracks. Specifically, the proposed project site is located along the BSNF tracks with Maple Street to the north and Harrison Street to the south.

See Figure 1 for the local streets serving the site.

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Sound Transit has bus routes in the area, which serve the Sumner Station. Sound Transit also has commuter rail that serves the Sumner Station.

c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

Currently, there are 352 dedicated parking spaces for the Sumner Sounder station. The project will provide 505 additional parking spaces. This consists of 623 spaces in the new parking garage minus the 118 existing parking spaces that are lost due to the placement of the garage on the existing station main surface lot. There would be 234 existing spaces retained (located in the main station parking lot, the station parking lot north of Maple Street, and the Red Apple lot). On completion of the project, the total number of Sumner Station dedicated parking spaces would be 857.

During construction, the project would remove parking spaces for Sounder riders since the garage would be placed where there is existing surface parking.

d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

In addition to the new parking garage, the project would build other access and non-motorized improvements, such as driveways, sidewalks, bicycle storage at the parking garage, curb ramps, pedestrian signal, and an optional pedestrian bridge. Figure 1 shows these proposed improvements.

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The main BNSF railroad line through the region travels east-west through the study area, paralleling Traffic Avenue. These tracks are used by the Sounder commuter train, passenger trains, and freight trains.

f. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

The project would generate approximately 1,010 vehicle daily trips. The estimated daily trips was conservatively calculated by multiplying the estimated number of new parking spaces added at the station by 2 (one car in and out of the station).

Peak traffic volumes occur between 3:30 pm and 4:30 pm. None of the site-generated trips is forecasted to be trucks.

Sound Transit performed transportation operational modeling (VISSIM) to determine the potential level-of-service (LOS) impacts at nearby intersections. The modeling determined that the project would decrease LOS at some of these intersections below the City's performance threshold, which is LOS D. An LOS below D indicates an impact. The table below shows the existing and future (with and without the project) LOS for the study area intersections.

2035 No Build and Build Alternatives PM Peak Hour LOS

Intersection			2014 Existing		2035 No Build Alternative		2035 Build Alternative	
No.	Name	Intersection Control	LOS	Delay (sec. /vehicle)	LOS	Delay (sec. /vehicle)	LOS	Delay (sec. /vehicle)
1	**Traffic Avenue and SR 410 Eastbound Ramps**	**Signal**	**D**	**45**	**E**	**79**	**F**	**81**
2	**Traffic Avenue and Thompson Street (SR 410 Westbound Ramps)**	**Signal**	**E**	**62**	**E**	**71**	**F**	**84**
3	**Traffic Avenue and State Street**	**Signal**	**D**	**42**	**E**	**61**	**E**	**63**
4	Traffic Avenue and Maple Street	Yield	A	4	A	8	A	6
5	Traffic Avenue/Fryar Avenue and Bridge Street/Main Street	Signal	E	57	F	145	F	152
6	Maple Street and West Station Lot Driveway	TWSC	A	6	A	5	A	8
7	West Station Lot Driveway and Main Street	TWSC	A	11	C	17	C	18
8	**Thompson Street and Station Lane**	**Signal**	**C**	**27**	**D**	**45**	**F**	**99**
9	**Cherry Avenue and Thompson Street**	**TWSC**	**A**	**8**	**B**	**16**	**F**	**63**
10	Cherry Avenue and Park Street	TWSC	A	5	A	5	A	5
11	Cherry Avenue and Harrison Street	TWSC	A	5	A	6	B	23
12	Cherry Avenue and Academy Street	TWSC	A	7	A	7	A	8
13	Narrow Street and Cherry Avenue and Maple Street	TWSC	A	7	A	7	A	7

Note: Cells highlighted in grey and with bold exceed the City's LOS standards. The intersection LOS standard is D, except for the intersection of Traffic Avenue/Fryar Avenue and Bridge Street/Main Street, which is LOS F.

This table is Table 5-1 in the Transportation Technical Report. See that report for figures showing the intersections.

As shown in the table above, three of the study area intersections are forecast to operate below the City's and WSDOT's LOS performance thresholds in 2035 for the No Build Alternative. The three signalized intersections include Traffic Avenue at SR 410 eastbound ramps (Intersection No. 1), Traffic

Avenue at Thompson Street (SR 410 westbound ramps) (Intersection No. 2), and Traffic Avenue at State Street (Intersection No. 3). Only Intersection No. 2 would have an increase in delay for more than 2 seconds with the Build Alternative compared to the No Build Alternative.

Two additional intersections are forecast to operate below the City's LOS performance threshold in 2035 for the Build Alternative (as shown in Table 5-1). The two additional intersections include the signalized intersection of Thompson Street at Station Lane (Intersection No. 8) and the TWSC intersection of Cherry Avenue at Thompson Street (Intersection No. 9).

With the No Build Alternative, the three intersections that operate below the City's and WSDOT's LOS performance thresholds are all on Traffic Avenue. This low performance is a result of traffic congestion spilling back from the over-capacity interchange at SR 410, specifically the one southbound lane on the bridge over SR 410.

With the Build Alternative, the new parking garage would add traffic volume to the already congested SR 410 interchange at Traffic Avenue. The additional traffic would lead to backups on Thompson Street approaching the interchange and would result in two intersections on Thompson Street near the parking garage exceeding the City's LOS performance thresholds.

The Traffic Avenue/Fryar Avenue and Bridge Street/Main Street intersection is over capacity in the No Build Alternative, and also experiences the effects of traffic congestion spilling back from the SR 410/Traffic Avenue interchange. The situation is similar in the Build Alternative, and the intersection operates with approximately 150 seconds of delay in both alternatives; however, the City's LOS performance threshold for this intersection is LOS F.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No, the proposal would not interfere with, affect, or be affected by the movement of agricultural or forest products on roads or streets in the area. The project would not affect the LOS at intersections near the project area to such a degree that this type of impact would occur. See the Transportation Technical Report; Chapter 5 discusses transportation impacts during project operation.

h. Proposed measures to reduce or control transportation impacts, if any:

As shown in the table in Section 14.f above, under the Build Alternative two intersections degrade from an acceptable LOS (D or better) to an unacceptable LOS (E or F):

- Intersection No. 8 - Thompson Street and Station Lane (Signal)
- Intersection No. 9 - Thompson Street and Cherry Avenue (TWSC)

In addition, the intersection delay at the signalized intersection of Intersection No. 2, Traffic Avenue and Thompson Street (SR 410 westbound ramps), increases by more than 15 percent from 71 seconds of delay (LOS E) in the No Build Alternative to 84 seconds of delay (LOS F) in the Build Alternative.

As discussed in Section 5.2.3.1 Intersection Operations, congestion in the No Build Alternative is caused by the SR 410 interchange at Traffic Avenue, specifically the one southbound lane on the Traffic Avenue bridge over SR 410.

Although the intersection delays are forecast to increase on Thompson Street and Traffic Avenue, the source of the congestion is the SR 410 interchange at Traffic Avenue and not the proposed parking garage. No localized mitigation measures would improve the affected intersections. Therefore, the proposed approach to addressing these intersections is to coordinate with the City on sequencing the Sumner parking garage and SR 410/Traffic Avenue improvements unless

SR 410/Traffic Avenue is improved prior to opening the parking garage. The following design changes to SR 410/Traffic Avenue would improve intersection operations at all study area intersections to meet the City's performance thresholds:

- Either widen the existing SR 410 bridge or construct a new parallel bridge so that there are two travel lanes in each direction, plus provide adequate left-turn pockets approaching the ramp intersections
- Widen each of the two SR 410 off-ramps to provide three lanes approaching the ramp intersection

Sound Transit is participating in a partnership with WSDOT and the Cities of Sumner and Puyallup to develop the design for the SR 410 interchange improvements and obtain the funding to construct them. The City of Sumner is acting as lead agency. As part of the Sumner Station Improvement project, Sound Transit would contribute financially to support the SR 410/Traffic Avenue interchange improvements, which would improve station access for buses serving the station and improve station access for bicycles and pedestrians.

The traffic control measures also include the following measures requested by the City of Sumner to reduce use of local streets by transit commuters:

- Reconfigure the internal roadways at Sumner Station so that 100 percent of the vehicles in the station south of Academy Street must exit southbound via Station Lane
- Prohibit southbound left turns at the Thompson Street/Station Lane intersection to direct all exiting traffic west to Traffic Avenue

The reconfiguration of the roadways near the Sumner Station, along with the prohibited southbound left turns at the Thompson Avenue/Station Lane intersection, would direct all traffic exiting the station south of Academy Street to use Traffic Avenue to access SR 410.

In addition, the following monitoring activities would be in place to support the City's SR 410/Traffic Avenue project and Sound Transit's parking garage:

- Sound Transit would participate in the City of Sumner's SR 410/Traffic Avenue partnering group with members from the cities of Sumner and Puyallup and WSDOT. Objectives of the group include but are not limited to the following:
    - Support the City's effort to submit an Interchange Justification Report for WSDOT's review and approval.
    - Identify design and construction funding grant opportunities and apply for them.
- Any opening of the parking garage in advance of the completed SR 410/Traffic Avenue project would be in coordination with the City and as agreed to with the City.
    - For example, the parking garage could be opened in phases. For the first phase of opening, the number of parking spaces available to the community could be the same as the number of spaces that were displaced as part of the project construction.
    - For subsequent phasing, traffic would be monitored by Sound Transit and the City, as appropriate, at the following intervals:
        - During final design, Sound Transit would update the traffic analysis, including the traffic counts.
        - Prior to opening, traffic counts would be monitored by the City to confirm conditions.

- Six months after opening of the garage, the City would monitor traffic conditions for review.

- Depending on the traffic counts, parking demand, and progress on the SR 410/Traffic Avenue project, Sound Transit and the City would consider temporary traffic control measures such as allowing left turns at Station Lane/Thompson Avenue.

During construction, replacement parking may be available for Sounder riders at the Washington Tractor site. Sound Transit would explore other opportunities to identify temporary parking lots, such as local churches and businesses. Sound Transit would post informative signage before construction for Sounder patrons.

15. Public services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

The proposed project is not expected to increase the need for public services. However, studies by Sound Transit, the City of Seattle, and others have consistently found that crime at transit facilities, such as park and ride facilities, generally reflects the conditions in the surrounding neighborhoods. Quality-of-life crimes (for example, vandalism, drunkenness, and panhandling) and property crimes account for more than 90 percent of transit facility crimes. Violent crimes comprise only a small percentage of crimes. Crimes are more likely to occur at a station than on transit. In addition, stations with park-and-ride lots have more potential for crime than stations without parking.

Traffic rerouting, lane closures, and construction traffic may affect emergency response times and the travel times or routes for public service vehicles during construction periods.

b. Proposed measures to reduce or control direct impacts on public services, if any.

The project would require police and security staff to monitor parking facilities and other areas to protect people and property. Sound Transit operates its own security force within its facilities. The project's final designs will incorporate Crime Prevention Through Environmental Design principles. These principles, in association with other security features of the transit system and the presence of security personnel, would deter criminal activity and generally make transit stations and parking facilities safer and more secure.

Sound Transit would work with contractors, utility providers, and the City to minimize disruption to the transportation network; however, some disruption would still occur.

16. Utilities

a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

All the public utilities currently on the site would be relocated. Any private utilities that are disturbed by the project would be relocated, if necessary. The public utilities that would be needed for the project are:

- Electricity – Puget Sound Energy
- Water – City of Sumner
- Sewer – City of Sumner
- Garbage – D.M. Disposal

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

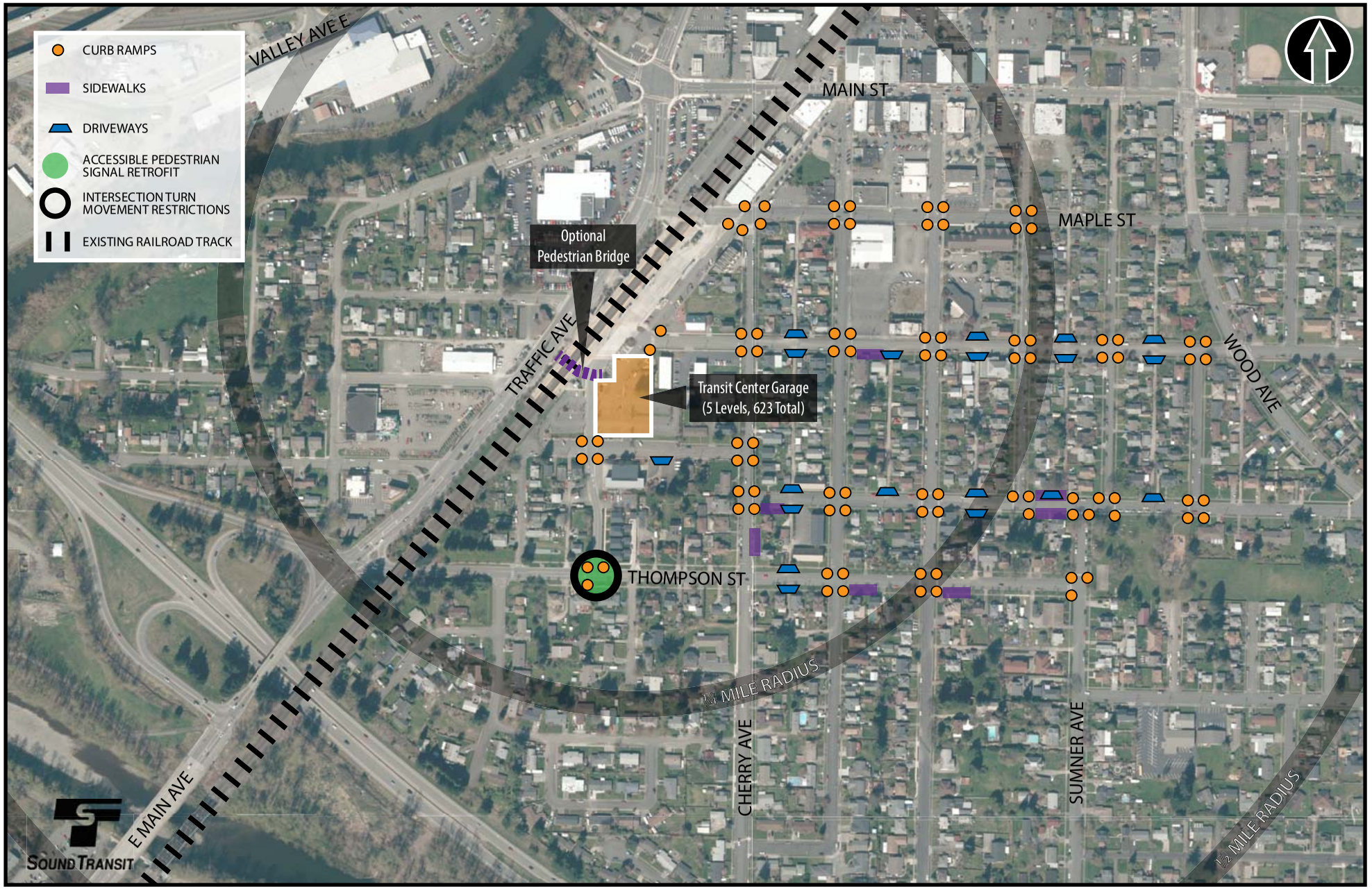
Signature: Maya Hunnewell

Name of Signee Maya Hunnewell

Position and Agency/Organization Environmental Planner, Parametrix

Date Submitted: March 17, 2016

Figures



Sumner Station Access Improvements Project

Figure 1. Summary of Proposed Improvements

Parametrix DATE: February 3, 2016 FILE: PS3164041-SUM-SP

N

0 200

SCALE IN FEET

Figure 2
Sumner Station Site Plan
Sound Transit

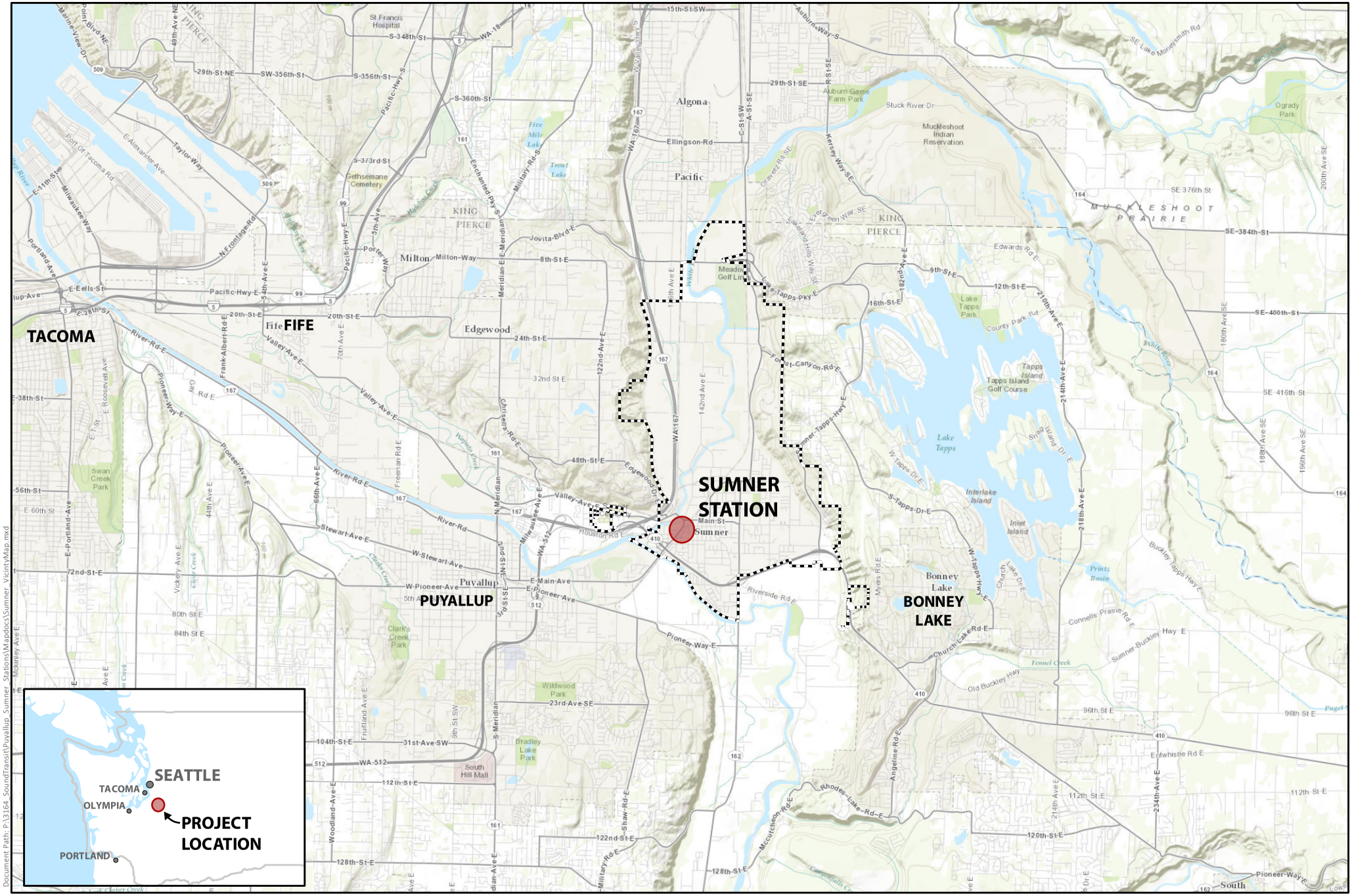
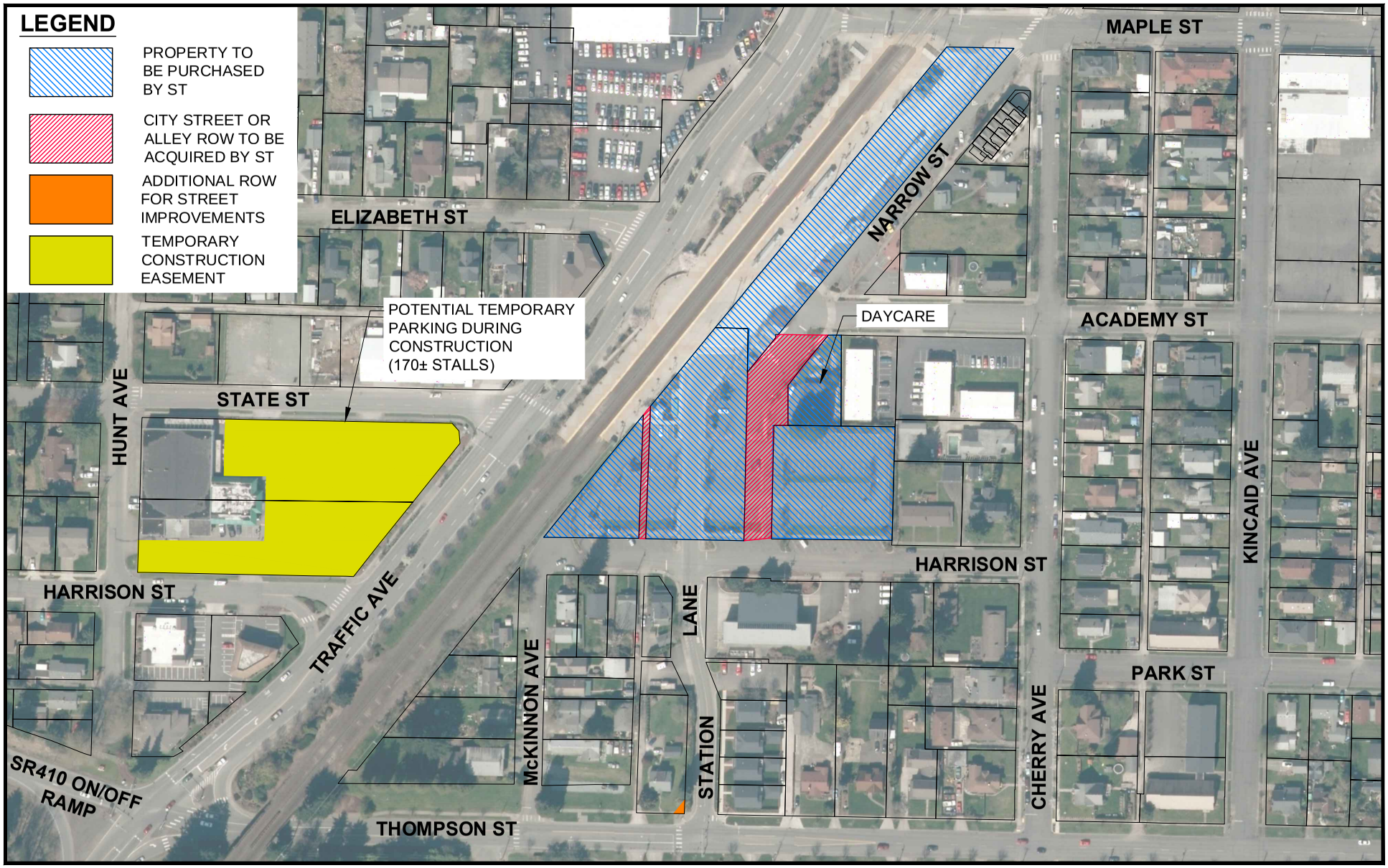


Figure 3. Vicinity Map

Sumner Station Access Improvements

Service Layer Credits: Sources: Esri, DeLorme, NAVTEQ, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, and the GIS User Community

Document Path: P:\3164_SoundTransit\Puyallup_Sumner_Stations\Mapdocs\Sumner_VicinityMap.mxd



Parametrix DATE: February 3, 2016 FILE: PS3164041-SUM-PA

N

0 200

SCALE IN FEET

Figure 4
Sumner Station
Proposed Acquisitions

Sound Transit