Air Quality Evaluation

AIR QUALITY EVALUATION

INTRODUCTION

This air quality analysis has been prepared as part of the Sumner Station Access Improvements Project proposed by the Central Puget Sound Regional Transit Authority (Sound Transit). The intent of this air quality analysis is to evaluate the effect of the proposed project on air quality and to show that the project meets the transportation air quality conformity requirements. Also included is a section discussing greenhouse gas and how the project may affect greenhouse gases in the project area.

The Sumner Station Access Improvements Project is incorporated in the 2015–2018 Transportation Improvement Plan (TIP) as part of project RTA-4, which is the overall implementation of light rail from Lakewood to Seattle. The project is listed as Project ID: RTA-89.

PROJECT NEED AND DESCRIPTION

Sound Transit is proposing to improve access to the station for pedestrians, bicyclists, and drivers. Approximately 1,000 people ride a Sounder commuter train or ST Express bus from the station every day. Over 40 percent of Sounder riders drive and park at the Sumner 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 Sumner 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 will be required to meet this growing ridership demand. Similarly, additional pedestrian amenities will improve non-motorized access to the station.

The project would be located 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 while retaining some existing 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 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 are from Harrison Street and Station Lane. The project also includes access and non-motorized improvements, such as driveways, 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 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.

AIR QUALITY REGULATORY INFORMATION

Air quality in the study area is regulated by three agencies: the U.S. Environmental Protection Agency (EPA); the Washington State Department of Ecology (Ecology); and the Puget Sound Clean Air Agency (PSCAA). PSCAA and Ecology work together to monitor air quality within the Puget Sound region. EPA sets national air quality standards and has oversight authority over PSCAA and Ecology.

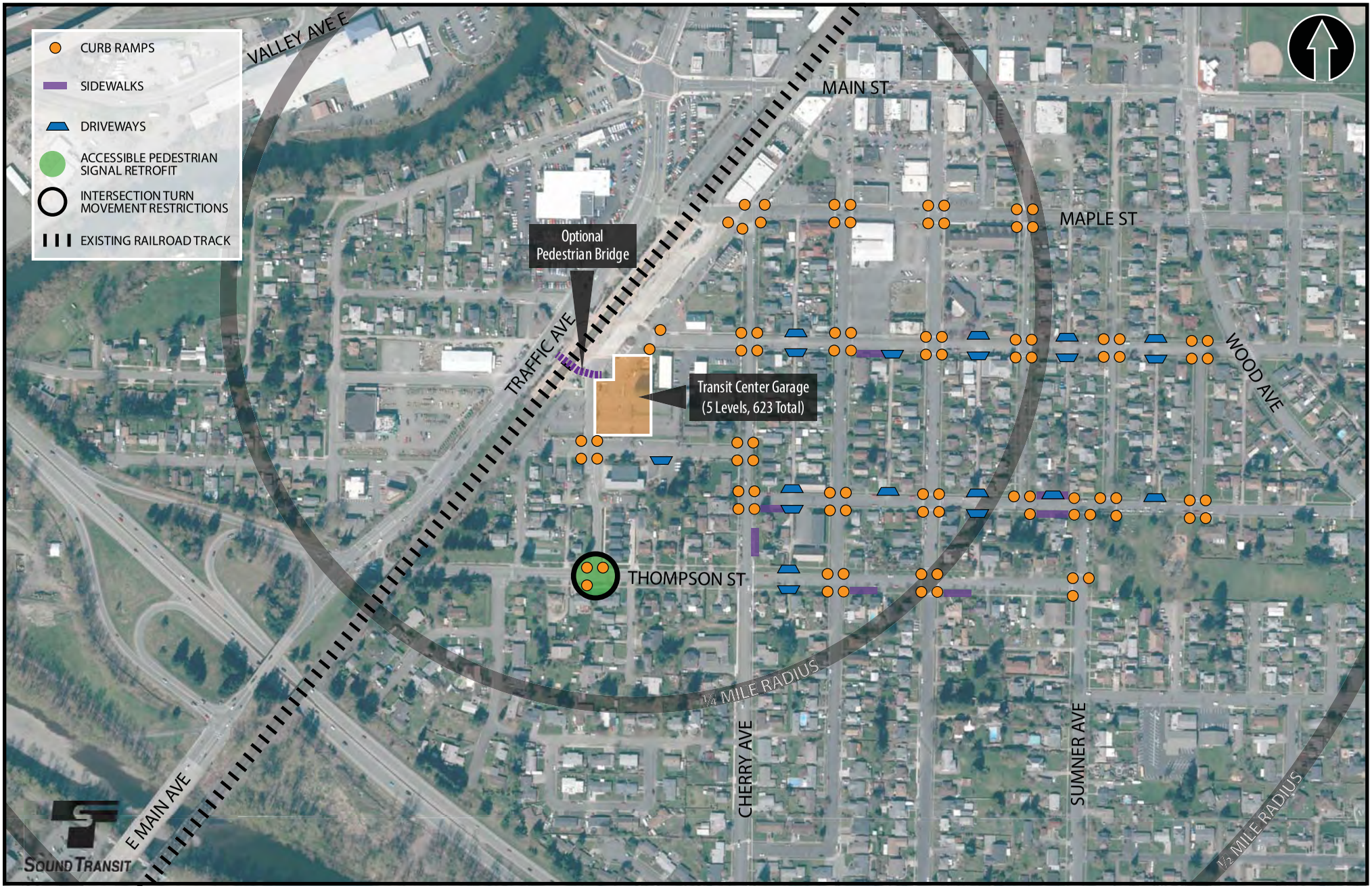


Figure 1. Summary of Proprosed Improvements

EPA has developed National Ambient Air Quality Standards (NAAQS) for six criteria pollutants to protect public health and welfare. The NAAQS specify maximum concentrations for carbon monoxide (CO), particulate matter less than 2.5 microns in diameter ($PM_{2.5}$), particulate matter less than 10 microns in diameter (PM_{10}), ozone (O_3), sulfur dioxide (SO_2), lead (Pb), and nitrogen dioxide (NO_2). These standards shall not be exceeded by ambient pollutant concentrations that are averaged over a defined time interval, ranging from 1-hour to 3-year averages. Ecology and PSCAA have authority to adopt more stringent standards. Current state and local standards are equivalent to the federal standards, except for a stricter sulfur dioxide standard. Table 1 provides a listing of established federal, state, and local ambient air quality standards.

Table 1. Ambient Air Quality Standards

Pollutant	National		Washington State	Puget Sound Region
	Primary	Secondary		
Total Suspended Particulate Matter (TSP)				
Annual Geometric Mean (μg/m³)	NS	NS	60	NS
24-hour Average (μg/m³)	NS	NS	150	NS
Inhalable Particulate Matter (PM_{10}) (μg/m³)				
Annual Arithmetic Mean (μg/m³)	50	50	50	NS
24-hour Average (μg/m³)	150	150	150	150
Particulate Matter ($PM_{2.5}$) (μg/m³)				
3-year Arithmetic Mean (μg/m³)	12	12	12	12
24-hour Average (μg/m³)	35	35	35	35
Carbon Monoxide (CO)				
8-hour Average (ppm)	9	9	9	9
1-hour Average (ppm)	35	35	35	35
Sulfur Dioxide				
1-hour Average (ppm)	0.075	NS	0.075	0.075
3-hour Average (ppm)	NS	0.0005	NS	NS
Ozone (O_3)				
8-hour Average (ppm)	0.075	0.075	0.075	0.075
1-hour Average (ppm)	0.12	0.12	0.12	NS
Nitrogen Dioxide (NO_2)				
Annual Average (ppm)	0.053	0.053	0.053	0.053
1-hour Average (ppm)	0.1	0.1	0.1	0.1
Lead (Pb)				
Rolling 3-month Average (μg/m³)	0.15	0.15	0.15	0.15

Source: PSCAA 2010 Air Quality Data Summary and Washington State Department of Ecology

NS = No standard established or standard revoked; (□g/m3) = micrograms per cubic meter; ppm = parts per million

Puget Sound Air Quality

Areas of the country exceeding the NAAQS for a given pollutant are classified as nonattainment. In 1991, the western portions of Snohomish, King, and Pierce counties were designated nonattainment areas for CO and nearly all of the three counties were declared nonattainment for ozone, with portions of the industrial areas of Everett, Seattle, Kent, and Tacoma declared PM_{10} nonattainment areas.

The EPA re-designated the Puget Sound area from a nonattainment area to a “maintenance area” for CO and ozone. Former nonattainment areas are required to continue to maintain air quality by adhering to a "maintenance plan" developed as part of the re-designation process. Regionally significant projects located in nonattainment or maintenance areas for a given pollutant must comply with provisions of the 1990 Clean Air Act Amendments. Regionally significant projects must also comply with state and federal rules that require a determination of conformity with the State Implementation Plan (SIP). For a project to show conformity, the project must not cause any new exceedances of the NAAQS, worsen any existing exceedances of the NAAQS, or delay the timely attainment of the NAAQS.

POLLUTION TRENDS

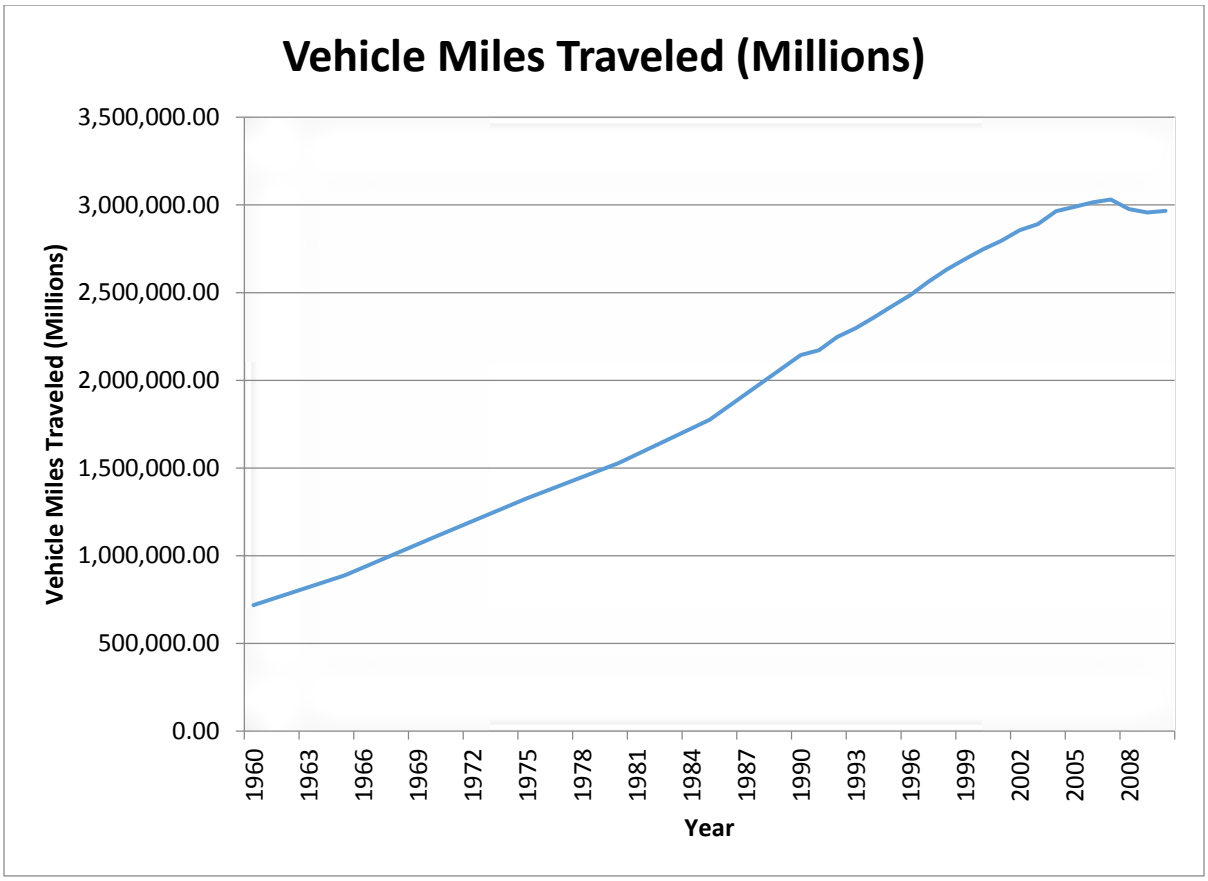
Ecology and PSCAA operate air quality monitoring stations to obtain data on actual ambient air quality concentrations. Information from these stations determines whether the region meets the NAAQS and assists in providing background level concentrations in the project vicinity.

To aid in the understanding of the overall air quality and how the air quality is changing, data from two monitoring stations were obtained from the PSCAA for CO. The data were obtained from the PSCAA website at: http://www.pscleanair.org/.

Because the number of vehicle miles traveled is directly related to the amount of pollutants in the atmosphere, and because this is a transportation project, it is also important to review the total vehicle miles traveled. Information on the trend of vehicle miles traveled, also used for this analysis, was obtained from the Bureau of Transportation Statistics website at: Bureau of Transportation Statistics at http://www.quandl.com/BTS_MM.

VEHICLES MILES TRAVELED

Since the early 1960s, the number of vehicle miles traveled has steadily increased. For example, in 1960 the total vehicle miles traveled was 718,763 million miles, and by the year 2000, that number had increased to 2,746,925, or nearly a four-fold increase. The latest data, for the year 2010, showed an increase to 2,966,494 million miles traveled. Figure 2 is a graph of vehicle miles traveled from the 1960s to 2010. As shown in the figure, the number of vehicle miles traveled continues to increase. Given that automobile transportation is a primary source of air pollution, one would expect to see a corresponding increase in the overall air pollution. However, as described in the following section, that is not the case.



Source: Bureau of Transportation Statistics

Figure 2. Plot of Vehicle Miles Traveled

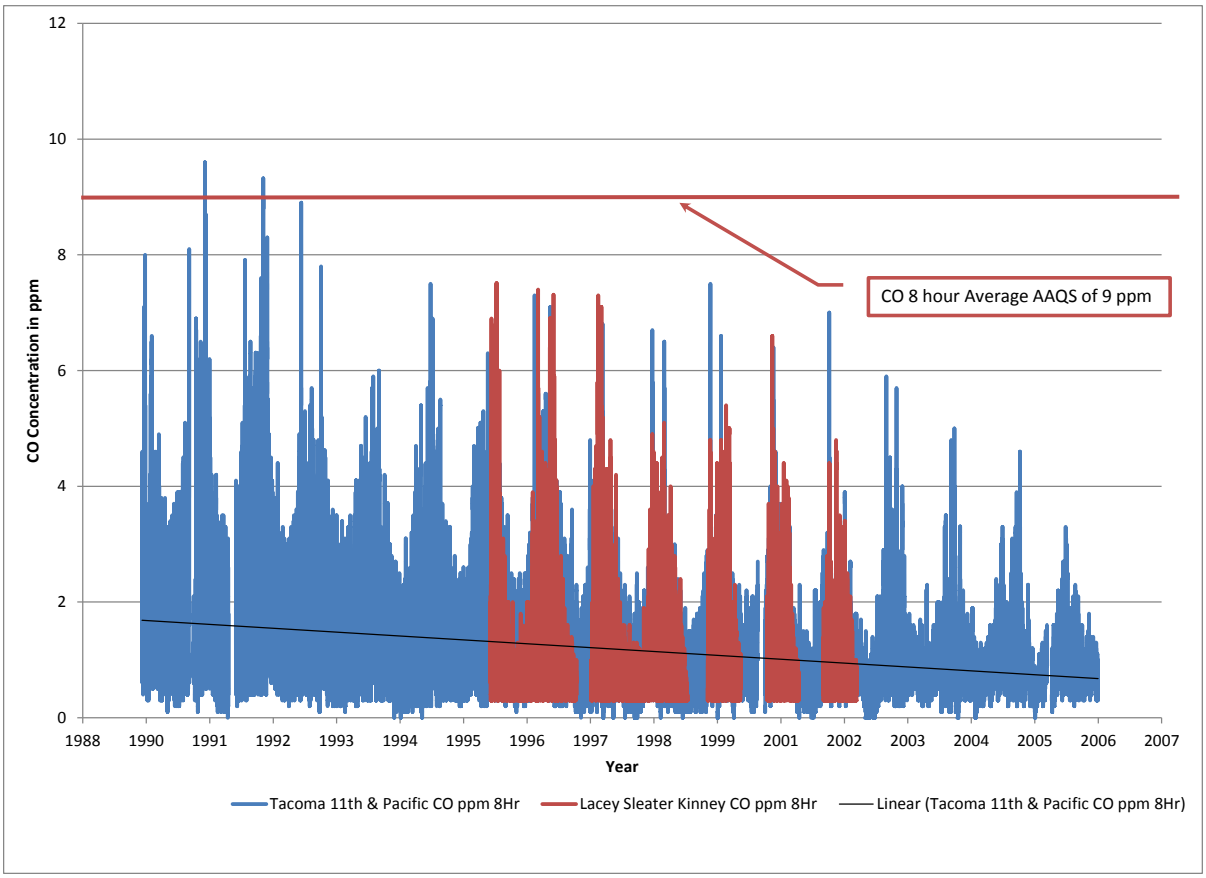
AIR QUALITY AND AIR QUALITY TRENDS

PSCAA operates monitoring sites for several different pollutants in the greater Puget Sound region. Because this project is in the Sumner area, the main concern in meeting the NAAQS is the 8-hour CO concentrations. Historical measured CO levels from the two closest CO monitoring sites, one in Tacoma and the other in Lacey, were used for this analysis. Each of these sites has traffic volumes that are equal to, or greater than, the volumes at and around the station location. Information on CO and the data from the monitoring stations are discussed below.

Carbon Monoxide

CO is a pollutant that dissipates rapidly with increasing distance from vehicle traffic. Thus, monitoring results from distant sites may not reflect conditions elsewhere. However, areas with similar vehicle traffic, mixture, and intersection delay may be used for comparison purposes. CO concentrations have declined sharply since 1988 at all monitoring sites (see Figure 3 below) despite large increases in the number of vehicles and vehicle miles driven, as shown in Figure 2. This is due to improvements in automobile engine technology and the effectiveness of the EPA air quality programs.

Data from two CO sites, one at 11th Street and Pacific Avenue in Tacoma, and the other on Sleater Kinney Road in Lacey, were obtained from the PSCAA website and plotted to provide a trend in the CO concentrations near the station and proposed project area. Figure 3 provides the measured CO data from the two monitoring sites along with a trend for the maximum 8-hour concentrations. Also shown on the figure is the NAAQS for the 8-hour average of 9.0 ppm.



Source: PSCAA Air Quality Data Summaries

Figure 3. Carbon Monoxide Measurements and Trends

Figure 3 shows that the maximum 8-hour CO concentrations have not exceed the NAAQS of 9.0 ppm since 1992 because the levels of CO have been declining steadily since the 1990s despite the increase in vehicle miles traveled. Finally, the trend line also shows that CO concentrations are on the decline. Although these two monitoring sites are not directly located in the corridor, the Tacoma site, which is the closest monitoring location at a distance of approximately 11 miles from the project area, is in the downtown area with higher vehicle traffic and delays, and therefore would be expected to have higher CO concentrations than the project corridor. Based on these factors, no exceedance of the NAAQS for CO is predicted for the project area. In addition, other CO monitoring sites in the metropolitan Seattle area, including those located south of Seattle in Georgetown and at 4th Avenue and Pike Street, also show a steady decline in CO concentrations and have not had any exceedances since 1990 and 1999, respectively.

FUTURE CONDITIONS

A traffic technical report was prepared in August 2015 conducted as part of the environmental review for the project. The report shows that the intersections will operate at a level of service (LOS) ranging from "D" to "F" under the 2035 No Build Alternative during the busy PM peak hours. Based on the traffic report, the proposed project, with State Route (SR) 410 improvements, will improve access to the station and reduce congestion at all nearby intersections.

Signalized intersections in the project area are listed in Table 2, which includes the LOS and delay time at each intersection under the 2035 No Build Alternative, and the 2035 Build Alternative with SR 410 improvements.

Table 2. No Build and Build Alternative with SR 410 Improvements PM Peak Hour LOS

Intersection Number	Intersection Name	Intersection Control	2035 No Build Alternative		2035 Build Alternative with SR 410 Improvements	
			LOS	Delay (sec.)	LOS	Delay (sec.)
1	Traffic Avenue and SR 410 Eastbound Ramps	Signal	E	79	C	24
2	Traffic Avenue and Thompson Street (SR 410 Westbound Ramps)	Signal	E	71	C	28
3	Traffic Avenue and State Street	Signal	E	61	A	5
5	Traffic Avenue/Fryar Avenue and Bridge Street/Main Street	Signal	F	145	E	59
8	Thompson Street and Station Lane	Signal	D	45	C	21

Source: Sumner Station Access Improvements Draft Transportation Technical Report, June 2015

For intersections with LOS of "C" or better, EPA has determined that there would not be an exceedance of the NAAQS CO criteria; therefore, those intersections meet the air quality conformity requirements. This is the case for all intersections studied except the intersection of Traffic Avenue/Fryar Avenue and Bridge Street/Main Street.

The Traffic Avenue/Fryar Avenue and Bridge Street/Main Street intersection is currently operating at an LOS of "E" and is predicted to decline to an LOS of "F" without the project by 2035. However, with the project and the SR 410 improvements, the intersection is predicted to have an LOS of "E" in 2035, with a notable reduction in congestion.

In summary, with the exception of the intersection of Traffic Avenue/Fryar Avenue and Bridge Street/Main Street, all intersections will have an LOS of "C" or better, or have improved operations and reduced congestion, thereby improving overall air quality. The one exception, Traffic Avenue/Fryar Avenue and Bridge Street/Main Street, the LOS will improve from LOS "F" under the No Build to a future Build LOS of "E," assuming the SR 410 improvements are in place. This would reduce congestion and would also result in a reduction in the CO emissions; therefore, the project would not cause any new exceedance of the CO. Consequently, the project (with the proposed SR 410 improvements) is not predicted to cause any new CO exceedances or worsen the severity of any existing exceedances in this area; therefore, the project meets the conformity requirements.

Based on the projections and monitoring data provided in Table 2 and Figure 2, the project would not affect the overall air quality in the station area, and the overall air quality in the area will continue to improve in the future. The project, with the proposed SR 410 improvements, is not predicted to cause any new air quality impacts or worsen the severity of any existing air impact; therefore, the project is in conformance with the PSCAA maintenance program.

GREENHOUSE GAS

Greenhouse gas (GHG) emissions are air pollutants with distinctive features that make them different from other air pollutants. GHGs include carbon dioxide (CO_2), methane (CH_4), nitrous oxide (N_2O), nitrogen trifluoride (NF_3), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). GHGs, in particular carbon dioxide, are emitted by a vast number of sources, including natural and man-made sources. Carbon dioxide equivalent (CO_2e) is the preferred measure for determining GHG emissions rates. GHG emissions are typically expressed in a common metric so that their impacts can be directly compared.

GHG emissions mix rapidly and uniformly in the atmosphere, and contribute to global concentrations regardless of the origin. For example, a ton of CO_2 emitted from Seattle has the same effect on global concentrations as a ton emitted in Los Angeles. GHG emissions adversely affect the environment by contributing to global climate change. In turn, global climate change results in environmental impacts in Washington, such as rising sea levels and changes in water supply.

The State Environmental Policy Act (SEPA) requires state and local agencies to identify, disclose, and consider the probable environmental impacts related to their projects, including "new" GHGs, because GHGs can, as described above, cause environmental impacts. "New" GHG are defined as any GHG emissions that will result from the project that are additional or above and beyond current emission levels. In addition, "new" emissions that are expected to average 10,000 metric tons or more of CO_2e must be reviewed and disclosed using SEPA GHG guidelines. For reference, 10,000 metric tons is the equivalent emissions produced by 2.092 passenger cars in a single year.

The proposed Sumner Station Access Improvements Project would provide a total of 857 parking spaces in a surface lot and parking garage. 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 GHGs from this station improvement would be well below the 10,000 metric ton required limit for a qualitative GHG analysis. Therefore, according to SEPA guidelines for GHG analyses, no further review or evaluation of GHG is required for this project and no GHG impacts are predicted.

CONSTRUCTION ACTIVITY IMPACTS

This project will involve several types of construction activities, including the following:

- Adding a new parking structure and paved parking area
- Upgrading light poles and signs
- Repaving and re-striping
- Installing new or updated traffic signals
- Building an optional pedestrian bridge

Typical emissions from these activities may include a combination of the six criteria pollutants, in addition to fugitive dust, and in some cases Mobile Source Air Toxics (MSATs). MSATs include seven priority volatile gases, or small particulate compounds, which are emitted from vehicles. The seven compounds are formaldehyde, 1,3-butadiene, acrolein, naphthalene, benzene, polycyclics, and diesel particulates.

Table 3 summarizes the construction activities that are expected and the typical pollutants generated from these activities.

Table 3. Pollutants Generated by Construction Activities

Construction Task	Source of Emissions	Emissions
Demolition, grading, preparing the site, and paving surfaces	Track/wheel loaders, bulldozer, haul trucks, tractor-mounted jack hammers	CO, PM_{10}, $PM_{2.5}$, NOx, SO_2, fugitive dust, MSATs
General construction, excavation for foundations and columns, and paving roads	Concrete trucks, excavator, asphalt trucks, asphalt rollers	CO, PM_{10}, $PM_{2.5}$, NOx, SO_2, MSATs
Painting lane markers	Paint spray equipment	Odorous compounds, MSATs

CONSTRUCTION PHASE MITIGATION MEASURES

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.

CONCLUSIONS

Although traffic volumes and vehicle miles traveled have continued to increase, the overall air quality is continuing to improve in almost all areas of the country. The fact that new vehicles produce much less pollutants than older vehicles has more than offset any adverse effects on air quality caused by the increase in vehicle miles traveled. In addition, this project would improve access to high-capacity transit, encouraging commuters to take transit instead of potentially commuting by private vehicle, which would decrease vehicle miles traveled and further reduce emissions.

A review of the existing and future air quality in the area, along with the review of the traffic report and LOS for the nearby intersections, have shown that there is no likelihood of any exceedance of the NAAQS related to this project during operations. Based on this information, the Sumner Station is predicted to not cause any new exceedances of the NAAQS, or worsen any existing NAAQS exceedance; therefore, the project conforms to the NAAQS and meets all air quality standards.

Endangered Species Act Checklist

ESA SCREENING CHECKLIST

Note: The purpose of this checklist is to assist sponsoring agencies and FTA in gathering and organizing materials for environmental analysis required under the Endangered Species Act (ESA). Submission of the checklist by itself does not meet ESA requirements. This checklist is intended solely for Region X use. Please contact the FTA Region 10 office at (206) 220-7954 if you have any questions regarding this worksheet.

Sponsoring Agency Sound Transit		Date Submitted
Project Title Sumner Station Access Improvements		FTA Project Number (if known)
Project Location (Include Street Address, City, County) 810 Maple St., Sumner, WA, Pierce County		
Project Contact: Elma Borbe	Phone Number 206-398-5445	E-mail Address (if available) elma.borbe@soundtransit.org

Please answer the following questions as completely as possible. If the question is not applicable, check "NA" in the space to the right

1. Describe the project and its purpose. Identify the jurisdiction(s) and watersheds (Watershed Resource Inventory Area/WRIA or Hydrologic Unit Code/HUC) in which the project is located.

   The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to improve access to the Sumner Station for pedestrians, bicyclists, and drivers. Approximately 1,000 people ride a Sounder Train or ST Express bus from the Sumner Station every day. Over 40 percent of Sounder riders drive and park at the Sumner Station lot 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 Sumner 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 will be required to meet this growing ridership demand. Similarly, additional pedestrian amenities will improve non-motorized access to the station.

   On August 28, 2014, the Sound Transit Board identified the existing Sumner Station parking lot as a preferred location for improvements. These improvements include maintaining the majority of existing parking spaces at the transit center surface lot and building a garage at the station. The proposed project includes a five level, 623-space parking garage. On completion of the project, the number of parking spaces would be 857 including the existing parking spaces that remain at the station. The project also includes intersection improvements, bicycle storage, curb ramps, street lighting, and an optional pedestrian bridge. Figure 1 shows the location of the proposed parking garage and the other potential project improvements.

   The project is located within the city of Sumner, in WRIA 10 (Puyallup-White) and HUC 1711001404 (Lower White River). Runoff from the project site drains to the Lower Puyallup River (HUC 1711001405).

2. Have all other NEPA requirements been completed for this project?

   ☐ Yes ☒ No

   If so, under which NEPA Class does this project fall? (Refer to DCE letter, FONSI, or ROD)

   ☐ Class I ☒ Class II ☐ Class III

3. Does the project qualify as a CE or a DCE?

☒ Yes ☐No

Has a Region X Documented Categorical Exclusion Worksheet been completed?

☒ Yes ☐No
Does the project fit within the scope of the following Programmatic Biological Assessments with FTA? **This expired in 2007.**

NMFS: ☐ Yes ☒No (*Note:* If Yes, please refer to Appendix A: Best Management Practice/Conservation Measure Checklist for PBA use ~ attached)

USFWS (upon completion; pending approval as of February 2003): ☐ Yes ☐No

(Note: If the project: 1) includes in-water work or work below the ordinary high water mark (OHWM) of a waterbody with listed salmonids, 2) adds > 5,000 square feet of impervious surface, OR 3) includes any new impervious surface within 150 feet of a stream waterbody with listed salmonids, it does not fit within these Programmatic Agreements.)

4. Has the applicant obtained Endangered/Threatened Species lists and critical habitat lists from both National Marine Fisheries Service (NMFS) and U.S. Fish and Wildlife Service (USFWS) for the project area?

☒ Yes ☐No

List NMFS species/habitat here (and attach documentation):
The project area does not include any aquatic habitat, so no ESA-listed species or critical habitat under 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.

List USFWS species/habitat here (and attach documentation):

The 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*);

Proposed: None

5. Has the applicant obtained Essential Fish Habitat (EFH) lists from the NMFS website (as required by the Magnuson-Stevens Fishery Conservation and Management Act (MSA)) for the project area?

☒ Yes ☐No

List Essential Fish Habitat here (and attach documentation):
The project area is located within a Pacific salmon (Chinook, Coho, Puget Sound Pink) freshwater essential fish habitat area.

6. List the names of your partners for the project. Identify the project lead agency. ☐ N/A

Lead agency: Sound Transit.
Partner agencies: Federal Transit Administration and City of Sumner

7. Check the federal permits needed for your project. List the numbers of the nationwide permits if needed.

	N/A	Pending	Approved
ACOE Nationwide _____	☒	☐	☐
ACOE Individual _____	☒	☐	☐
NPDES (Gen. or Ind.) _____	☐	☒	☐
Other _____	☐	☐	☐

8. Check State and local permits needed for your project. Circle jurisdiction.

	N/A	Pending	Approved
HPA	☒	☐	☐
Surface Mining	☒	☐	☐
Forest Practices	☒	☐	☐
Shoreline	☒	☐	☐
Shoreline Exemption	☒	☐	☐
Clearing and Grading	☐	☒	☐
Building or Subdivision	☒	☐	☐
Sensitive Areas Ordinance	☒	☐	☐
Other _____	☒	☐	☐

9. Which federal, State, or tribal agencies have you contacted regarding your project and its impacts? ☐ N/A

Federal Transit Administration, Yakama Nation, Puyallup Tribe of Indians, and Muckleshoot Indian Tribe
Describe any modifications to the project as a result of these contacts:

No modifications have been requested by these parties.

10. What is the specific location of your project? Provide the zoning designation and the ¼ section, section, township, WRIA(s), and range.

Southwest quarter of Section 24, Township 20 North, Range 04 East, Willamette Meridian
WRIA 10 (Puyallup-White)
City of Sumner zoning designation = MDR (medium-density multifamily residential)

Does the project occur within an existing transportation corridor?

☒ Yes ☐No

11. Is the project within 150 feet of a lake, river, stream or bay, etc.? ☐ Yes ☒No

If so, name the waterbodies.

Do these waterbodies contain listed salmonids or bull trout? ☐ Yes ☐No

If so, name the listed species and agency with jurisdiction (USFWS or NMFS).

12. a. Will blasting or pile-driving occur within 1 mile of suitable owl or murrelet habitat (specifically, old growth tree(s) or forest)? ☐ Yes ☒No (if no, go to 12b)

b. Is the project within 0.25 miles of suitable owl or murrelet habitat? ☐ Yes ☒No

13. a. Will blasting or pile-driving occur within 1 mile of a known bald eagle nest? (Contact the State Department of Fish & Wildlife for nest locations.) ☐ Yes ☒No (must answer both 13a and 13b)

b. Is the project within 0.5 miles (line-of-sight) or 0.25 miles (non-line-of-sight) of a bald eagle nest, wintering concentration, roost, or foraging area?

☐ Yes ☒No

14. What is the size of the project (list area or length of disturbance), the amount of new impervious surface, and the total impervious surface? ☐ N/A

The total project area is approximately 2.5 acres, of which approximately 2.0 acres currently consists of impervious surfaces. Upon project completion, the total amount of impervious surface area will increase to approximately 2.2 acres.

In answering the following questions, please describe the impacts assuming no mitigation:

IMPACT ASSESSMENT

15. Describe the potential beneficial and adverse impacts upon aquatic resources that will be caused by construction of the project: ☐ N/A

There are no mapped aquatic resources within 1,000 feet the project site, and a site visit was performed to confirm the non-presence of wetlands in the project study area. However, it is possible that sediment-laden runoff from the construction site could enter local drainage systems, which ultimately empty to the Puyallup River. The potential for any such impacts to occur is extremely low, however, because (1) the White and Puyallup Rivers are more than 1,000 feet from the project site and (2) Sound Transit would implement appropriate best management practices (BMPs) to manage runoff from the site during construction, with the goal of preventing excess sediments or contaminants from entering fish-bearing waters.

16. Describe the potential beneficial and adverse impacts upon aquatic resources resulting from the maintenance, use, or operation of the project (post-construction impacts): ☐ N/A

As noted above, there are no mapped aquatic resources within 1,000 feet the project site but runoff from new impervious surfaces will enter local drainage systems, which ultimately empty to the White River or Puyallup River. Runoff could deliver pollutants to and/or modify flow regimes in the Puyallup River. The potential for any such impacts to occur is extremely low, however, because (1) the White and Puyallup Rivers are more than 1,000 feet from the project site and (2) the project design will include facilities for stormwater treatment and, if necessary, stormwater detention. It is anticipated that the post-project flow rate of runoff from a 100-year storm event will be less than or equal to the rate presumed for the pre-developed land use (assumed to be forested).

As required by the 2012 Department of Ecology Stormwater Management Manual for Western Washington, Sound Transit will provide basic water quality treatment for runoff from new or replaced pollutant-generating impervious surfaces. 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 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 of an underground detention system. This option would be considered if underground infiltration is not possible due to poor infiltration capacity of the native soils.

Sound Transit also would provide water quality treatment for pollution-generating impervious surface. Since 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 onsite landscaping.

Sound Transit will also assess the hydraulic capacity of the conveyance system between the project site and the Puyallup River. If hydraulic modeling and backwater analysis verify that the existing outfall has sufficient capacity to convey the additional runoff volume and flow without surcharging, the project would be exempt from the flow control requirement. If the downstream pipe system does not have sufficient capacity, some method of flow control will be required. Options currently under consideration, in order of priority, include LID practices, stormwater retention facilities, or stormwater detention facilities.

17. Describe the potential beneficial and adverse impacts upon terrestrial resources that will be caused by construction of the project: ☐ N/A

No high-quality terrestrial habitat will be disturbed by project construction. The project area is located in a heavily developed urban area, most of which currently consists of impervious surfaces. Areas within the project footprint that are not currently covered by impervious surfaces are dominated by low-growing vegetation, such as maintained lawns and patches of weedy vegetation. Some street trees are also present.

18. Describe the potential beneficial and adverse impacts upon terrestrial resources resulting from the maintenance, use, or operation of the project (post-construction impacts): ☐ N/A

The project would include landscaping elements, which would replace some of the lost vegetation. Native vegetation would be used for the landscaping elements

MITIGATION

19. Is the project likely to alter the water quality of any water bodies such as bays, estuaries, lakes, streams, rivers or wetlands (through sedimentation, urban runoff, toxics, turbidity, etc.)?

Based on the implementation of BMPs, the installation of stormwater detention and treatment facilities, and the distance between the project area and the nearest water body, the project is not expected to result in any water quality impacts.

☐ Yes ☒ No (If yes, answer a and b.)

a. What mitigation is proposed for construction impacts?

b. What mitigation is proposed for long-term impacts?

20. Will the project discharge water or generate runoff to any water bodies such as bays, estuaries, lakes, streams, rivers or wetlands?

Runoff from the project site will drain to the White River or Puyallup River.

☒ Yes ☐No (If yes, answer a and b.)

a. What mitigation is proposed for construction impacts?

Sound Transit would implement construction best management practices to prevent negative impacts to stormwater. Such best management practices would include the preparation and implementation of a stormwater pollution prevention plan to prevent stormwater contamination and water pollution from construction activities.

b. What mitigation is proposed for long-term impacts?

As discussed under Item 16 above, the potential for long-term adverse effects on water quality or flow regimes in the river is extremely low. Runoff from the project site will be subjected to water quality treatment. In addition, it is anticipated that the post-project flow rate of runoff from a 100-year storm event will be less than or equal to the rate presumed for the pre-developed land use (assumed to be forested). Therefore, no need for additional mitigation is anticipated.

21. Are clearing and grading activities part of the project? What is the area of direct disturbance? Include soil-disturbing activities, tree/shrub removal, and alteration of upland habitat.

☒ Yes ☐ No (If yes, answer a and b.)

The project would involve clearing and grading approximately 2.5 acres to construct the surface parking and parking garage. Approximately 2.0 acres of the project footprint currently consists of impervious surfaces, such as asphalt and concrete. The other 0.5 acre consists of primarily grasses and weedy vegetation, with some street trees.

a. What mitigation is proposed for construction impacts?

Sound Transit would implement appropriate BMPs to manage stormwater runoff from the site during construction. No significant adverse effects are anticipated.

b. What mitigation is proposed for long-term impacts?

There would not be long-term impacts since this project is redeveloping previously developed land with little current vegetation. The project will include landscaping around the surface parking and parking garage, so some vegetation will be replaced.

22. Will the project remove or modify riparian vegetation within 150 feet of a water body?

☐ Yes ☒ No (If yes, answer a and b.)

a. What mitigation is proposed for construction impacts?

b. What mitigation is proposed for long-term impacts?

23. Will the project place a structure within—or cause any change to—the bed or banks of a body of water?

☐ Yes ☒ No (If yes, answer a and b.)

a. What mitigation is proposed for construction impacts?

b. What mitigation is proposed for long-term impacts?

24. Will the project place fill or structures within any 100-year floodplain?

☐ Yes ☒ No (If yes, answer a and b.)

a. What mitigation is proposed for construction impacts?

b. What mitigation is proposed for long-term impacts?

25. Will the project divert water to or from the bay, estuary, lake, stream, river or wetland?

☐ Yes ☒ No (If yes, answer a and b.)

a. What mitigation is proposed for construction impacts?

b. What mitigation is proposed for long-term impacts?

26. Will construction and/or operation of the project produce noise above ambient levels?

☐ Yes ☒No

If so, explain:

Construction of the project would require the use of construction equipment, some of which would produce noise above ambient noise levels. Some construction activities also would produce noise over ambient levels, such as drilled shaft foundation installation clearing concrete, and building demolition.

27. Has all necessary environmental documentation been provided to FTA (request letters, agency response documentation, permit approvals)?

☐ Yes ☒No

Appendix A
Programmatic Biological Assessment with NMFS/NOAA Fisheries (Expires 2007)
Best Management Measures (BMP) / Conservation Measures (CM) Checklist
For PBA Use

Please confirm use of the following measures in your PBA project. If the question is not applicable, check "NA" in the space to the right and provide an explanation of why. Consult your FTA Region 10 contact for more information on this Programmatic Agreement.

Conservation Measures During Construction

Exposed Soils/Riparian Vegetation:

☒ Yes ☐No ☐N/A Minimize the areal extent of exposed soil at any given time. Stabilize all unstable slopes with the potential to impact listed fish-bearing waters.

☐ Yes ☐No ☒N/A Replant disturbed riparian areas outside of the 150 foot setback with native species at a 2:1 ratio, including the removal of mature trees (greater than 6 inches diameter breast height, or dbh).

☐ Yes ☐No ☒N/A Do not place temporary material storage piles (>12 hours storage) in the 100-year floodplain during the rainy season unless storage occurs when flooding is not imminent, and storage piles with erosive material are covered with plastic tarps (or similar) and surrounded with erosion control devices.

☐ Yes ☒No ☐N/A Conduct extensive soil-disturbing work, including excavation, in the "dry" season (generally from June to October).

☒ Yes ☐No ☐N/A Prepare a Temporary Erosion and Sediment Control (TESC) Plan prior to construction to identify standard erosion and sediment control procedures.

St*ormwater Maintenance:*

☒ Yes ☐No ☐N/A Develop and implement a Stormwater Site Plan for > 1 acres of clearing, grading, or grubbing.

☒ Yes ☐No ☐N/A No untreated, undetained stormwater or dewatering will leave the limits of the construction site.

☒ Yes ☐No ☐N/A Discharged water will not exceed existing (baseline) conditions based on a 2-year storm event.

Spill Controls

☐ Yes ☐No ☒N/A Restrict vehicle use in wetland and/or riparian areas.

☐ Yes ☐No ☒N/A Maintain a 300 ft setback for construction staging areas and equipment refueling near wetlands, streams, rivers, or drainages.

☒ Yes ☐No ☐N/A Prepare a Spill Prevention, Containment, and Control Plan (SPCCP) prior to construction to address potentially toxic materials used on-site during construction.

☒ Yes ☐No ☐N/A Keep spill clean-up equipment available onsite during construction, and include a spill control separator in the overall drainage system, if necessary.

☒ Yes ☐No ☐N/A Paving, chip sealing, and/or painting should occur in dry weather. Use 2-gallon pails and drip pans/protective devices when available.

☒ Yes ☐No ☐N/A For projects involving concrete, establish concrete truck chute cleanout areas to properly contain wet concrete. Protect all inlets and catchments from fresh concrete, tackifier, paving, or paint stripping if inclement weather unexpectedly occurs.

☐ Yes ☐No ☒N/A Collect and dispose debris accumulations prior to fresh water flushing. Use clean water only.

☒ Yes ☐No ☐N/A Clean paint materials and maintenance equipment outside of surface waters. Do not discharge cleaning runoff into surface waters.

Long-Term Conservation Measures

☒ Yes ☐No ☐N/A All construction & operation will occur greater than 150 feet from a listed salmonid-bearing waterbody.

☒ Yes ☐No ☐N/A Oil-water separators, bioswales, or other appropriate water quality treatment will be provided for 100% of all new and disturbed impervious surfaces..

☒ Yes ☐No ☐N/A Stormwater infiltration facilities will be designed with appropriate infiltration conditions and will be upgraded to handle increased flows or treatment.

☐ Yes ☐No ☒N/A Stream modifications or in-stream structures will not occur.

Hazardous Materials Desktop Review

HAZARDOUS MATERIALS DESKTOP REVIEW

INTRODUCTION

The Sound Transit Sumner Station will include multiple parcels of real property. Prior to conducting Phase I Environmental Site Assessments (ESAs), seven of the parcels were selected for an "environmental desktop review" to provide a preliminary environmental review of each parcel for identifying potential environmental risks. The scope of work for the environmental desktop review, information and data collection, data evaluation results, and recommendations are described below. The Sound Transit Sumner Station and parcels selected for desktop review are illustrated in Figure 1.

PURPOSE AND SCOPE OF WORK

The purpose of the environmental desktop reviews was to evaluate the potential presence of contamination (in soil and/or groundwater) that may pose a concern during future construction at the selected parcels, and/or identify conditions in which Sound Transit might incur potential environmental liability. A review was performed for each parcel. The reviews included conducting a search for listed contaminated sites at or adjacent to the selected parcels using data provided by Environmental Data Resources Inc. (EDR), a nationally recognized provider of information used in environmental due diligence. The site lists in the EDR report include:

- Federal National Priorities List (NPL) site list and federal Delisted NPL site list
- Federal Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) list, and federal CERCLIS No Further Remedial Action Planned (NFRAP) list
- Federal Resource Conservation and Recovery Act (RCRA) Corrective Action Sites (CORRACTS) list, federal RCRA non-CORRACTS Treatment, Storage, and Disposal (TSD) facilities list, and federal RCRA generators list
- Federal institutional controls/engineering controls registries and federal Emergency Response Notification System (ERNS) list
- State- and tribal-equivalent NPL list, state- and tribal-equivalent CERCLIS list, state and tribal landfill and/or solid waste disposal sites list, state and tribal leaking underground storage tank (LUST) list, state and tribal registered storage tank list, state and tribal institutional controls/engineering controls registries, state and tribal voluntary cleanup sites, and state and tribal brownfields sites
- Local brownfields list and local lists of hazardous waste/contaminated sites
- Local land records
- Records of emergency release reports, other ascertainable records, EDR high risk historical records, EDR recovered government archives, county records, and other databases list

Information and data from environmental records available from the Washington State Department of Ecology (Ecology) were reviewed. Recent photographs of each parcel were reviewed from various online sources to assess current aboveground conditions and site activities.

Figure modified from Parametrix (2015). All locations, boundaries, areas and other images shown here should be considered approximate until verified.

HWA GeoSciences Inc.

PARCEL LOCATIONS FOR DESKTOP REVIEW

SOUND TRANSIT SUMNER STATION
SUMNER, WASHINGTON

FIGURE
1

PROJECT NO.
2013-075
Task 6

This report and the desktop reviews do not constitute a Phase I ESA and do not meet the ASTM E-1527-13 standard (Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process), EPA's All Appropriate Inquiry requirements for property acquisition, EPA's brownfields grant eligibility, or CERCLA purchaser liability protection.

- The environmental desktop reviews included:Purchasing an EDR report for an area encompassing the selected parcels
- Reviewing, categorizing, and compiling environmental database information from the EDR reports for each parcel and the adjacent properties
- Collecting, reviewing, and tabulating information from environmental databases maintained by Ecology
- Evaluating the environmental data and information from EDR and Ecology to assess the environmental conditions at each parcel and the potential or associated risk
- Preparing this report describing our activities, data evaluation results, and recommendations.

ENVIRONMENTAL DESKTOP REVIEWS

The following paragraphs describe the environmental desktop reviews for the seven individual parcels of real property associated with the Sumner Station:

- Parcel 1 – City Property
- Parcel 2 – City Right-of-Way/Alley
- Parcel 3 – City Property
- Parcel 4 – City Right-of-Way
- Parcel 5 – City Property
- Parcel 6 – Daycare
- Parcel 7 – City Property

Information and data collected and evaluated for each parcel are described below. Parcel locations are illustrated in Figure 1. Information collected and evaluated from EDR reports and Ecology are summarized in Table 1.

Parcels 1, 2, and 3: City Property, City Right-of-Way/Alley, and City Property

These parcels are discussed jointly because they were a former location of a City of Sumner maintenance facility that contained underground storage tanks (USTs) and where mechanical operations (and assumed fueling operations) were performed on City vehicles. The jointly occupied parcels had the address of 711 Narrow Street, Sumner, Washington. Figure 1 shows the parcel locations.

The parcels are collectively listed by Ecology and assigned Facility Site ID #46951655. They are also listed in the EDR report. These parcels comprise an existing parking lot providing parking spaces for the Sumner Station to the north and northeast. Ecology records indicate petroleum products and polyaromatic hydrocarbons (PAHs) were discovered at this site in 1998. 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. Soil remediation activities were followed by groundwater monitoring that demonstrated decreasing petroleum concentrations in groundwater over time. The site was removed from the VCP in 2014.

Table 1. Summary of Environmental Desktop Reviews
Parcels 1-7, Sound Transit Sumner Station, Sumner, Washington

Parcel No. - Name	Address	Parcel or Adjacent Property Listed?	EDR Listings and Information	Department of Ecology Information and Site Status	Notes or Concerns
Parcel 1 - City Property	711 Narrow St.	Parcel listed in Ecology and/or EDR databases.	FIND, UST, CSCSL, ALLSITES. Tanks removed. Confirmed petroleum exceeds cleanup level. Voluntary Cleanup Site.	This specific parcel is not listed. However, this parcel, and parcels 2 and 3 herein were a former City of Sumner maintenance facility (Ecology Facility Site ID #46951655). See discussions below regarding Parcels 2 and 3 for information regarding environmental conditions at the former City maintenance faculty (referred to by Ecology at Sound Transit Sumner Station).	The parcel itself is not listed and the petroleum impacts documented at the east adjacent parcel were limited to soil only.
East adjacent property	711 Narrow St.	East Adjacent Properties (herein referred to as Parcels 2 and 3) - listed in Ecology and/or EDR databases.	FIND, UST, CSCSL, ALLSITES. Tanks removed. Confirmed petroleum exceeds cleanup level. Voluntary Cleanup Site.	See discussion of Parcel 2 below.	Although releases have been reportedly cleaned up to MTCA cleanup levels, there is the potential for residual concentrations of petroleum to be present in subsurface soil.
West adjacent property	603 Harrison St.	West Adjacent Property - listed in Ecology and/or EDR databases	RCRA NONGen/NLR, FINDS, ALLSITES	Facility Site ID# 71267346. Sumner Tractor & Equipment. Arnie Dahl Ford. Local Source Control. Hazardous Waste Generator.	
Parcel 2 - City ROW/Alley	711 Narrow St.	Parcel listed in Ecology and/or EDR databases.	FIND, UST, CSCSL, ALLSITES. Tanks removed. Confirmed petroleum exceeds cleanup level. Voluntary Cleanup Site.	Cleanup Site ID #433. Facility ID #46951655. Parcels 2 and 3 in this table are collectively being leased to Sound Transit by the City of Sumner for parking areas to support the Sumner Station. These parcels were the location of a former City maintenance facility, listed as having releases and/or cleanup actions on the site. Cleanup actions included a UST removal and soil cleanup in 2000 at the south portion of the City ROW	Although releases have been reportedly cleaned up to MTCA cleanup levels, there is the potential for residual concentrations of petroleum to be present in subsurface soil.

Table 1. Summary of Environmental Desktop Reviews
Parcels 1-7, Sound Transit Sumner Station, Sumner, Washington

Parcel No. - Name	Address	Parcel or Adjacent Property Listed?	EDR Listings and Information	Department of Ecology Information and Site Status	Notes or Concerns
				(Parcel 2) which extended into the southwest portion of Parcel 3 (see Figure 2). Activities were reportedly successful at removing petroleum concentrations in soil exceeding MTCA Method A cleanup levels. The site was removed from the VCP in 2014 but an NFA was not assigned (reason unspecified).	
East adjacent property	711 Narrow St.	East Adjacent Property (Parcel 3 below) - listed in Ecology and/or EDR databases.	FIND, UST, CSCSL, ALLSITES. Tanks removed. Confirmed petroleum exceeds cleanup level. Voluntary Cleanup Site.	See discussion of Parcel 2 above.	
Parcel 3 - City Property	711 Narrow St.	Parcel listed in Ecology and/or EDR databases.	FIND, UST, CSCSL, ALLSITES. Tanks removed. Confirmed petroleum exceeds cleanup level. Voluntary Cleanup Site.	Cleanup Site ID #433. Facility ID #46951655. Soil cleanup performed in 2001 to remove petroleum and/or PAH concentrations in soil exceeding MTCA cleanup levels. Activities were reportedly successful at removing petroleum concentrations in soil exceeding MTCA Method A cleanup levels. The site was removed from the VCP in 2014 but an NFA was not assigned (reason unspecified).	Although releases have been reportedly cleaned up to MTCA cleanup levels, there is the potential for residual concentrations of petroleum to be present in subsurface soil.
West adjacent property	711 Narrow St.	West Adjacent Property (Parcel 2 above) - listed in Ecology and/or EDR databases.	FIND, UST. Tanks removed in CSCSL, ALLSITES. Confirmed petroleum exceeds cleanup level. Voluntary Cleanup Site.	See discussion of Parcel 2 above.	

Table 1. Summary of Environmental Desktop Reviews
Parcels 1-7, Sound Transit Sumner Station, Sumner, Washington

Parcel No. - Name	Address	Parcel or Adjacent Property Listed?	EDR Listings and Information	Department of Ecology Information and Site Status	Notes or Concerns
Parcel 4 - City ROW		Parcel not listed			
West adjacent property	711 Narrow Street	West Adjacent Property (Parcel 3 above) - listed in Ecology and/or EDR databases.	FIND, UST, CSCSL, ALLSITES. Tanks removed. Confirmed petroleum exceeds cleanup level. Voluntary Cleanup Site.	See discussion of Parcel 3 above.	
Parcel 5 - City Property	747-799 Harrison St.	Parcel listed in Ecology and/or EDR databases.	ICR, RCRA NonGen/ NLR, FINDS, ALLSITES, CSCSL NFA, UST, VCP, Financial Assurance.		Adjacent properties not listed.
Parcel 6 - Daycare Facility	725 Narrow St.	Parcel not listed			Adjacent properties not listed.
Parcel 7 - City Property	832-898 Narrow St.	Parcel not listed			Adjacent properties not listed.
West adjacent property	910 Traffic Ave.	West Adjacent Property - listed in Ecology and/or EDR databases	RCRA NonGen/NLR, FINDS, ALLSITES, CSCSL NFA, MANIFEST SPILLS VCP, UST.	Facility Site ID# 94118783. Cleanup Site ID# 11777. Sunset Chevrolet Inc. Lead, petroleum and non-halogenated organics were found in soils and remediated to below cleanup levels from 2011 to 2014 through the Voluntary Cleanup Program. A NFA status was assigned in 2014.	No longer appears to be a concern based on NFA status assigned by Ecology.

NOTES:

UST: underground storage tank

LUST: leaking underground storage tank

VCP: Ecology voluntary cleanup program

NFA: Ecology-assigned no further action status

NA: not applicable

MTCA: Model Toxics Control Act regulation (WAC 173-340)

Based on the information from Ecology and EDR, the likelihood of environmental impacts remaining at Parcels 1, 2, and 3 appears to be 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

Parcel 4 is currently the Narrow Street roadway, starting at the terminus of Academy Street and running south through the Sumner Station parking area to the intersection of Harrison Street. Figure 1 shows the parcel location. Recent photographs of the parcel indicate is developed as a roadway accessing the Sumner Station parking lots.

An EDR search did not find any database information on the parcel. Ecology did not have a status assigned to the address. Information regarding environmental impacts was not discovered during the desktop review. 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 appears to be low.

Parcel 5: City Property

A current address for Parcel 5 could not be located, although its tax parcel ID is 0420243174. This parcel is located north of Harrison Street and east of Narrow Street. Figure 1 shows the parcel location. Recent photographs of the parcel indicate it is currently a parking lot for Sumner Station. The 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 the information above, the potential for contaminants being present in soil and groundwater (at concentrations exceeding Ecology cleanup levels) at Parcel 5 appears to be low.

Parcel 6: Daycare

The current address for this parcel is 725 Narrow Street in Sumner, Washington. It is located immediately north of Parcel 5, south of Academy Street, east of Parcel 4, and west of an apartment complex. Figure 1 shows the parcel location. Recent photographs of the parcel indicate it is currently a child daycare facility. The 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 the information above, the likelihood of contaminants being present in soil and groundwater (at concentrations exceeding Ecology cleanup levels) at Parcel 6 appears to be low.

Parcel 7: City Property

The current address for this parcel is 832–898 Narrow Street, Sumner, Washington. It is located immediately east of the railroad tracks and Traffic Avenue and is the northernmost parcel of the Sumner Station group. Figure 1shows the parcel location. Recent photographs of the parcel indicate it is currently a pedestrian walkway, waiting area, and loading platform for the Sounder Sumner commuter train.

Parcel 7 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, with the exception of the Sunset Chevrolet car dealership located to the west across Traffic Avenue. This site, however, is listed in the EDR database information and in Ecology's Facility Site and Cleanup Site lists. The site 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.

Based on the information above, the likelihood of the Sunset Chevrolet site having environmental impacts on Parcel 7 appears to be low. The potential for contaminants being present in soil and groundwater (at concentrations exceeding Ecology cleanup levels) in Parcel 7 also appears to be low.

SUMMARY

Environmental liability from petroleum impacts to soil and/or groundwater, USTs, or other unidentified environmental conditions may be present at one or more of the selected parcels examined during this environmental desktop review. Potential environmental liability is discussed in this report and summarized in Table 1. Although not included in the scope of work for the desktop review, it should be noted that risks may also be present due to the presence of hazardous building materials such as lead-based paint or asbestos-containing materials.

Although some parcels and/or adjacent properties are listed as 'No Further Action' or 'cleaned up,' underlying soil and/or groundwater may contain contaminants below cleanup levels. These soils may still require health and safety procedures during construction, as well as disposal at a facility licensed to treat, recycle, or dispose of contaminated materials because many fill sites will not accept soils with detectable concentrations of contaminants. If excavated materials are disposed off-site, property owners at the receiving site should be notified of the results of this study and any additional testing information available at that time. Criteria for unrestricted use of soils may be lower than some cleanup levels.

Based on the findings of the desktop review, supplemental subsurface investigations (Phase II ESAs) may be recommended to investigate the presence and extent of contaminated soils and groundwater at one or more of the selected parcels, as appropriate. The decision to perform a Phase II ESA would be confirmed after a Phase I ESA is conducted. The extent of Phase II investigations may depend on whether Sound Transit plans to purchase or lease the property, and/or the extent of future construction activities. In addition to environmental investigations, geotechnical investigations should include provisions for environmental screening of soil samples collected in the field, and laboratory analysis of contaminants of concern, if warranted.

Noise Technical Analysis

NOISE TECHNICAL ANALYSIS

Summary

This noise analysis has been prepared as part of the Sumner Station Access Improvement Project proposed by the Central Puget Sound Regional Transit Authority (Sound Transit). The intent of this analysis is to evaluate whether the proposed project will result in any noise impacts.

Potential noise levels from the proposed project and its construction were evaluated using the methods from the Federal Transit Administration (FTA), state regulations, and local ordinances. The evaluation identified 10 multi-family units at two buildings under the proposed project 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. Finally, 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 (HUD).

Introduction

This technical memorandum summarizes the noise analysis performed for vehicle traffic at the Sumner Station after completion of the project. The analysis was performed using FTA, state, and local criteria, and followed the FTA general assessment for a transit system analysis, as set forth in the FTA guidance manual (FTA 2006).

Project Description

The project would be located 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 while retaining some existing 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 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 are from Harrison Street and Station Lane. The project also includes access and non-motorized improvements, such as driveways, 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 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.

Figure 1. Area Overview and Summary of Proposed Improvements

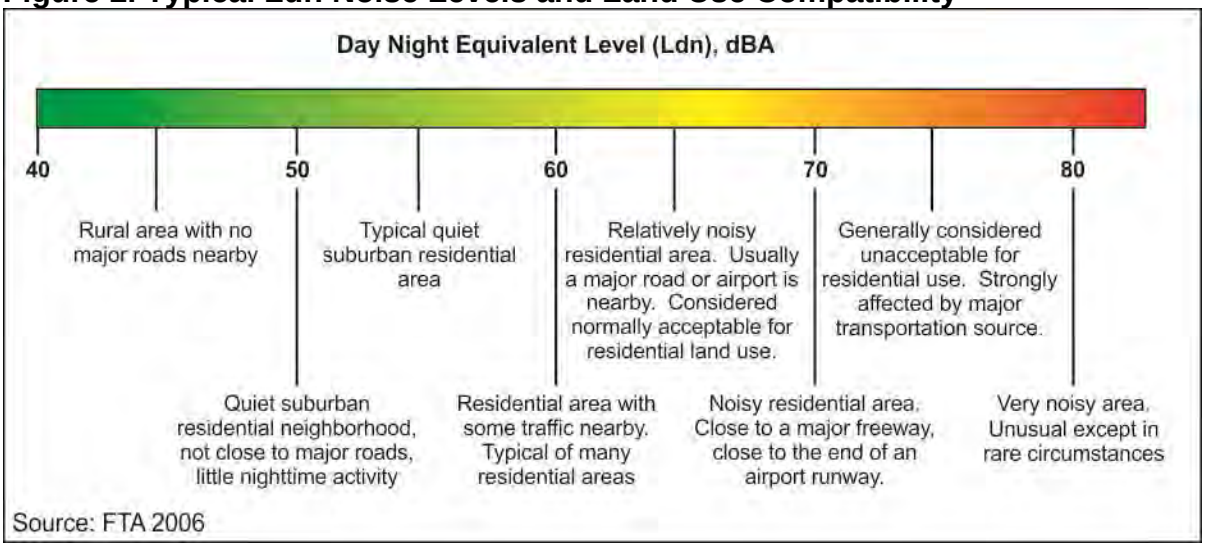
Introduction to Noise

Noise is defined as unwanted sound; it is measured in terms of sound pressure level and is usually expressed in decibels (dB), a conversion of the air pressure to a unit of measurement that represents the way humans hear sounds. The human ear is less sensitive to higher and lower frequencies than it is to midrange frequencies. To provide a measurement meaningful to humans, a weighting system was developed that reduces the sound level of higher and lower frequency sounds, similar to what the human ear does. This filtering system is used in almost all noise ordinances. Measurements taken with this "A-weighted" filter are referred to as "dBA" readings. There are two primary noise measurement descriptors that are used to assess noise impacts from traffic and transit projects, the Leq and the Ldn, described below:

- Leq: The equivalent sound level (Leq) is the level of a constant sound for a specified period of time that has the same sound energy as an actual fluctuating noise over the same period of time. The peak-hour Leq is used for all traffic noise analyses and for light rail noise analyses at locations with daytime use, such as schools and libraries.

- Ldn: The day-night sound level (Ldn) is an Leq over a 24-hour period, with 10 dBA added to nighttime sound levels (between 10 pm and 7 am) as a penalty to account for the greater sensitivity and lower background sound levels during this time. The Ldn is the primary noise-level descriptor for light rail noise at residential land uses. Figure 2 is a graph of typical Ldn noise levels and residential land use compatibility.

Figure 2. Typical Ldn Noise Levels and Land Use Compatibility



Method of Analysis

This proposed project is an FTA project and therefore follows the methods provided by the FTA guidance manual (FTA 2006). As required by the FTA, other federal, state, and local noise regulations and ordinances were reviewed for relevance to this project. Under the FTA analysis, operational noise levels from buses and other vehicles were predicted using measured data and followed the methods outlined by the FTA.

FTA Noise Regulations

The criteria in the FTA guidance manual are founded on well-documented research on community reaction to noise and are based on change in noise exposure using a sliding scale. The levels of change that a transit project is allowed in the overall noise environment is reduced as levels of existing noise increase. The FTA noise impact criteria group noise-sensitive land uses into the following three categories:

- **FTA Category 1:** Tracts of land where quiet is an essential element in the intended purpose. This category includes lands set aside for serenity and quiet, outdoor amphitheaters and concert pavilions, and National Historic Landmarks with significant outdoor use. Also included in this category are recording studios and concert halls. There are no Category 1 uses in this study area.
- **FTA Category 2:** Residences and buildings where people normally sleep. This category includes homes, hospitals, and hotels where a nighttime sensitivity to noise is assumed to be of utmost importance.
- **FTA Category 3:** Institutional land uses with primarily daytime and evening use. This category includes schools, libraries, theaters, and churches where it is important to avoid interference with such activities as speech, meditation, and concentration on reading material. Places for meditation or study associated with cemeteries, monuments, museums, campgrounds, and recreational facilities are also considered to be in this category. Certain historical sites and parks are also included, but their sensitivity to noise must be related to their defining characteristics; generally, parks with active recreational facilities are not considered noise sensitive. There are no Category 3 uses in this study area.

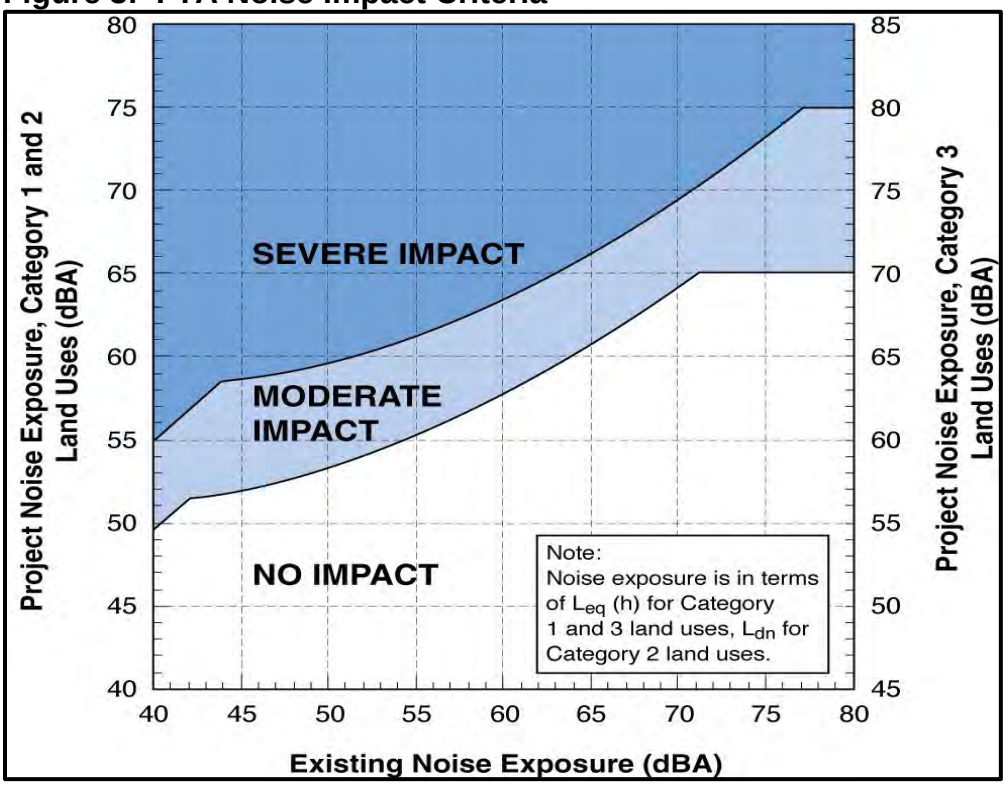
Ldn is used to characterize noise exposure for residential uses (Category 2). For other noise-sensitive land uses, such as school buildings (Category 3), the maximum 1-hour Leq for the period during which the facility is open is used. The only FTA noise-sensitive land uses in the project area are residential (Category 2) uses. There are no Category 1 or Category 3 land uses in the project corridor. Also, it is important to note that there are no noise impact criteria for most commercial or for any industrial land uses in the FTA guidance manual.

There are two levels of impact included in the FTA criteria. The interpretations of these two levels of impact are summarized below:

- **Severe Impact:** Project-generated noise in the severe impact range can be expected to cause a substantial percentage of people to be highly annoyed by the new noise and represents the most compelling need for mitigation. Noise mitigation will normally be specified for severe impact areas unless there are extenuating circumstances that prevent it from being applied.
- **Moderate Impact.** In this range of noise impact, the change in the cumulative noise level is noticeable to most people but might not be sufficient to cause strong, adverse reactions from the community. In this transitional area, other project-specific factors must be considered to determine the magnitude of the impact and the need for mitigation. These factors include the existing noise level, the predicted level of increase over existing noise levels, the types and numbers of noise-sensitive land uses affected, the noise sensitivity of the properties, the effectiveness of the mitigation measures, community views, and the cost of mitigating noise to more acceptable levels.

Figure 3 summarizes the noise impact criteria for transit operations.

Figure 3: FTA Noise Impact Criteria



Under the FTA criteria, as the existing noise exposure increases, the amount of the allowable increase in the overall noise exposure caused by a project decreases. For example, a residence (FTA Category 2) with an existing Ldn of 45 dBA would have an impact if project noise levels equaled or were greater than 52 dBA Ldn, and the impact would be considered severe if the project Ldn were greater than 58 dBA Ldn. However, a residence with an existing Ldn of 65 dBA would have an impact if project noise levels equaled or were greater than 61 dBA Ldn, and the impact would be considered severe if the project Ldn were greater than 66 dBA Ldn.

State Regulations and Local Noise Ordinances

Both state regulations and local noise ordinances were reviewed for applicability to the project. In Chapter 173-60 of the Washington Administrative Code (WAC), the Washington State Department of Ecology has adopted Maximum Environmental Noise Levels for residential, commercial, industrial, and construction areas. However, WAC 173-60-110 states that:

> "The department conceives the function of noise abatement and control to be primarily the role of local government and intends actively to encourage local government to adopt measures for noise abatement and control. Wherever such measures are made effective and are being actively enforced, the department does not intend to engage directly in enforcement activities."

As a result, the City of Sumner noise control ordinance is used for this noise analysis. This ordinance is described below.

The City of Sumner regulates noise pursuant to Chapter 8.14, Noise Control, Sumner Municipal Code (SMC). The SMC defines three classes of property usage for noise control purposes, called Environmental Designation for Noise Abatement (EDNA), based on the land use zoning codes listed in

the SMC (SMC 8.14.070.A). The land use zoning codes classified under each EDNA class are listed in Table 1 by their designated land use code.

Table 1. City of Sumner Noise Control EDNA

Property Producing Noise	Land Use Codes
Class A EDNA	All residentially zoned lands including, but not limited to, LDR-4, LDR-6, LDR-7.2, LDR 8.5, LDR-12, MDR, HDR, RP, and MUD.
Class B EDNA	All commercially zoned lands including, but not limited to, NC, CBD, GC, and IC.
Class C EDNA	All industrially and agriculturally zoned lands including, but not limited to, M-1, M-2, and AG.

LDR= low density residential, MDR= medium density residential, HDR= high density residential, RP= residential-protection, MUD= mixed-use development; NC= neighborhood commercial, CBD= central business district, GC= general commercial, IC= interchange commercial, M= manufacturing, AG= agricultural

With the exception of 725 Narrow Avenue, on which there is currently a day-care and which is zoned as central business district (CBD), a class B EDNA, all of the properties on which the proposed parking garage is to be constructed are zoned as medium density residential, which is a class A EDNA.

SMC Chapter 8.14 also defines the maximum permissible noise level from one EDNA class to another EDNA class (SMC 8.14.050). For example, noise generated by an EDNA A property must be 55 dBA or less at the EDNA A (residential areas) property line, 57 dBA or less at the closest EDNA B (business and commercial areas) property line, and 60 dBA or less at the closest EDNA C (agricultural, manufacturing, and industrial areas) property line. These maximum permissible environmental noise levels are summarized in Table 2.

Table 2. City of Sumner Maximum Permissible Noise Levels

EDNA of Sound Source	Maximum Permissible Sound Level (dBA) EDNA of Property Receiving Noise		
	Class A EDNA	Class B EDNA	Class C EDNA
Class A EDNA	55	57	60
Class B EDNA	57	60	65
Class C EDNA	60	65	70

dBA = decibel with A-weighting

Between 10:00 pm and 7:00 am each day of the week, the maximum permissible levels shown in Table 2 are reduced by 10 dBA for receiving properties in EDNA A (residential). Therefore, using the above example, the noise generated from an EDNA A property must be less than 45 dBA at the closest residential property line (EDNA A) between 10:00 pm and 7:00 am.

In addition, the SMC contains short-term modifications to the property line noise standards listed in Table 2 based on the minutes per hour that the noise limit is exceeded. These modifications are provided in Table 3.

Table 3. City of Sumner Short-term Modifications to Maximum Permissible Noise Levels

Minutes Per hour	Adjustment to Maximum Sound Level
15	+5 dBA
5	+10 dBA
1.5	+15 dBA

dBA = decibel with A-weighting

Chapters 8.14 and 15.34 of the SMC would apply to the construction of the proposed project. Under SMC Section 8.14.080.C, sounds originating from construction activity subject to SMC Section 15.34.010 are allowed to operate at the noise level necessary to complete construction during construction hours. SMC Section 15.34.010 sets forth the hours of construction as between 7:00 am and 6:00 pm on weekdays, and 10:00 am to 6:00 pm on Saturdays, Sundays, and legal holidays, for any construction activity performed in conjunction with approved permits.

Therefore, permitted project construction could be performed between 7:00 am and 6:00 pm on weekdays, and 10:00 am to 6:00 pm on Saturdays, Sundays, and legal holidays without the risk of any SMC violations. If construction were to be performed during nighttime hours, the contractor would be required to either meet the noise-level requirements presented in Table 2 (reduced by 10 dBA for work during 10 pm and 7am in EDNA A) or obtain a noise variance from the City of Sumner. In addition to the property-line noise standards listed in Table 2, there are exemptions for short-term noise exceedance that occur at any hour of the day or night, including those outlined in Table 3, that are based on the minutes per 24-hour period that the noise limit is exceeded.

Vibration Analysis

Operational vibration was not considered to be an issue for the Sumner Station Access Improvement Project. The types of vehicles accessing the site are primarily passenger vehicles with rubber tires. Rubber tire vehicles rarely produce measurable vibration levels unless there are major roadway imperfections, such as potholes, that result in the vehicle causing an impact to the ground.

Although the potential for operational vibration is negligible, vibration from project construction could occur and is discussed in the project construction section.

Analysis Methods and Data Sources

Data used for the noise study included computer drafting files, plan and profile drawings, operational hours, and parking capacities, including data from a traffic report prepared in June 2015 in conjunction with the transportation analysis conducted as part of the environmental review for the project. Reference noise levels used in this analysis were taken from the FTA guidance manual.

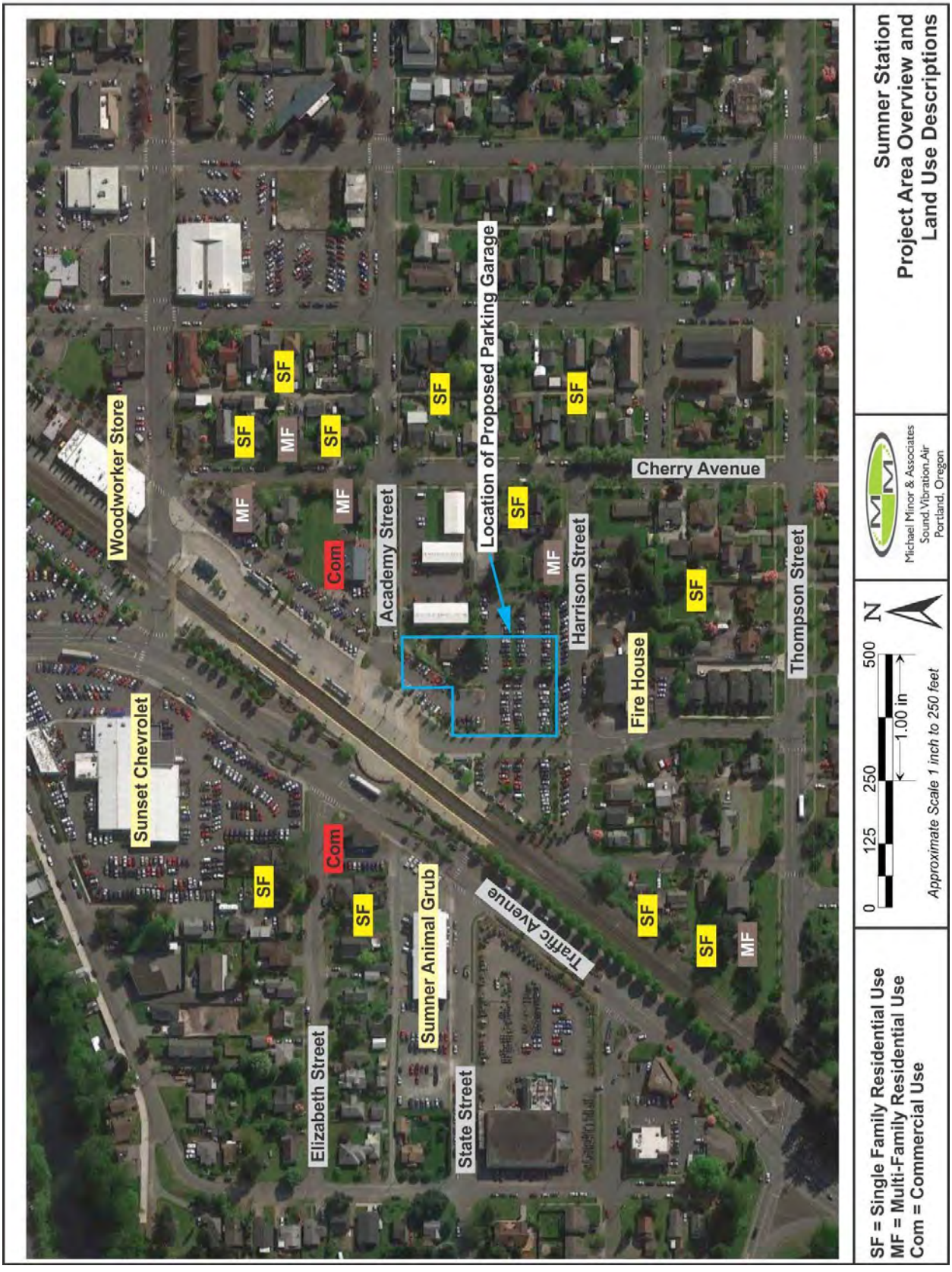
A noise analysis for this type of project is typically performed in three distinct steps:

1. FTA noise impact criteria are determined using the land use of potentially affected properties and calculated existing noise levels based on average daily traffic volumes. The FTA noise impact criteria are determined as described in Section 5.1. The only noise-sensitive uses in the project area are FTA Category 2 uses. The City of Sumner noise control criteria are determined as described in Section 5.2. Each of the receiving properties in this study is either a Class A EDNA or a Class B EDNA, and the proposed parking structure and lot are each a Class A EDNA.
2. Future operational noise levels are calculated for nearby noise-sensitive receivers based on the operational characteristics of the facility. Operational noise levels are compared to the federal and local noise criteria and all potential noise impacts are identified.
3. If impacts are identified, noise mitigation is examined. Mitigation will be consistent with the methods specified in the FTA guidance manual (FTA 2006).

Area Land Use

The proposed project is located on parcel numbers 0420243179 and 0420243174 within the jurisdiction of the City of Sumner, Washington. The current land use in the project area is used to determine the noise analysis category for receivers under the FTA criteria. As described in Section 5.2, land use zoning codes are used to determine the noise analysis EDNA for receivers under the SMC. Land use near the station includes single- and multi-family homes on the east side of Traffic Avenue (FTA category 2 and land use zones LDR-6 and CBD). There is also a fire house on the south side of Harrison Street across from the proposed project (FTA Category 2 and land use zone LDR-6), as well as a few commercial uses north of Maple Street (land use zones CBD and GC). On the west side of Traffic Avenue there are several commercial establishments (land use zones LDR-6 and GC) and more single-family homes (FTA Category 2 and land use zone LDR-6). Figure 4 shows the land uses in the project area.

Figure 4. Project Area Overview and Land Use



Noise Modeling Receiver Locations and Classifications

All of the receiving properties analyzed in this study are classified as Class A EDNA or Class B EDNA under the SMC and are either Category 2 noise-sensitive land uses under the FTA guidance manual or do not have impact criteria under the FTA. The western portions of the Sunset Chevrolet parking lot are zoned LDR-6 and are, therefore, EDNA A under the SMC. However, there are no impact criteria in the FTA guidance manual for any portion of that parking lot or for any of the other commercial land uses in the project area; therefore, none of those uses are analyzed under the FTA.

All of the receiving properties in the study area were identified as noise sensitive under either or both of the FTA and City of Puyallup criteria and were, therefore, selected as receivers for analysis. These noise-sensitive receivers include the receivers closest to those areas with added noise from the project that would have the potential for noise impacts. The project location and the areas where receiver locations were modeled are shown on Figure 5. Table 4 identifies the locations of all of the properties located in the project area and provides the number of uses and analysis classifications for each of these properties.

Table 4. Land Use Classifications and Receiver Locations

Receiver	Address	Parcel Number	Number of Uses[1]	FTA Category	Zoning Code[2]	EDNA Class
R-1	813 Academy Street	7985100131	Midtown Station Restaurant	N/A[3]	CBD	B
R-2	802 Cherry Avenue	7985100132	2-duplex	2	CBD	B
R-3	814 Cherry Avenue	7985100110	1 SFR	2	CBD	B
R-4	816 Cherry Avenue Condominiums	Various	6	2	CBD	B
R-5	906 Cherry Avenue	7985000619	Woodworker Store	N/A[3]	CBD	B
R-6	823 Cherry Avenue	7985000630	1 SFR	2	CBD	B
R-7	817 Cherry Avenue	7985000620	7 MFR	2	CBD	B
R-8	815 Cherry Avenue	7985000640	1 SFR	2	CBD	B
R-9	809 Cherry Avenue	7985000650	2-duplex	2	LDR-6	A
R-10	805 Cherry Avenue	7985000660	1 SFR	2	LDR-6	A
R-11	801 Cherry Avenue	7985000680	1 SFR	2	LDR-6	A
R-12	907 Academy Street	7985000670	1 SFR	2	LDR-6	A
R-13	911 Academy Street	7985000700	1 SFR	2	LDR-6	A
R-14	802 Kincaid Avenue	7985000710	1 SFR	2	LDR-6	A
R-15	806 Kincaid Avenue	7985000720	1 SFR	2	LDR-6	A
R-16	812 Kincaid Avenue	7985000730	1 SFR	2	LDR-6	A
R-17	816 Kincaid Avenue	7985000740	1 SFR	2	CBD	B
R-18	820 Kincaid Avenue	7985000760	1 SFR	2	CBD	B
R-19	824 Kincaid Avenue	7985000750	6 MFR	2	CBD	B
R-20A	728 Cherry Avenue	420243120	2 MFR	2	LDR-6	A
R-20B	728 Cherry Avenue	420243120	2 MFR	2	LDR-6	A
R-20C	728 Cherry Avenue	420243120	4 MFR	2	LDR-6	A

Table 4. Land Use Classifications and Receiver Locations

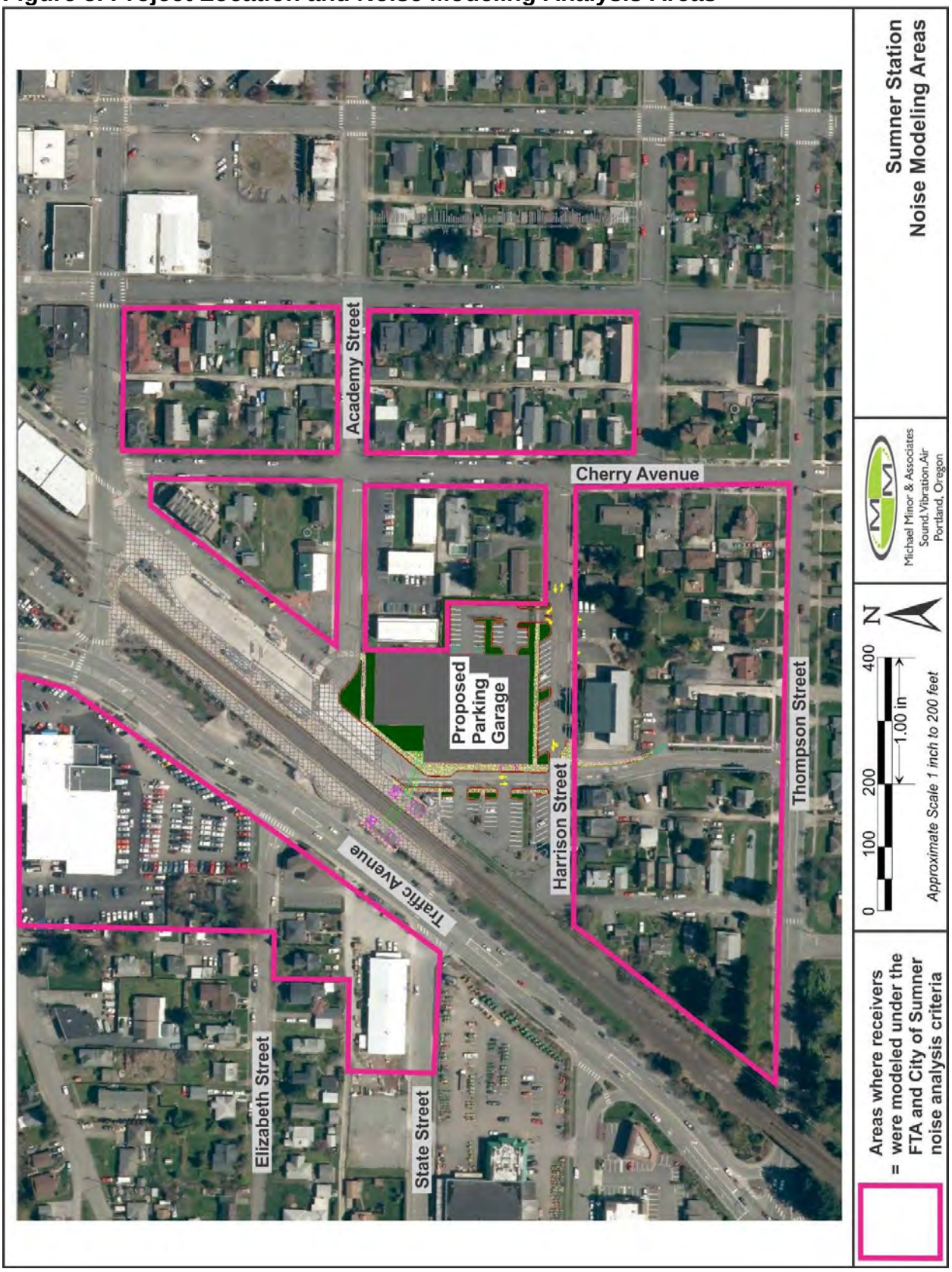
Receiver	Address	Parcel Number	Number of Uses[1]	FTA Category	Zoning Code[2]	EDNA Class
R-21	728 Cherry Avenue	7985100242	12 MFR	2	LDR-6	A
R-22	712 Cherry Avenue	7985100253	1 SFR	2	LDR-6	A
R-23	704 Cherry Avenue	7985100254	1 SFR	2	LDR-6	A
R-24	809 Harrison Street	7985100252	2-duplex	2	LDR-6	A
R-25	733 Cherry Avenue	3135000010	1 SFR	2	LDR-6	A
R-26	725 Cherry Avenue	3135000021	1 SFR	2	LDR-6	A
R-27	723 Cherry Avenue	3135000030	1 SFR	2	LDR-6	A
R-28	721 Cherry Avenue	3135000040	1 SFR	2	LDR-6	A
R-29	717 Cherry Avenue	3135000050	1 SFR	2	LDR-6	A
R-30	713 Cherry Avenue	3135000060	1 SFR	2	LDR-6	A
R-31	709 Cherry Avenue	3135000070	1 SFR	2	LDR-6	A
R-32	705 Cherry Avenue	3135000080	1 SFR	2	LDR-6	A
R-33	903 Park Street	3135000090	1 SFR	2	LDR-6	A
R-34	624 Cherry Avenue	7985100272	2-duplex	2	LDR-6	A
R-35	816 Harrison Street	7985100271	1 SFR	2	LDR-6	A
R-36	800 Harrison Street	0420243176	Sumner Fire Station	N/A[3]	LDR-6	A
R-37	714 Harrison Street	5680000032	1 SFR	2	LDR-6	A
R-38	708 Harrison Street	5680000060	1 SFR	2	LDR-6	A
R-39	706 Harrison Street	5680000050	1 SFR	2	LDR-6	A
R-40	702 Harrison Street	5680000040	1 SFR	2	LDR-6	A
R-41	620 Cherry Avenue	0420243099	1 SFR	2	LDR-6	A
R-42	616 Cherry Avenue	0420243044	1 SFR	2	LDR-6	A
R-43	604 Cherry Avenue	0420243086	1 SFR	2	LDR-6	A
R-44	815 Thompson Street	0420243137	1 SFR	2	LDR-6	A
R-45	811 Thompson Street	0420243056	1 SFR	2	LDR-6	A
R-46	805 Thompson Street	0420243084	1 SFR	2	LDR-6	A
R-47	616 Station Lane	0420247022	1 SFR	2	LDR-6	A
R-48	610 Station Lane	0420247023	1 SFR	2	LDR-6	A
R-49	606 Station Lane	0420247024	1 SFR	2	LDR-6	A
R-50	602 Station Lane	0420256001	1 SFR	2	LDR-6	A
R-51	715 Thompson Street	0420243162	1 SFR	2	LDR-6	A
R-52	619 McKinnon Avenue	5680000070	1 SFR	2	LDR-6	A

Table 4. Land Use Classifications and Receiver Locations

Receiver	Address	Parcel Number	Number of Uses[1]	FTA Category	Zoning Code[2]	EDNA Class
R-53	617 McKinnon Avenue	5680000080	1 SFR	2	LDR-6	A
R-54	613 McKinnon Avenue	5680000090	1 SFR	2	LDR-6	A
R-55	611 McKinnon Avenue	5680000100	1 SFR	2	LDR-6	A
R-56	620 McKinnon Avenue	5680000120	1 SFR	2	LDR-6	A
R-57	618 McKinnon Avenue	5680000130	1 SFR	2	LDR-6	A
R-58	614 McKinnon Avenue	5680000140	1 SFR	2	LDR-6	A
R-59	610 McKinnon Avenue	5680000150	4-plex	2	LDR-6	A
R-60	800 Traffic Avenue	4250000120	Sumner Animal Grub	N/A[3]	GC	B
R-61	808 Traffic Avenue	7840000101	Tools4ever	N/A[3]	GC	B
R-62	640 Elizabeth Street	7840000110	1 SFR	2	LDR-6	A
R-63	638 Elizabeth Street	7840000120	1 SFR	2	LDR-6	A
R-64	643 Elizabeth Street	7840000020	1 SFR	2	LDR-6	A
R-65	639 Elizabeth Street	7840000030	1 SFR	2	LDR-6	A
R-66	646 E. Main Street	0420243139	Vacant Land	N/A[3]	LDR-6	A
R-67	646 1/2 West Main Street	0420243140	Vacant Land (that is used by 637 1/2 Elizabeth Street to the west)	N/A[3]	LDR-6	A
R-68	910 Traffic Avenue	0420243130	Sunset Chevrolet	N/A[3]	GC	B
R-69	646 1/2 West Main Street	0420243141	Sunset Chevrolet Parking Lot	N/A[3]	LDR-6	A
R-70	None Given	0420243070	Sunset Chevrolet Parking Lot	N/A[3]	LDR-6	A
R-71	642 West Main Street	0420243018	Sunset Chevrolet Parking Lot	N/A[3]	LDR-6	A

Notes:
1. SFR = single-family residence; MFR = multi-family residences
2. Definitions: CBD= central business district, LDR= low density residential, GC= general commercial
3. N/A = Not Applicable

Figure 5. Project Location and Noise Modeling Analysis Areas



Noise Monitoring Results and Existing Noise Levels

The existing noise environment was ascertained through onsite inspections and noise monitoring. Noise monitoring was performed for approximately 24 hours or longer at two locations. These locations were chosen as representative of nearby noise-sensitive land uses based on factors such as land use, existing noise sources, proximity, surrounding topography, and shielding. Short-term (15-minute) monitoring was also performed at two other locations where long-term monitoring was not practical or where short-term data were used to supplement nearby long-term monitoring results. The noise modeling locations are shown on Figure 6. Table 5 summarizes the noise monitoring results.

Table 5. Noise Monitoring Results

Monitoring Location[1]	Address	Type of Measurement	Leq (Peak-hour Leq in dBA)	Ldn (24-hour Ldn in dBA)[2]
M-1	North side of Academy Street (side yard of 802 Cherry Avenue)	Long-term	Not Applicable	70
M-2	800 Harrison Street	Long-term	Not Applicable	70
M-3	712 Cherry Avenue	Short-term	52	67
M-4	640 Elizabeth Street	Short-term	57	69

Notes:
1. Sites shown on Figure 6.
2. Projected Ldn levels for short-term monitoring sites have been calculated using formulas and methods in the FTA Transit Noise and Vibration Impact Assessment (FTA 2006) and by comparison with other nearby long-term noise monitoring sites.
   Ldn = 24-hour, time-averaged, A-weighted sound level; Leq = equivalent continuous sound level

Noise levels near the station are dominated by noise from Amtrak, freight, and Sounder trains and train horns. Based on noise readings, approximately 75 to 80 trains passed by the monitoring sites over the noise measurement period. The combination of the train horns, frequent train pass-bys, warning gate bells, and local traffic is the reason for the 65 to 73 dBA Ldn readings. Other noise sources include local area traffic along Traffic Avenue and other local arterial roadways, as well as commercial and light industrial activities.

Figure 6. Noise Monitoring Locations

Using the methods in the FTA guidance manual, the monitoring data were used to predict the existing 24-hour Ldn for the 63 residential receivers used in the noise analysis under the FTA criteria. Table 6 provides the results of the existing noise level projections for these receivers. The predicted Ldn values were derived using the measured data from Table 5 and the methods described in FTA (2006). The levels at these receivers include structural shielding and other acoustical considerations. Locations closer to the railroad tracks have higher noise levels than those measured due to their proximity to the tracks and train pass-bys.

Table 6. Existing Noise Levels

Receiver	Address[1]	Parcel Number	Number of Uses[2]	Ldn
R-2/M-1	802 Cherry Avenue	7985100132	2-duplex	70
R-3	814 Cherry Avenue	7985100110	1 SFR	64
R-4	816 Cherry Avenue Condominiums	Various	6 MFR	66
R-6	823 Cherry Avenue	7985000630	1 SFR	70
R-7	817 Cherry Avenue	7985000620	7 MFR	68
R-8	815 Cherry Avenue	7985000640	1 SFR	66
R-9	809 Cherry Avenue	7985000650	2-duplex	64
R-10	805 Cherry Avenue	7985000660	1 SFR	66
R-11	801 Cherry Avenue	7985000680	1 SFR	68
R-12	907 Academy Street	7985000670	1 SFR	68
R-13	911 Academy Street	7985000700	1 SFR	68
R-14	802 Kincaid Avenue	7985000710	1 SFR	68
R-15	806 Kincaid Avenue	7985000720	1 SFR	66
R-16	812 Kincaid Avenue	7985000730	1 SFR	64
R-17	816 Kincaid Avenue	7985000740	1 SFR	66
R-18	820 Kincaid Avenue	7985000760	1 SFR	68
R-19	824 Kincaid Avenue	7985000750	6 MFR	70
R-20A	728 Cherry Avenue	420243120	2 MFR	73
R-20B	728 Cherry Avenue	420243120	2 MFR	73
R-20C	728 Cherry Avenue	420243120	4 MFR	73
R-21	728 Cherry Avenue	7985100242	12	70
R-22/M-3	712 Cherry Avenue	7985100253	1 SFR	67
R-23	704 Cherry Avenue	7985100254	1 SFR	67
R-24	809 Harrison Street	7985100252	2-duplex	67
R-25	733 Cherry Avenue	3135000010	1 SFR	69
R-26	725 Cherry Avenue	3135000021	1 SFR	67
R-27	723 Cherry Avenue	3135000030	1 SFR	67
R-28	721 Cherry Avenue	3135000040	1 SFR	67
R-29	717 Cherry Avenue	3135000050	1 SFR	67
R-30	713 Cherry Avenue	3135000060	1 SFR	67

Table 6. Existing Noise Levels

Receiver	Address[1]	Parcel Number	Number of Uses[2]	Ldn
R-31	709 Cherry Avenue	3135000070	1 SFR	67
R-32	705 Cherry Avenue	3135000080	1 SFR	67
R-33	903 Park Street	3135000090	1 SFR	67
R-34	624 Cherry Avenue	7985100272	2-duplex	70
R-35	816 Harrison Street	7985100271	1 SFR	70
R-36/M-2	800 Harrison Street	0420243176	Sumner Fire House	70
R-37	714 Harrison Street	5680000032	1 SFR	71
R-38	708 Harrison Street	5680000060	1 SFR	72
R-39	706 Harrison Street	5680000050	1 SFR	73
R-40	702 Harrison Street	5680000040	1 SFR	74
R-41	620 Cherry Avenue	0420243099	1 SFR	66
R-42	616 Cherry Avenue	0420243044	1 SFR	65
R-43	604 Cherry Avenue	0420243086	1 SFR	66
R-44	815 Thompson Street	0420243137	1 SFR	65
R-45	811 Thompson Street	0420243056	1 SFR	65
R-46	805 Thompson Street	0420243084	1 SFR	65
R-47	616 Station Lane	0420247022	1 SFR	65
R-48	610 Station Lane	0420247023	1 SFR	65
R-49	606 Station Lane	0420247024	1 SFR	66
R-50	602 Station Lane	0420256001	1 SFR	68
R-51	715 Thompson Street	0420243162	1 SFR	68
R-52	619 McKinnon Avenue	5680000070	1 SFR	69
R-53	617 McKinnon Avenue	5680000080	1 SFR	70
R-54	613 McKinnon Avenue	5680000090	1 SFR	70
R-55	611 McKinnon Avenue	5680000100	1 SFR	70
R-56	620 McKinnon Avenue	5680000120	1 SFR	73
R-57	618 McKinnon Avenue	5680000130	1 SFR	73
R-58	614 McKinnon Avenue	5680000140	1 SFR	73
R-59	610 McKinnon Avenue	5680000150	4-plex	73
R-62/M-4	640 Elizabeth Street	7840000110	1 SFR	69

Table 6. Existing Noise Levels

Receiver	Address[1]	Parcel Number	Number of Uses[2]	Ldn
R-63	638 Elizabeth Street	7840000120	1 SFR	68
R-64	643 Elizabeth Street	7840000020	1 SFR	69
R-65	639 Elizabeth Street	7840000030	1 SFR	68

Notes:
1. Addresses taken from Google Earth Pro Image dated 4-19-2015
2. SFR = single-family residence; MFR = multi-family residences

Noise Impact Analysis

Operational noise levels were projected for impact analysis under the FTA and City of Sumner criteria. The Ldn was used for FTA projections for residential land use (Category 2), and the peak-hour Leq was used for analysis under the local noise regulations. There are no FTA Category 1 or Category 3 land uses in the project area.

Noise Analysis Methods

The future noise levels were projected using the methods given in the FTA guidance manual (FTA 2006). The noise levels used for this analysis are for the improvements to the parking areas only. They do not include noise from transit operations, Amtrak, freight trains, or other noise sources, because these are existing noise sources that are included in the measured data provided in Section 8.

The analysis used the number of vehicles accessing the site during daytime (7:00 am to 10:00 pm) and nighttime (10:00 pm to 7:00 am) hours to project the Ldn or the daytime hours and nighttime hours Leq for each receiver of interest, as applicable. Input to the model assumed a parking garage capacity of 623 spaces and a surface parking lot capacity of 75 spaces. The resulting noise levels were then compared with the applicable impact criteria. As described in Section 5, the FTA criteria for a given receiver vary based on the existing noise levels at that receiver. Under the City of Sumner noise ordinance, the maximum allowable nighttime sound level is 45 dBA and the maximum daytime sound level is 55 dBA at EDNA A receivers. At all other receivers, the City of Sumner nighttime and daytime criteria are 47 dBA and 57 dBA, respectively.

Noise Impact Analysis

Table 7 provides the results of the noise level projections and compares the operational noise levels with the FTA and City of Sumner noise ordinance. There were no impacts under the FTA criteria. Ten multi-family units are predicted to have noise levels above the the City of Sumner criteria. Eight of these units are in the multi-family apartment building located directly west of the proposed garage (R-20A, B, and C). Future operational noise levels at this apartment building are 3 to 7 dB above the City of Sumner noise ordinance criteria. An inspection of the building identified that it was equipped with upgraded double pane windows, and interior noise levels would be 24 to 26 dB or more lower than the exterior noise levels. The remaining two multi-family residences are at a duplex located along Harrison Street, just west of the surface parking area (R-24), where noise levels are 3 dB above the City of Sumner noise ordinance.

Noise levels at the Sumner Fire Station were projected for the south side of the building, closest to the sleeping and living areas of the fire station. This part of the fire station is shielded from the parking garage by the fire station garage bays where the fire engines are stored, and this storage area provides acoustical shielding from parking garage noise for the sleeping and living areas at the fire station.

Although the shielding is predicted to reduce noise levels at the sleeping and living areas by 7 to 10 dB or more, a conservative 5 dB attenuation factor was used for the noise projections, and consequently, no noise impact was identified at the station. All other noise sensitive uses are either shielded from the parking garage, or too far from the garage to have noise impacts, and therefore, the noise levels at these other nearby noise sensitive properties are all projected to be below the City of Sumner criteria. Table 7 provides the results of the noise modeling, and includes the predicted Ldn, FTA criteria, city ordinance criteria, and future Leq levels with impacts identified. The locations of the 10 impacts identified under the City of Sumner criteria are shown on Figure 7.

Table 7. Operational Noise Level Impact Analysis

Rec.[1]	Predicted Project Level (24-hour Ldn)[2]	FTA Criteria (dBA Ldn)[3]		FTA Impact[4]	Predicted Project Level (Leq)[5]		City of Sumner Criteria (dBA Leq)[6]		City of Sumner Impact[7]
		Moderate	Severe		Day	Night	Day	Night	
R-1	N/A[8]	N/A[8]	N/A[8]	--	42	42	57	47	--
R-2	46	65	70	--	40	40	57	47	--
R-3	45	61	66	--	39	38	57	47	--
R-4	43	62	68	--	37	36	57	47	--
R-5	N/A[8]	N/A[8]	N/A[8]	--	37	36	57	47	--
R-6	43	65	70	--	37	36	57	47	--
R-7	43	63	69	--	37	36	57	47	--
R-8	43	62	68	--	37	36	57	47	--
R-9	43	61	66	--	37	36	55	45	--
R-10	43	62	68	--	37	37	55	45	--
R-11	44	63	69	--	38	37	55	45	--
R-12	43	63	69	--	37	36	55	45	--
R-13	43	63	69	--	37	36	55	45	--
R-14	43	63	69	--	37	36	55	45	--
R-15	43	62	68	--	37	36	55	45	--
R-16	43	61	66	--	37	36	55	45	--
R-17	43	62	68	--	37	36	57	47	--
R-18	43	63	69	--	37	36	57	47	--
R-19	43	65	70	--	37	36	57	47	--
R-20A	59	66	72	--	53	**52**	55	45	2, City, Night
R-20B	56	66	72	--	50	**49**	55	45	2, City, Night
R-20C	54	66	72	--	48	**48**	55	45	4, City, Night
R-21	48	65	70	--	42	42	55	45	--
R-22	55	63	68	--	44	43	55	45	
R-23	49	63	68	--	43	43	55	45	--

Table 7. Operational Noise Level Impact Analysis

Rec.[1]	Predicted Project Level (24-hour Ldn)[2]	FTA Criteria (dBA Ldn)[3]		FTA Impact[4]	Predicted Project Level (Leq)[5]		City of Sumner Criteria (dBA Leq)[6]		City of Sumner Impact[7]
		Moderate	Severe		Day	Night	Day	Night	
R-24	55	63	68	--	49	**48**	55	45	2, City, Night
R-25	45	64	70	--	39	38	55	45	--
R-26	45	63	68	--	39	39	55	45	--
R-27	45	63	68	--	39	39	55	45	--
R-28	45	63	68	--	39	39	55	45	--
R-29	45	63	68	--	39	39	55	45	--
R-30	45	63	68	--	39	39	55	45	--
R-31	45	63	68	--	39	38	55	45	--
R-32	44	63	68	--	39	38	55	45	--
R-33	44	63	68	--	38	38	55	45	--
R-34	48	65	70	--	42	41	55	45	--
R-35	50	65	70	--	44	44	55	45	--
R-36[9]	53	65	70	--	42	42	55	45	--
R-37	49	66	71	--	43	43	55	45	--
R-38	48	66	72	--	42	41	55	45	--
R-39	47	66	72	--	41	41	55	45	--
R-40	46	66	73	--	40	40	55	45	--
R-41	47	62	68	--	41	40	55	45	--
R-42	45	61	67	--	40	39	55	45	--
R-43	43	62	68	--	37	37	55	45	--
R-44	44	61	67	--	38	38	55	45	--
R-45	48	61	67	--	42	41	55	45	--
R-46	48	61	67	--	42	42	55	45	--
R-47	47	61	67	--	41	40	55	45	--
R-48	45	61	67	--	39	39	55	45	--
R-49	45	62	68	--	39	38	55	45	--
R-50	44	63	69	--	38	37	55	45	--
R-51	46	63	69	--	40	39	55	45	--
R-52	45	64	70	--	39	39	55	45	--
R-53	47	65	70	--	41	41	55	45	--
R-54	45	65	70	--	39	38	55	45	--
R-55	44	65	70	--	38	37	55	45	--
R-56	44	66	72	--	38	38	55	45	--
R-57	43	66	72	--	37	37	55	45	--

Table 7. Operational Noise Level Impact Analysis

Rec.[1]	Predicted Project Level (24-hour Ldn)[2]	FTA Criteria (dBA Ldn)[3]		FTA Impact[4]	Predicted Project Level (Leq)[5]		City of Sumner Criteria (dBA Leq)[6]		City of Sumner Impact[7]
		Moderate	Severe		Day	Night	Day	Night	
R-58	43	66	72	--	37	36	55	45	--
R-59	42	66	72	--	36	35	55	45	--
R-60	N/A[8]	N/A[8]	N/A[8]	--	39	38	57	47	--
R-61	N/A[8]	N/A[8]	N/A[8]	--	39	39	57	47	--
R-62	44	64	70	--	38	37	55	45	--
R-63	43	63	69	--	37	36	55	45	--
R-64	43	64	70	--	37	36	55	45	--
R-65	43	63	69	--	37	36	55	45	--
R-66	N/A[8]	N/A[8]	N/A[8]	--	37	36	55	45	--
R-67	N/A[8]	N/A[8]	N/A[8]	--	37	36	55	45	--
R-68	N/A[8]	N/A[8]	N/A[8]	--	37	36	57	47	--
R-69	N/A[8]	N/A[8]	N/A[8]	--	37	36	55	45	--
R-70	N/A[8]	N/A[8]	N/A[8]	--	37	36	55	45	--
R-71	N/A[8]	N/A[8]	N/A[8]	--	37	36	55	45	--

Notes:

1. Receiver locations are listed in Tables 4 and 6.
2. Calculated exterior 24-hour Ldn for analysis from station access improvements only. 24-hour Ldn noise levels are only applicable to residential receivers and are only used for purposes of analysis under the FTA criteria.
3. FTA impact criteria from Figure 3.
4. Impacts identified under the FTA criteria.
5. Calculated peak-hour Leq (typically between 3:00 and 4:00 pm daytime and 6:00 and 7:00 am nighttime) for analysis from station access improvements only.
6. City of Sumner maximum allowable sound level from Table 2 = 45 dBA nighttime and 55 dBA daytime at Class A EDNA (residential) receivers.
7. Impacts under the city criteria, includes the number of impacts identified and whether the identified impacts occur under the daytime or nighttime criteria
8. This is a non-residential receiver so an Ldn noise level is not applicable. For each of these receivers, there is no FTA analysis because there are no FTA noise impact criteria for commercial and industrial land uses.
9. Noise levels projected for sleeping area, in the south side of the building assuming a conservative 5 dB reduction from the engine storage bays

Figure 7. City of Sumner Noise Impact Locations

Potential Mitigation

Ten multi-family units are predicted to have noise levels above the City of Sumner noise ordinance criteria. Eight of these are at the apartment building (represented by receivers R-20A, R-20B, and R-20C; collectively R-20) located adjacent to the proposed location for the new parking garage. There are two additional units where noise levels are predicted to be above the City of Sumner noise ordinance criteria at a duplex represented by receiver R-24 on Harrison Street.

The only time that noise levels are predicted to exceed the City noise ordinance criteria at these sites occurs during the early morning hours using the assumption that the entire parking facility would fill during a single hour. Although possible, it is not likely that this situation would actually happen, and it is more likely that the proposed parking garage would fill gradually, over the course of 2 to 3 hours, from 5:00 am to 7:00 or 8:00 am. Furthermore, the existing background noise levels, as measured at both sites over the two-day monitoring period, range from 57 to 61 dBA, which is 5 to 13 dB higher than the worst-case noise from the parking garage. The parking garage worst-case noise levels result in an increase of only 1 dB at two multi-family units, with the remaining 8 multi-family units not having any measurable increase in noise. For reference, it typically takes a change of at least 3 dB for an average person to detect an increase in noise levels. In addition, the parking facility may actually provide some shielding at the apartment building (R-20A, B and C) from rail activity and result in an overall reduction in noise levels.

Finally, noise from the parking garage, as estimated inside of all potential affected structures, is predicted to remain below 40 dBA Ldn, which is 5 dB below the HUD standards of 45 dBA Ldn for living and sleeping areas. Based on these facts, and that there are no noise impacts identified under the FTA criteria, no noise mitigation is proposed for the project. During final design, all existing and future noise levels will be reviewed and verified prior to construction.

Construction Noise Levels

Construction noise levels for the station access improvement project would result from normal construction activities. Equipment required to complete the project includes normal construction equipment that is used for many roadway and structural activities. 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 sites 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 have structural shielding, which would result in substantially lower noise levels.

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 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 local public disturbance ordinance.

Construction Noise Mitigation

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 city 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.

References

FTA (Federal Transit Administration). 2006. Transit Noise and Vibration Impact Assessment. Federal Transit Administration, U.S. Department of Transportation, Washington, DC.

Visual Impact Assessment

VISUAL IMPACT ASSESSMENT

INTRODUCTION

This memorandum provides a visual assessment of the Sumner Station Access Improvements Project. The overall visual effects of the project are discussed in this document. This memorandum provides a visual quality assessment that complies with both NEPA and SEPA.

PROJECT DESCRIPTION

The project would be located 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 while retaining some existing 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 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 driveways, sidewalks, bicycle storage in the parking garage, curb ramps, pedestrian signal, and an optional pedestrian bridge. Figure 1 shows the location of the project. Figures 2 and 3 show the proposed project features.

The proposed parking garage would be the tallest structure of the project, and 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.

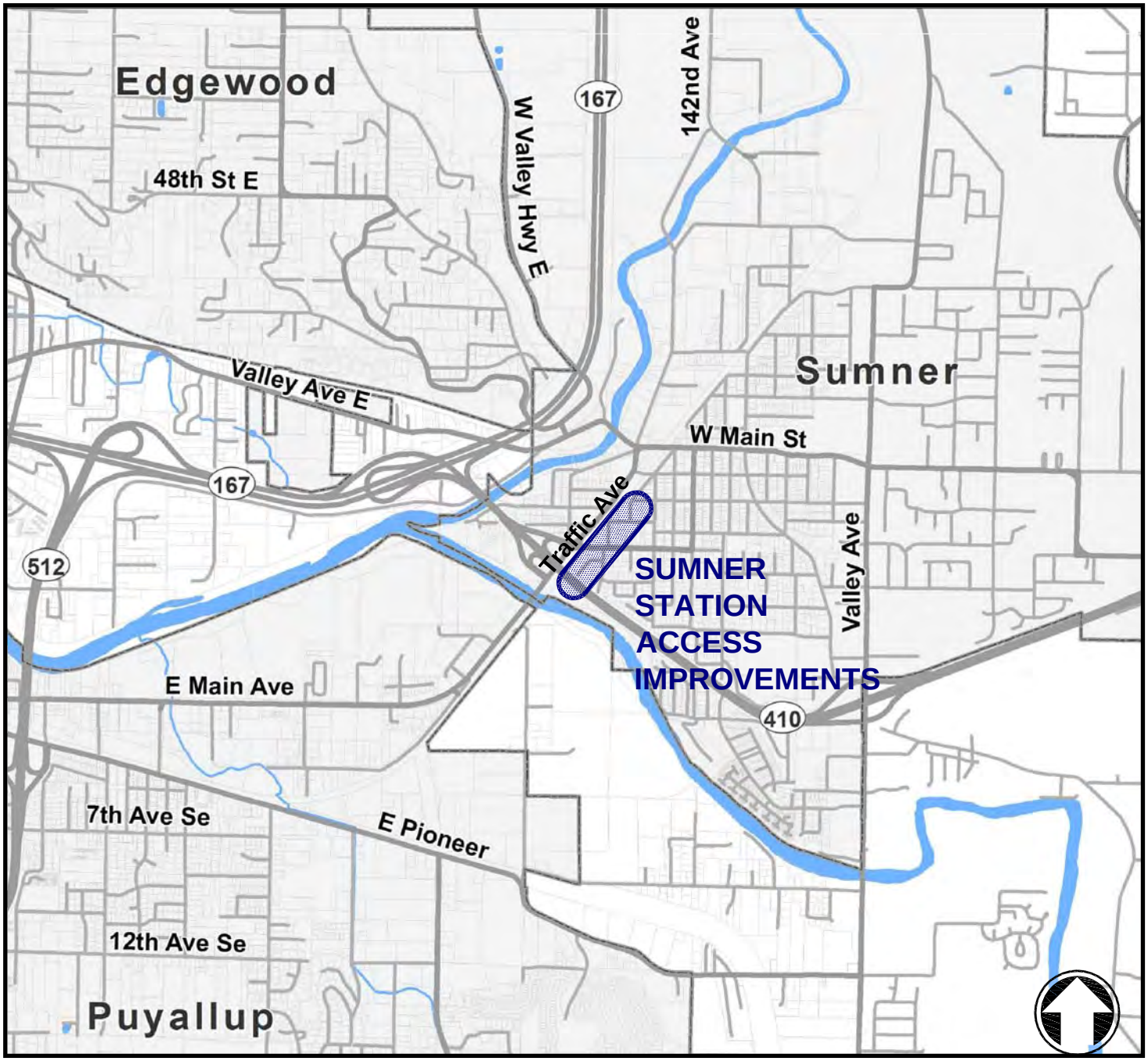


Figure 1.
Vicinity Map

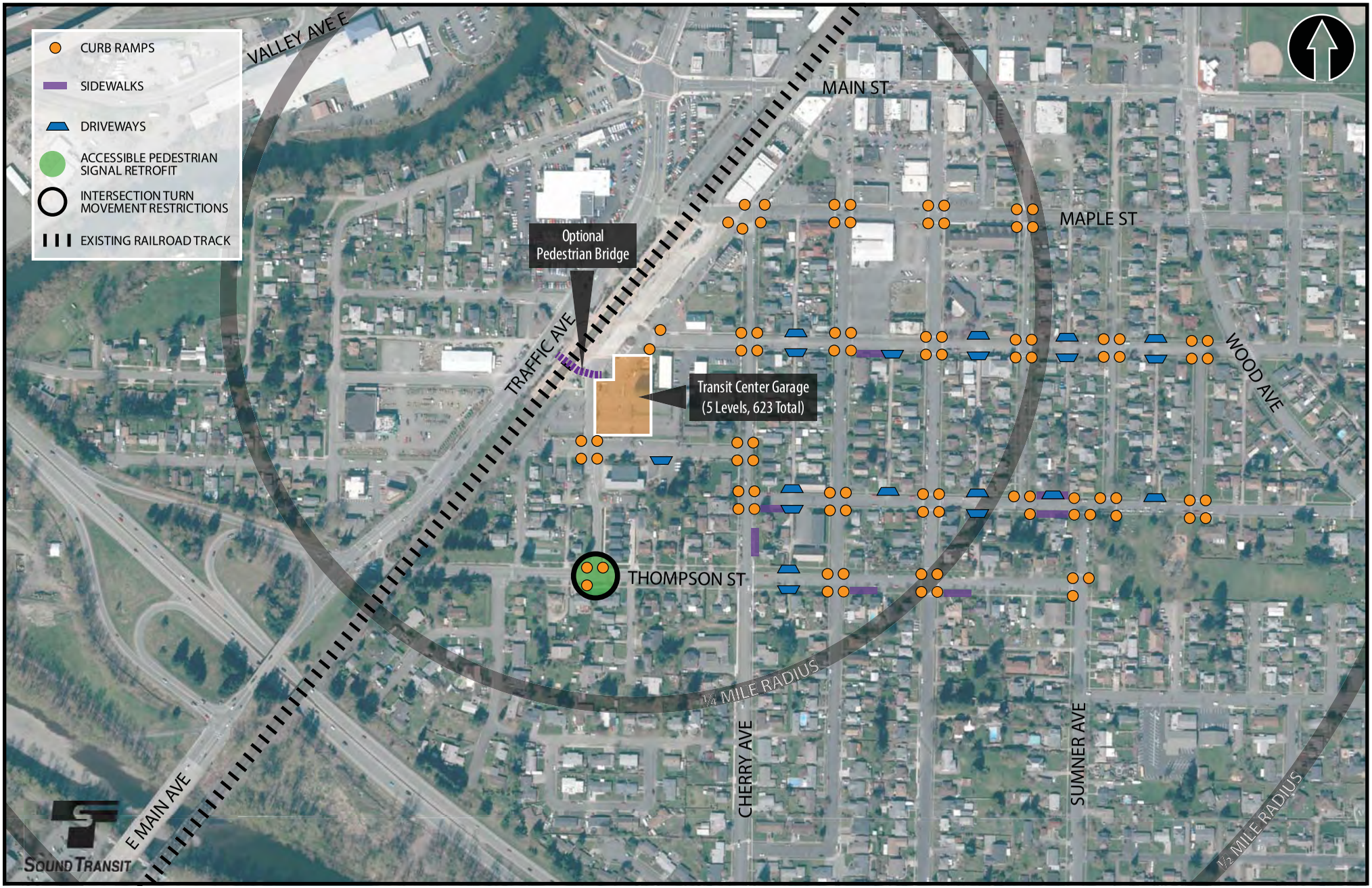


Figure 2. Summary of Potential Improvements

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

N

0 200

SCALE IN FEET

Figure 3
Sumner Station Site Plan
Sound Transit

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.

REGULATORY CONTEXT

The federal National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA) both require assessment of aesthetic impacts. SEPA requires that major actions by state and/or local agencies consider the environmental impacts of the action, including impacts related to aesthetics and visual quality (WAC 197-11-060 (4)). For this transit project, Sound Transit used the Federal Highway Administration's Visual Impact Assessment methodology as a guidefor assessing potential visual impacts

ANALYSIS PROCESS

This visual impact analysis is based on, but does not strictly follow, the Federal Highway Administration (FHWA) Guidelines for the Visual Impact Assessment of Highway Projects, January 2015. Sound Transit began this visual analysis by first assessing the visual character and visual quality of the landscape, and then considering how typical viewers may respond to what they see around them. This assessment uses a professional observational approach that involves using projections about the visual preferences of viewers from certain locations. These assumptions are listed when the affected population is described within the landscape units identified and discussed in the section below.

Visual quality addresses aesthetics, which is the study of perceptual experiences that are pleasing to people. Visual quality is, therefore, the experience of having pleasing visual perceptions. Although background and former experiences make each individual's experience of visual quality unique, human perception of what constitutes a pleasing landscape is remarkably consistent, not only within a society but across cultures.

A viewer observing an existing scene has a range of available responses that are inherent to all human beings. The FHWA Visual Impact Assessment guidelines recognize three types of visual perception, corresponding to the three types of visual resources:

- Natural environment: viewers inherently evaluate the natural harmony of the existing scene, determining if the composition is harmonious or inharmonious.
- Cultural environment: viewers evaluate the scene's cultural order, determining if the composition is orderly or disorderly.
- Project environment: viewers evaluate the coherence of the project components, determining if the project's composition is coherent or incoherent.

This visual assessment was conducted and project impacts identified by considering these elements.

AFFECTED ENVIRONMENT

Sumner is a small community with a wide variety of building types and scales. The older part of the city is predominantly single-family residential with a traditional downtown area consisting of 2-story storefront commercial buildings. Within the older part of the city, the larger buildings consist of schools, churches, government services, and auto-oriented retail buildings. North of the downtown area there is a substantial light industrial employment center. This area has much newer and much larger buildings, including individual buildings in excess of 500,000 square feet. Due to flat terrain and vegetation the newer industrial area is largely hidden from the older part of the city. Therefore, Sumner can be perceived as having two distinct visual zones; the project would be located in the older part of the city.

Area of Visual Effect

The area of project visibility is referred to as the Area of Visual Effect. It is determined by the physical constraints of the environment and the physiological limits of human sight. For this project, the Area of Visual Effect is defined simply as the area in which observers can see the highest element of the proposal, and where that element is in the foreground of the existing scene. Figure 4 shows the maximum visual effect area within topographical constraints that incorporates: the extensive area around the proposed five-level garage in which topography allows the top of the garage to be viewed, and the smaller area in which the structure would be readily distinguished as a building element in the surrounding cultural environment. An additional criterion for the smaller area is large vegetation that blocks the line of sight to the top of the building. The larger area extends to the two topographic ridges to the east and west. The smaller area is within 5 to 10 blocks of the proposed garage.

A landscape unit can be conceived of as a spatially defined landscape with a particular visual identity—a distinctive "outdoor room." The three landscape units defined for this project are:

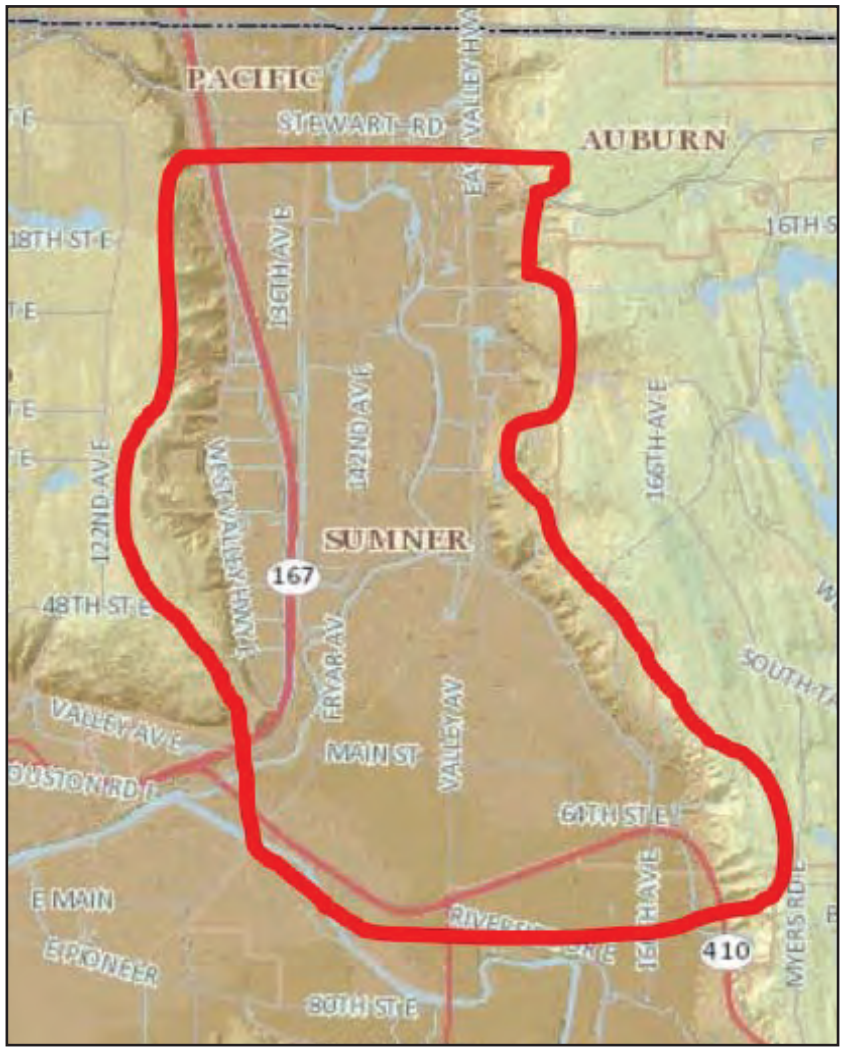
- Predominantly residential area to the south and east, with a two-story fire station to the south
- Commercial area to the north, including the designated Sumner central business district, bounded by the BNSF tracks and Traffic Avenue to the northwest
- Commercial and residential areas to the west of the BNSF railroad and Traffic Avenue

Visual Character and Quality of the Cultural Environment

An area's buildings, infrastructure, structures, and other artifacts and art comprise the character of the cultural visual environment. The visual character and quality varies among the three landscape units described in this section. The viewer population in the landscape units includes residents, retail, commercial and institutional users, commuters, and people passing through the area.

The project is located along the BNSF railroad line that consists of two tracks. Platforms for northbound and southbound commuter trains are located on opposite sides of the tracks. Moving from one platform to another requires walking to Maple Street to the east and crossing on the sidewalk adjacent to the street. The proposed parking garage would be located on a portion of the existing Sumner Station surface parking lot to the west of the station platform.

Area of Visual Effect Based on Topographic Constraints



Area of Visual Effect where visibility is not blocked by other elements and project features are readily distinguishable

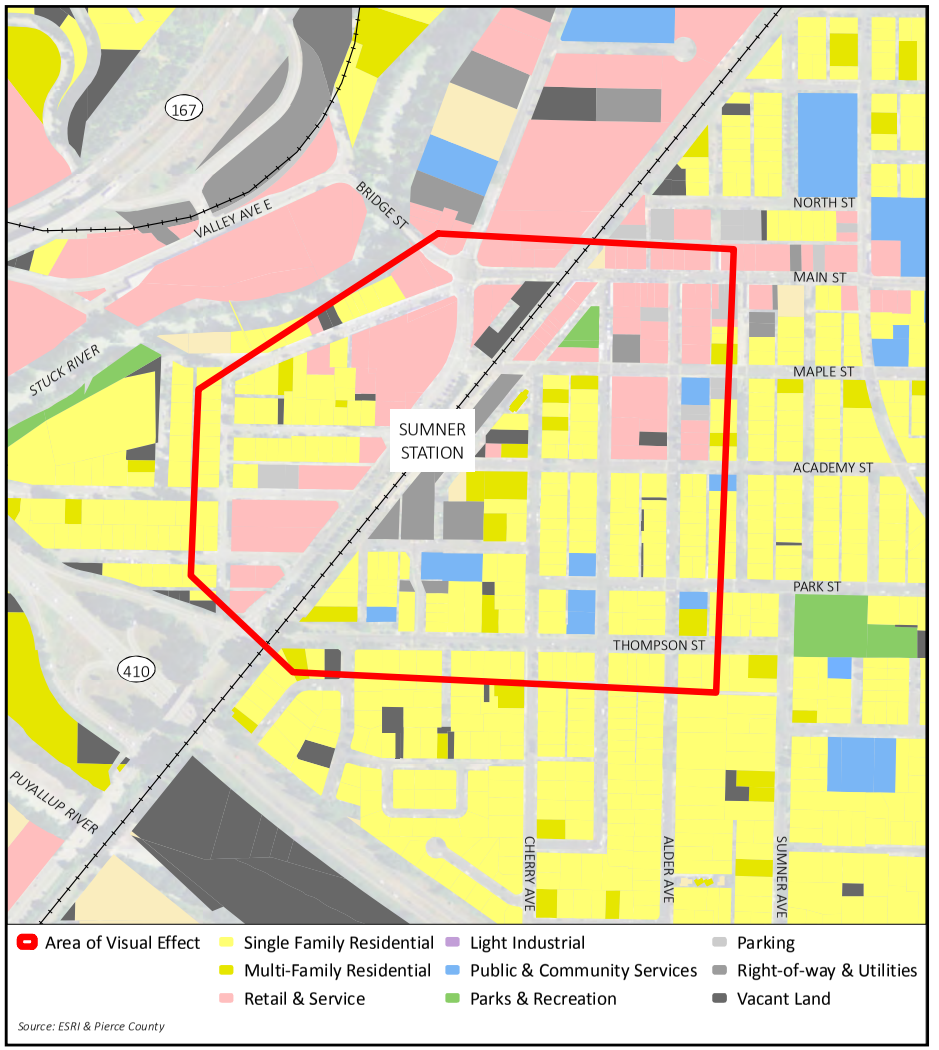


Figure 4. Area of Visual Effect

Predominantly Residential Area to the South and East

With the exception of the two-story fire station and two-story apartment buildings adjacent to the project to the east, single-family dwellings on lots from 5,000 to 10,000 square feet comprise the area. Most of the buildings were built between the 1920s and 1950s, with a scattering of newer buildings and those recently remodeled. The area is flat and consists of regular rectangular blocks, most of which are either 630 feet by 300 feet or 300 feet by 300 feet, containing 10 to 20 lots. Single family homes are generally one story in height with some two story homes mixed in. The landscape in the area includes primarily buildings, lawn, and shrubs with some large deciduous trees. Most of the streets do not have continuous rows of street trees.

A portion of this area between the BNSF railroad on the west, Cherry Street on the east, Academy Street on the north, and Henderson Street on the south is zoned Medium Density Residential, which allows apartment or townhome development at a maximum of 15 units per acre, compared to the average density of about 5 units per acre in existing single-family areas. The maximum building height in this area is 35 feet. Immediately east of the proposed garage is an 18-unit multi-family development in three two-story frame buildings constructed in the mid-1960s.

Figure 5 shows a key view of this area from Harrison Street and Cherry Avenue, east of the project site.

Overall, the residential neighborhoods to the south and east have a high degree of visual order produced by similarly scaled one- and two-story buildings in the single-family areas, together with an orderly layout of streets, well-kept lawns, landscaping, and other elements common to residential areas. The multi-family development adjacent to the project site is moderate in scale, consisting of three two-story buildings with shallow pitched roofs. These buildings vary from 80 to 100 feet long and 40 feet wide on a site devoted primarily to surface parking and lawn. Several churches in the neighborhood occupy buildings that vary from about 50 by 80 feet to 60 by 100 feet, with pitched roofs 20 to 35 feet high, and associated smaller education buildings. The fire station immediately south of the project site is the largest building in the area with dimensions of about 80 by 130 feet, one to two stories high, with a pitched roof peak of about 35 feet. Mount Rainier is readily visible to the southeast from this area on clear days and is the most vivid element from a distance; however, the street grid is not oriented to a view of the mountain.

The existing park-and-ride surface lot is generally not an intrusive element because of the low height of parked cars, and the landscaping components, particularly shrubs which partially screen vehicles and large trees between parking rows. The parking lot is on the periphery of the residential area. It is directly viewed by a half dozen residents, and some of the west facing windows of the apartment building immediately adjacent to the parking lot. The presence of a parking lot is not likely perceived by most residents as intruding upon or compromising the visual integrity of the area due to the screening of vehicles and the lack of prominent facilities. The largest elements in the parking lot are trees which are likely to be perceived as a visual amenity.

The affected population in this area consists of residents who s are often interested in visual order with a high degree of unity in terms of elements that join together into a harmonious whole.

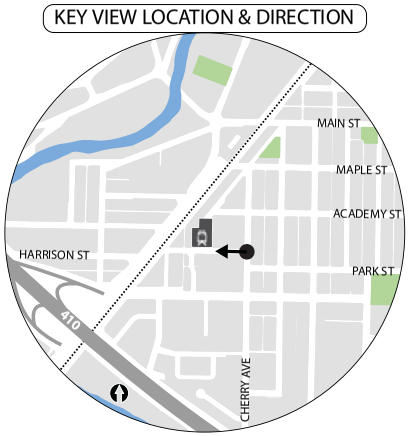


Figure 5. Existing Conditions at Harrison Street and Cherry Avenue

Commercial Area to the North

The area north of the proposed garage from Academy Street to Main Street is the central business district. The Sumner Comprehensive Plan identifies this area as a focal point for the city, which offers retailing and other commercial services in a fashion that preserves and enhances the pedestrian scale and character of development in the downtown area. Small- and medium-size independent shops and offices are typical of this district. Primary uses include retail businesses, professional offices, hospitals, medical clinics, hotels, theaters, restaurants, personal service shops, multi-family dwellings above commercial spaces on the ground floor, and public/semi-public buildings. The area along Main Street consists mainly of one- and two-story masonry and frame buildings constructed in the 1920s and later that abut the sidewalk to create a traditional commercial district. The street blocks between Academy Street and Maple Street, west of Kincaid Avenue and immediately north of the proposed garage, are mainly occupied by single-family dwellings. Future redevelopment of this area could allow retail and mixed-use development up to 49 feet high, subject to design review (SMC 18.16.075).

The commercial area along Main Street has the highest degree of cultural order produced by similarly scaled one- and two-story buildings in a similar design style with similar materials, all of which are oriented to the street. To the south, larger, newer buildings have greater variety in style and are generally larger with large parking lots. The single-family residences in the block bounded by Cherry Avenue, Academy Street, Kincaid Avenue, and Maple Street are at variance with the commercial character of the area. The existing park-and-ride surface lot is generally not visible from this commercial area because of existing intervening development, such as the apartments on Academy Street and Cherry Avenue, which largely block lines of sight. A parking lot also is a common element of commercial areas and would not be regarded as an intrusion or at variance with the expected character. Figure 6 shows a key view from this area.

The affected populations in this area consist of retail and commercial users, including merchants, shoppers, and workers. Merchants tend to be more permanent and prefer heightened visibility, free of competing visual intrusions. Shoppers prefer visual clarity to guide them to their destination; once at their destination, they prefer to concentrate on the shopping experience with few distractions. Workers in retail and office buildings are often permanent and have similar visual preferences to merchants. Each of these populations prefer good visual order and coherence.

Commercial and Residential Area West of BNSF Railroad and Traffic Avenue

The BNSF tracks and Traffic Avenue to the west of the project establish the visual edge of the project. The area west of this visual edge is dominated by automobile-oriented businesses along Traffic Avenue. Single-family residential dwellings are located west of the commercial area along Traffic Avenue on Elizabeth Street, State Street, and Harrison Street. From Main Street to Thompson Street, over half of the street frontage on Traffic Avenue is devoted to parking lots or vehicle equipment storage and display. The remaining frontage is devoted to office uses set back a short distance from the street.
The major element in views from Traffic Avenue is the railroad corridor across the street, which is bounded by a landscape buffer of lawn and trees, but is an obvious transportation corridor. The commuter rail station and surface parking lot is partially screened by vegetation and is characterized by small structures and decorative features similar in scale to commercial and residential buildings in the vicinity.

The commercial uses along Traffic Avenue, together with the railroad corridor and commuter rail station, exhibit a range of elements and may be characterized as having a low degree of unity in terms of elements that join together into a harmonious whole. The affected population in the retail area, consisting of business owners, employees, shoppers, and office clients, likely is focused on the display of automobiles and equipment and delivery of services rather than the visual context.

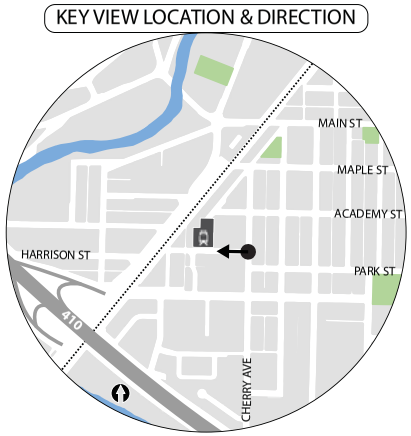


Figure 6. Visual Simulation of the Parking Garage from Harrison Street and Cherry Avenue

Residential neighborhoods on Elizabeth Street begin about 100 feet west of Traffic Avenue. Residences do not have views of existing development across Traffic Avenue because lines of sight are generally blocked by intervening buildings and landscaping, including a scattering of large trees. Views along Elizabeth Street from residential front yards, for pedestrians on sidewalks, or vehicles entering or leaving the neighborhood are oriented to the station north of Academy Street. The existing park-and-ride is not within the line of sight. The block east of Hunt Avenue is zoned Medium Density Residential, which allows apartment or townhome development at a maximum of 15 units per acre, compared to the average density of about 5 units per acre in existing single-family areas. The maximum building height in this area is 35 feet, although no multi-family development currently exists. Residences on State Street are located east of Hunt Avenue, about 600 feet from Traffic Avenue. At that distance, the railroad corridor is a minor element in the overall views framed by commercial buildings, with the ridge line of the hill at the edge of the river valley providing the most prominent feature. Residences on Harrison Street are east of Hunt Avenue, about 400 feet from Traffic Avenue. At that distance, the railroad corridor is a minor element in the overall views with the tops of trees in the residential neighborhood on the other side of the railroad as the most prominent feature. The residential neighborhoods have a homogenous character with similarly scaled one- and two-story buildings, together with a street grid, landscaping, and other elements common to residential areas. Moving through the residential area requires passing through a high-volume traffic corridor and past commercial enterprises, which reduces the area's homogeneity.

Mount Rainier is readily visible to the southeast from this area on clear days as the most vivid element of distant views. The middle distance views of the railroad and other features likely become a minor element when the mountain provides a dominant visual focus.

Travelers

The project site is observed by diverse travelers who pass by or through the site. The largest component is commuters who use the site, accessing the commuter rail station by driving and parking on site, by bus, or by walking or bicycling. Commuters take a regular pattern of trips on a routine or daily basis. The trips tend to become routine and not a singular experience. Commuters, like all travelers, are particularly interested in project coherence. They are also interested in cultural order and natural harmony to the extent that it contributes to wayfinding. Commuters access the site, or pass by the site on major arterials in the vicinity, such as Traffic Avenue on the west side of the railroad, Thompson Street, Main Street, Maple Street, and Alder Avenue. Those who use commuter rail would experience direct views of the site. Their perception of the site, however, is likely to be largely influenced by how best the station serves their needs; therefore, they may regard transportation and parking facilities positively as that which support their commuting activities.

Persons traveling to and from local neighborhoods for non-commuting trips, such as trips to the store or for other activities, also pass near the site on local streets and form an impression of the area from frequent viewing that likely emphasizes cultural order and natural harmony to the extent that it contributes to wayfinding. Tourists who are traveling primarily for enjoyment are likely a much smaller component of persons who would view the project. Touring travelers are interested in the features they encounter and would likely be equally interested in project coherence, cultural order, and natural harmony.

Travelers on the rail corridor include 20 daily Sound Transit Sounder train trips (10 in each direction) and 10 daily Amtrak trains (5 in each direction). Views from Sound Transit trains are from windows of the train during stops and form a relatively narrow field of view, including the platforms and elements immediately behind the platforms. The view is limited by buildings that block the view. Amtrak trains do not stop at Sumner and views are limited to a duration of several seconds and include the same elements viewable from Sounder trains.

Visual Character and Quality of the Natural Environment

In the context of this project area, the natural environment is a minor element of the visual environment because this is a developed area in which the built environment characterizes the landscape. The major feature of the natural environment is the view of Mount Rainier to the southeast, which is a vivid element that dominates views during clear weather. Views of the mountain are greatly affected by its topographic prominence, which is the vertical distance between the peak and the lowest contour line encircling with no higher summit. Mount Rainier is vertically framed by the forested lower peaks of the Cascade mountain range that provides a forested base from which the peak arises. The character of the views from Sumner is of a natural feature above and distant from the built environment of the city, which is unaffected by local features, except to the extent that they may block views.

POTENTIAL IMPACTS

Visual impacts are changes to the environment (measured by the compatibility of the impact) or to viewers (measured by sensitivity to the impacts). Together, the compatibility of the impact and the sensitivity of the impact yield the degree of the impact to visual quality. Compatibility of the impact is defined as the ability of the environment to absorb the proposed project as a result of the project and the environment having compatible visual character. The proposed project can be considered compatible or incompatible. Sensitivity to the impact is defined by the ability of viewers to see and care about a project's impacts. The sensitivity to impact is based on viewer sensitivity to changes in the visual character of visual resources. Viewers are either sensitive or insensitive to impacts For example, residents tend to be more sensitive to visual change than workers or those passing through.

Degree of the impact is defined as either a beneficial, adverse, or neutral change to visual quality. A proposed project may benefit visual quality by either enhancing visual resources or by creating better views of those resources and improving the experience of visual quality by viewers. Similarly, it may adversely affect visual quality by degrading visual resources or obstructing or altering desired views.

Potential visual impacts of the proposed project result from the most prominent elements that include:

- The parking garage, which would have a footprint about 264 by 186 feet at its greatest dimension, and would be about 42 feet high to the upper deck level and 50 feet high to the top of the metal visual screen.
- The optional pedestrian bridge, which would extend from the parking garage building across the adjacent Narrow Street to the east commuter station platform and across the railroad tracks to the west platform. The pedestrian bridge would be 36 feet above grade and about 150 feet long. The stairs and elevator structures at each platform would be about 65 feet long and 16 feet wide.

Impacts would vary for the neighboring areas, as well as for persons traveling on the commuter trains or on local roads, as discussed below.

Operational Impacts

Predominantly Residential Area to the South and East

Figure 6 shows a visual simulation of the proposed garage in relation to single-family residential buildings in the vicinity, as viewed from Harrison Street and Cherry Avenue. This is a typical view from the residential neighborhood and illustrates the relative scale of the building as observed from this landscape unit

The project scale with a footprint of 44,200 square feet and a height of 47 feet is larger than existing single-family homes in the area, which generally have a footprint of about 1,500 square feet are generally

one to two stories in height. It is also larger in scale than the existing two-story multi-family dwellings to the northeast. The garage would be located approximately 20 feet west of the back wall of the western-most apartment building. Given its proximity and height, the garage would be the dominant feature visible from the apartment windows along this back wall. The proposed garage is larger than existing institutional buildings in the area, such as churches or the fire station. The closest institutional building is the fire station to the south, which has a building footprint about a quarter size of the proposed garage and a pitched roof which reduces apparent height. The garage, in contrast, provides a uniform top-level façade, which could be perceived as a contrast to existing features of buildings in the area.

The square shape of the parking garage would increase the perception of bulk. The materials of the building, including concrete, masonry blocks, and metal screens would contrast with existing building materials that are largely wood siding. Landscaping large planted around the perimeter of the garage, would provide some screening; however, it would take 15 to 20 years for the plants to grow large enough to provide a screen for a substantial portion of the walls.

The pedestrian bridge that extends from the parking garage building across the adjacent street and across the railroad tracks to the west platform, and the stairs and elevator structures at each platform, are about 65 feet long and 16 feet wide.

Overall, there are approximately a half dozen homes and residents in the apartment building to the east with views to the west or south that would perceive the new garage as larger in bulk and height than existing buildings; moreover, depending on the design of the new garage façade, it could contrast with the character of the residential neighborhood. The garage would potentially have low compatibility with views from the existing single family area. To address this 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 commercial and residential neighborhood. The exterior façade and landscape design would be aesthetically pleasing and work within the context of its surroundings. With the landscaping and contextual façade design and low number of nearby residential viewers, the visual quality impacts on this single family area would be moderate. Single-family homes farther than a block (250 feet) from the proposed garage would generally have the line of sight obscured by intervening one-story residences 20 to 25 feet high when an observer is within 50 feet of the intervening structure. This means that most residents would not see the top of the proposed garage from their front or back yards, but may see it from across the street. Large trees in the vicinity, particularly several large evergreens on private lots immediately east of the site, would block some views from the east and would provide a natural element higher than the garage where views are not blocked. The street orientation also does not provide views of the garage, except down Harrison Street, which stops at Cherry Street, or along Academy Street. Most persons traveling to or through the residential neighborhood would not have views of the garage, except through momentary gaps between buildings and trees. For residents further from the site, the proposed garage is less visible and would likely be viewed as part of the expected cultural environment of the rail corridor and the commercial core beyond, rather than part of the residential neighborhood. Therefore, the proposed garage would be considered more compatible from that view perspective, despite the contrast in size and form, and would have a moderate to low visual quality impact.

Views of Mount Rainier are in the opposite direction of the new garage and would not be affected by the proposed project from this landscape unit.

In the future, the area to the north and east, which is zoned Medium Density Residential, may be redeveloped into apartments or townhomes, with building height of up to 35 feet. The size of the garage is likely to be larger than future multi-family structures, which are likely to have a smaller footprint. Future buildings would be higher than existing buildings, although about 10 to 15 feet lower than the proposed parking garage. In the context of future larger buildings, the visual contrast would be less.

Commercial Area to the North

The scale of the proposed parking garage, including bulk and height, would be much larger than existing single-family homes to the north across Academy Street from the proposed garage. Building materials would contrast with residences, but less so with existing commercial structures. The parking garage would not be visible down streets in the area, except Narrow Street, which parallels the railroad and includes the existing commuter station. From much of the area farther than a block from the proposal, the parking garage, bridges, and stair/elevator towers would not be visible because they would be blocked by existing buildings. From the context of the expectations of persons employed in the area, or using retail or office services, the character of larger buildings, including the parking garage, is not likely to be perceived as particularly out of place.

The bridge over the adjacent street and the railroad tracks, and the stair and elevator towers at each platform, would be in the view corridor only for persons looking along the alignment of the railroad from Maple Street or Narrow Street. Elsewhere, direct views would be generally blocked by buildings or landscaping. Where visible, the bridges and towers would be larger in scale than the existing passenger shelters, lighting, and decorative elements on the platforms, but the bridges and towers would be a minor element in the context of the parking garage and the expectations of facilities normally associated with a rail station.

Figure 7 shows the existing views from Maple Street and down Narrow Street; Figure 8 shows a visual simulation of the proposed garage in relation to commercial buildings to the north from these same streets.

Overall, persons in proximity to the proposed garage would perceive it as larger in bulk than existing buildings in the vicinity, with contrasting materials. Commuters, who are the largest viewing population, would likely view the new garage as a welcome addition to the station that would benefit them. Others in the commercial area would likely regard it as consistent with other commercial uses. The resulting visual quality impact is low. As previously stated, the new garage would reflect the overall character of the adjacent Sounder commuter rail station and would be compatible with the surrounding commercial and residential neighborhood. With landscaping and contextual façade design, the visual quality impacts on the commercial area would be minimized. The views of Mount Rainer in the distance would not be altered or obstructed.

This largely commercial area is expected to change in character due to its central business district zoning and can be expected to accommodate retail, office, and mixed-use development up to 49 feet high. In the future, as the surrounding area develops larger higher intensity buildings, the scale of the proposed parking garage would appear to be less of a contrast.

Commercial and Residential Area West of the BNSF Railway and Traffic Avenue

The new parking garage, the bridges over the adjacent street and the railroad tracks, and the stair and elevator towers at each platform would be readily visible from commercial uses along Traffic Avenue. Views would be screened to some extent by trees along the west side of the railroad tracks. The affected population in the retail area, consisting of business owners, employees, shoppers, and office clients, likely would be focused on the display of automobiles and equipment and delivery of services rather than the visual context. As a result, they would not perceive these additional structures as being out of context with the rail corridor and commuter station, regardless of bulk and scale resulting in low visual quality impacts.

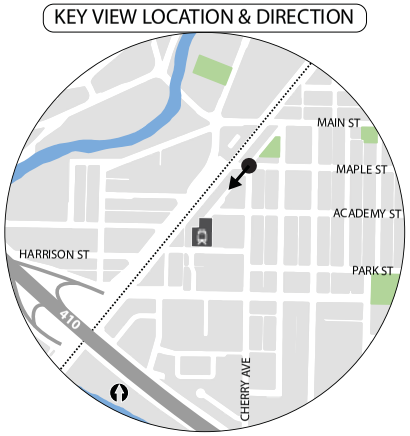


Figure 7. Existing Conditions at Maple Street and Narrow Street

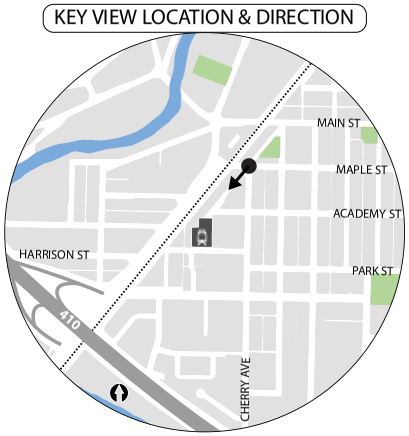


Figure 8. Visual Simulation of the Parking Garage from Maple Street and Narrow Street

Residential neighborhoods on Elizabeth Street would have no views down the street corridor of the parking garage or bridges because the orientation of the street is north of the proposed structures. Lines of sight to the garage building to the southeast would be blocked by intervening buildings and landscaping, including a scattering of large trees. Residences on State Street, located east of Hunt Avenue, would have direct views of the proposed parking garage. The building would extend above screening vegetation along the railroad but likely would be perceived as a minor element in views where there is an intervening corridor of commercial buildings and where the ridge line of the hill at the edge of the river valley provides the most prominent feature. Residences on Harrison Street would not have views of the parking garage or bridges because the orientation of the street is south of these facilities. Lines of sight to the garage building to the northeast would be blocked by intervening buildings and landscaping. At the distance from the residences, the parking garage is likely to be a minor element in the overall views even though it would be higher than existing buildings on the east side of the railroad. The tops of evergreen trees in the residential neighborhood to the east would continue to be the most prominent feature in middle views and would reduce the relative prominence of the parking garage. It is unlikely the residential neighborhood character would be affected because the proposed parking garage would be distant enough from these neighborhoods, separated by intervening commercial development, and also separated by an arterial and rail corridor. For all residential development, visual quality impacts would be low.

The major feature of views to the east during clear weather would continue to be Mount Rainier, which dominates the views. In contrast, middle distance views of the proposed parking garage, bridges, and stair/elevator towers would be a minor element. Future higher intensity development east of Hunt Avenue, as allowed by zoning to build apartments or townhomes, would further restrict view corridors of the new garage further reducing visual quality impacts.

Travelers

Persons who pass by or through the site on local streets, whether commuters or local residents on shopping or other trips, are likely to become accustomed to the parking garage and other features as normal parts of the commuter station. Commuters using the station are likely to regard the garage positively as contributing to the success of their commute trips. Tourists would likely see it as a minor feature and are likely to be traveling along Traffic Avenue or Main Street where the garage would not be a central element of views. Train travelers are likely to see it as a typical element in the rail corridor, similar to parking garages near the Kent and Auburn stations. Amtrak passengers, who do not stop and have only a few seconds for viewing, likely would regard the parking garage as similar to urban features found at multiple locations along the route. Travelers generally can be expected to regard the parking garage as having low visual impacts.

CONSTRUCTION IMPACTS

Construction impacts, although temporary, could last for months, and they could involve the fastest degree of visual change for the project. Site clearing and demolition would remove mature trees, ground cover, and existing structures. Other sources of visual effects could include construction staging areas, detours or temporary roadways, lighting, signage, heavy equipment, trailers, fences, scaffolding, cranes, and material storage. This construction work would result in visual clutter and little visual unity given the variety of construction activities, equipment, and stored materials that would change throughout the construction period. The construction and staging areas would lack visual cohesion and have low visual quality compared with the existing conditions or the expected visual character after construction.

CONCLUSION

In summary, 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. The exterior façade and landscape design would be aesthetically pleasing, functional and work within the context of its surroundings. With the proposed landscaping and contextual façade design the project would have a moderate visual quality impact to this area.

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 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.

Future higher intensity mixed use development would be similar in scale with the proposed parking garage and it would be more compatible in the future with the visual character of allowed higher intensity development.

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.

Environmental Justice Evaluation

ENVIRONMENTAL JUSTICE EVALUATION

PROJECT INTRODUCTION

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing to improve access to the Sumner Station for pedestrians, bicyclists, and drivers. Approximately 1,000 people ride a Sounder train or ST Express bus from the Sumner Station every day. Over 40 percent of Sounder riders drive and park at the Sumner 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 Sumner 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 will be required to meet this growing ridership demand. Similarly, additional pedestrian amenities will improve non-motorized access to the station.

The project would be located 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 while retaining some existing 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 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 are from Harrison Street and Station Lane. The project also includes access and non-motorized improvements, such as driveways, 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 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.

PURPOSE OF EVALUATION

The purpose of an environmental justice evaluation is to ensure that project impacts to minority and low-income populations are not "disproportionately high and adverse." A disproportionately high and adverse effect is (1) predominantly borne by an environmental justice population, or (2) will be suffered by an environmental justice population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-environmental justice population. [1] Whether adverse effects are disproportionately distributed to minority and low-income populations should be determined by comparing the minority and low-income representation in the population(s) that will be adversely impacted to an appropriate reference population. Sound Transit typically uses the Sound Transit District (District) as the reference area. This District includes the most populated areas of King, Pierce, and Snohomish counties and the boundaries generally follow the urban growth boundaries created by each county in accordance with the state Growth Management Act and electoral precincts as established in 1996. This District is where major transit investments, such as commuter rail and light rail, would be located.

REGULATORY FRAMEWORK

The assessment of environmental justice impacts is required by Presidential Executive Order 12898, Federal Actions to Address Environmental Justice to Minority Populations and Low-Income Populations (February 11, 1994); the U.S. Department of Transportation (USDOT) Order 5610.2, Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (April 15, 1997); and the USDOT Order 5610.2(a) (May 2, 2012), updating the USDOT policy to consider environmental justice principles in all programs, policies, and activities. The guiding principles followed by FTA, as described by FTA Circular 4703.1, are to (1) avoid, minimize, and mitigate disproportionately high and adverse effects on minority and low-income populations; (2) ensure full and fair opportunities for public involvement by members of minority and low-income populations during project planning; and (3) prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

[1] U.S. DOT Order 5610.2(a). Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.

APPROACH AND METHODOLOGY

For this evaluation, Sound Transit reviewed 2010 Census demographic data within 0.5 mile of the location of the proposed parking garage to determine the presence of minority and low-income populations near the project. This study area is large enough to encompass the anticipated construction impacts and operational impacts of the project.

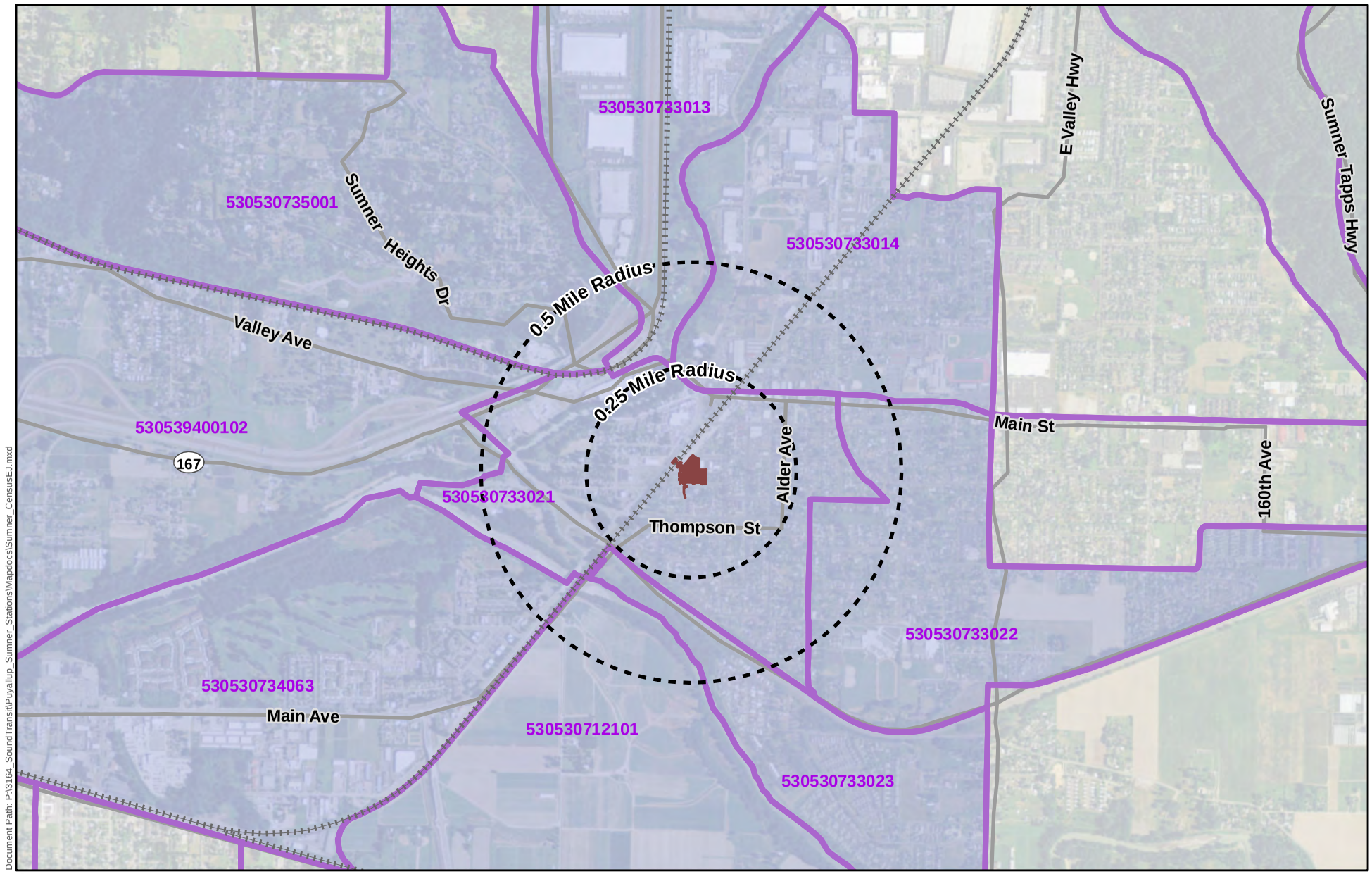
Census data in the City of Sumner is available at the census block group level. The block group boundaries are illustrated in Figure 1. A site visit to the project area confirmed that the census data appears to realistically reflect the demographic composition of the area.

The parking garage location was used as the center of the 0.5-mile radius because the construction and nearby operation of that facility would be the source of potential negative impacts to the surrounding community and the environment. The other improvements associated with this project, such as curb ramps, sidewalks, new traffic signal, and other signal upgrades would have negligible negative impacts during construction. In addition, a neighborhood inventory was conducted to better determine the presence of potential environmental justice populations, and businesses and services that support them, within 0.25 mile of the project site.

Definitions

Definitions regarding minority and low-income populations are taken from FTA's Environmental Justice Policy Guidance for Federal Transit Administration Recipients (Circular FTA C 4703.1):

> Minority – persons who are American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian and other Pacific Islander.
>
> Minority population – any readily identifiable group or groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed or transient persons such as migrant workers or Native Americans that will be similarly affected by a proposed DOT program, policy, or activity.
>
> Low-income – a person whose median household income is at or below the Department of Health and Human Services poverty guidelines.
>
> Low-income population – a readily identifiable group of low-income persons who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) that will be similarly affected by a proposed DOT program, policy or activity.



Parametrix

N

0 0.25

Miles

- Station Improvements
- 2013 Census Block Group
- 2013 Census Block Group within Project Vicinity
- Highway

Figure 1
Census Block Groups for EJ Evaluation

Sumner Station Improvements

EVALUATION

Project Study Area Context

Census data and a site visit to the project area did not identify environmental justice populations that would bear disproportionately high or adverse impacts from the project. For census data purposes, the area includes 0.5 miles from the proposed project, as described in the following paragraph. A separate neighborhood inventory was conducted, which included the 0.25-mile project area and is described later in this section.

Census Data Study Area (0.5-mile radius)

The east half of the project area is primarily residential with three apartment buildings adjacent to the project site, and most of the remaining area is single-family residences. South of the project site is more residential neighborhoods and a fire station. To the west of the site and across the railroad tracks are one-story, auto-oriented businesses. Single-family neighborhoods are located further west in the project area.

Neighborhood Inventory Area (0.25-mile radius)

Consistent with the study area for potential project impacts, an inventory of the 0.25-mile project area was conducted to better determine the presence of minority and low-income populations (business owners, land owners, and residents) within this area. There are small businesses, civic buildings, banks, churches, and residential properties. The properties are about 25 percent commercial and 75 percent residential, with around 290 residences. The majority of the residences are single-family homes, with a few apartment buildings and duplexes in the area. There are several vacant commercial buildings east of the station, including the coffee shop, Midtown Café, near the station.

The retail and service center of Sumner is focused around West Main Street. Most of the smaller, retail businesses are located east of the railroad tracks, while the larger and/or more service-oriented businesses are located on the western side. Notable entities that may work with or assist low income or minority populations include: Sumner City Hall, Sumner Police Department, Sumner Fire Station, Sumner Public Library, and Sumner Community Center. Figure 2 shows a map of the inventoried area.

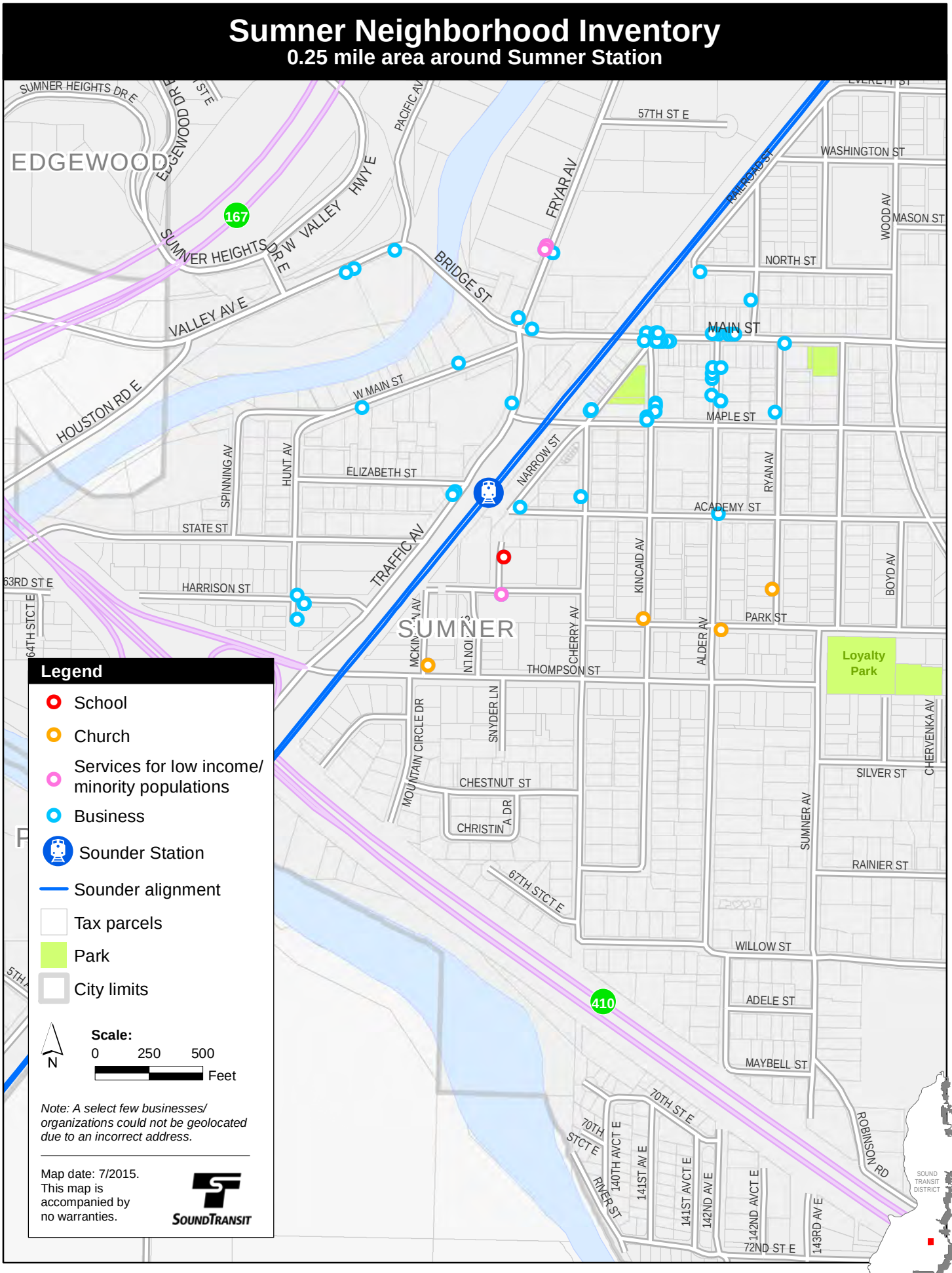
Minority and Low-Income Populations

The discussion below is based on 2010 Census data. Table 1 compares the minority and low-income populations of the 0.5-mile project area and Sound Transit District. Where census block groups are bisected by boundaries the entire block group is considered "inside" the study area for the analysis.

Table 1. Minority and Low-Income Populations at Puyallup Project Area (0.5 mile)

Area (Census Block Groups)	Percentage Minority	Percentage Low-Income
Project Study Area	**10.0%**	**8.8%**
Sound Transit District	**36.3%**	**12.4%**

Source: Sumner Station area data from 2010 Census and 2013 ACS ; Sound Transit District data from ST3 Socioeconomic Report (based on ACS 2009-2013 data and calculated by Parsons Brinckerhoff for Sound Transit)



Document Path: G:\REQUESTS\DECM\Other\EnvJustice\Sumner.mxd

Figure 2
Neighborhood Inventory at Sumner Station 0.25-mile Project Area

The 0.5-mile project area includes census block groups whose minority composition is less than the City as a whole, with 10.0 percent for the project area compared to 16.2 percent for the City. The percentage of low-income people is similar to the City, with minority residents at 8.8 percent of the population compared with 10 percent for the City.

As described in the Purpose of the Evaluation, the Sound Transit District is the reference population used to compare the minority and low-income representation in the population(s) that will be adversely impacted by this project. Data for the block group where the project is located and for the entire City was compiled in addition to the data for the project area and the Sound Transit District covers most of the urbanized portions of King, Pierce, and Snohomish Counties. Data was compiled to analyze the socioeconomics for the System Plan Development (ST3). The District includes 36.3 percent minority population and 12.4 percent low-income population.

PROJECT IMPACTS

During construction, the surrounding community may be impacted, including minority and low-income populations. It is possible that the noise would be heard the construction site, but it would be temporary and occur during daytime hours. There would be some minor temporary construction impacts on roadways, transit, sidewalks, and parking. The overall construction duration would be approximately 18 months and construction impacts would be minimized with mitigation measures such as, but not limited to, the development of a Maintenance of Traffic Plan to manage traffic, advance notice signs prior to construction in areas to alert the public and businesses, and the installation of noise barrier near noise-sensitive receivers where feasible.

No adverse impacts are expected during operation of the project. With the City of Sumner's SR 410 improvements project, the traffic-related projects caused by the presence of a new parking garage would not result in an adverse impact; see the Transportation analysis. Some noise impacts are expected during operation of the parking garage, primarily at the apartment building adjacent to the proposed garage. Sound Transit would mitigation all noise impacts. Since the project is generally compatible with the visual character of the existing environment, there would not be impacts to visual quality in the area, although some views would be altered.

PROJECT BENEFITS

The benefit of the project on the greater community, including low-income and minority populations, would be increased access to the Sounder commuter train through more parking. This improvement would make transit use more convenient for everyone. Those living and working in the immediate station area would benefit from improvements associated with this project, such as curb ramps, sidewalks, new traffic signal, and other signal upgrades, also would result in long-term benefits for the community, and would have negligible negative impacts during construction.

OUTREACH TO MINORITY AND LOW INCOME POPULATIONS

Since 2013, Sound Transit has continually engaged the Sumner community, including environmental justice populations where present, by educating key stakeholders about the proposed parking, pedestrian and bicycle improvements at Sumner Station. Outreach efforts reflect the populations identified within the station area improvements, based on 2010 Census data as presented in this memorandum. Sound Transit maintained a robust outreach approach using open houses to gather feedback in 2014, email updates to a project listserv and "drop-in" events in various locations to update and inform community members; see the project's Public Outreach Overview for a list of all the outreach activities. Public outreach activities targeted to reach the broader general public, including environmental justice populations, are:

- **Open houses** – Two open house meetings for the general public and transit riders were held in February and May of 2014. These meetings were 3-hours in duration and held in buildings close to the station and during peak 'stop-by' opportunities for commuters. Sound Transit sent thousands of residential and business mailings and posters within a 5-mile radius of the station to advertise the open houses. Other notifications included web announcements, social media, and press releases in the Bonney Lake and Sumner Courier-Herald and Tacoma News Tribune. In addition to open houses, web-based surveys were made available through the Sound Transit website.
- **Targeted Outreach to Affected Parties** – Sound Transit is in contact with property owners of potential sites for access improvements. Sound Transit will continue to work with potentially affected property owners for the length of the project.
- **Community forum** – Sound Transit created the Stakeholder Roundtable as another opportunity to engage the public. This community-based forum consisted of stakeholders representing the City Planning Commission, Sound Transit riders, Sumner residents, downtown business owners, and Design Commission members. This group reviewed and offered insights and feedback as access packages were being assembled. Groups met from fall 2013 through spring 2014.
- **Drop-ins** - Sound transit held five drop in sessions in Fall 2014 and two drop-in sessions in Summer 2015. For these drop-in events, Sound Transit staff "dropped in" to a local coffee shop or during peak commute time at the station to give the public updates on the project. Sound Transit set up a booth with giveaways, project factsheet, and displays.

Sound Transit recognizes the need to engage environmental justice populations. Sound Transit sought to identify environmental justice populations (as discussed in the Evaluation section above), and reached out to present environmental populations by creating inclusive materials and implementing the effective outreach activities as outlined in this section above. For example, Spanish is the pre-dominant non-English language spoken near the project area and Sound Transit has included a message written in Spanish describing how to acquire translated materials on the printed materials for this project. Postcards advertising community events also offered translation services.

CONCLUSION

Sound Transit has assessed the potential for the Sumner Station Access Improvements Project to have disproportionately high and adverse impacts on minority and low-income populations. Based on findings of impacts described in this report, and the other environmental technical memoranda produced for this project, and considering the mitigation measures and other improvements identified, project impacts would not be high and adverse and they would not alter the character, functions, or interactions of the neighborhood. In addition, the project has offsetting benefits to all populations.

The primary impacts to the project affecting individuals or businesses would be from transportation impacts due to increased traffic around the station, but mitigation measures and other improvements are planned to address these impacts. Additionally, there would be minor temporary construction impacts on roadways, transit, sidewalks, and parking within the study area. There would be temporary noise impacts during construction as well. The overall construction duration would be approximately 18 months and construction impacts would be minimized using best management practices. These impacts would not be predominantly borne by, or appreciably more severe for minority and low-income populations.

This project would provide an offsetting benefit for all populations, including minority and low-income populations. The benefit of this project for all populations would be the increased access to an important transit service connecting north to Seattle and south to Lakewood, as well as to seven locations in between. Additionally, non-motorized access improvements would be made immediately surrounding the station to benefit all commuter rail riders and non-riders using the station area.

Cumulative and Indirect Impacts

CUMULATIVE AND INDIRECT IMPACTS

A cumulative impact results from the proposed project's impact when added to those of other past, present, and reasonably foreseeable future actions (40 CFR 1508.7). Indirect impacts are caused by the project later in time or farther removed in distance, but still are reasonably foreseeable (40 CFR 1508.8(b)). The project would comply with best management practices and all applicable environmental regulations and, where there is the potential for impacts, Sound Transit would implement mitigation measures to address the impacts. These mitigation measures would result in in no significant adverse impacts on the environmental elements evaluated in this SEPA Environmental Checklist document, which provides all the information required under NEPA Documented Categorical Exclusion. The one area where the project could contribute to cumulative impacts on a resources is visual quality.

The project's visual character would be generally compatible with the visual quality of the existing adjacent rail corridor, the commercial core of the community, and the public buildings to the southwest (high school building) and east (door manufacturing business). In addition, its architectural features would comply with the City of Sumner's Design and Development Guidelines so it will blend into the existing visual character of the surrounding neighborhood. The visual impact of the parking garage would be moderate. The garage would be 50 feet tall, and of a larger scale than surrounding buildings. The exterior façade and landscape design would be aesthetically pleasing, functional and work within the context of its surroundings. 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. In the future, additional higher intensity development (a use consistent with the City's current Comprehensive Plan and zoning) in the vicinity would reduce the contrast of the project with the surrounding buildings, and the impact would be low. Future development consistent with the City's land use plans and zoning will result in a more unified character.

The project also considered planned transportation projects and development projects to evaluate the potential for cumulative impacts. The traffic analysis incorporated the regional forecasts that assume future growth in population and employment. No specific planned development projects were identified within the study area, but, should a new development project occur near the Sumner Station, it could result in additional impacts on traffic operations near the Station.

Although 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. 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. With these measures in place the traffic congestion associated with SR 410 would be mitigated, so no cumulative impacts are anticipated.

This project would result in positive indirect impacts related to improved transit parking and non-motorized access and operations around the station. Also, with more people riding the train, the growth of commuter-related congestion on roads that serve employment centers could be reduced. Based on the potential impacts identified (and lack thereof for many of the resources) for this project, negative indirect impacts are not anticipated.

The project would not have direct or indirect impacts with the identified best management practices and mitigation incorporated into the project. Since cumulative impacts are the sum of past, present, and future impacts, a project cannot contribute to cumulative impacts on a resource if it does not produce impacts on that resource. For this reason, no potential cumulative impacts were identified. However, other future projects (unknown at this time) could result in impacts or benefits to these resources, depending on the actions taken.

Public Involvement

PUBLIC INVOLVEMENT SUMMARY

Since 2013 Sound Transit has continually engaged the public by educating key stakeholders about the proposed parking and pedestrian improvements at Sumner Station. Outreach efforts reflect the populations identified within the project study area. The Environmental Justice Evaluation for this project discusses the project study area demographics.

Public involvement began in early 2013 with the Leadership Working Group (defined below), followed by a briefing to Sumner City Council in October, and additional briefings with neighborhood and community groups that fall. Since then, Sound Transit has maintained a robust outreach approach using open houses to gather feedback, email updates to a project listserv, and "drop-in" events in various locations to update and inform community members. Sound Transit has also met periodically with the Stakeholder Roundtable group to discuss and review potential improvements. This combined approach, working with smaller groups and the community-at-large, has allowed Sound Transit to keep the community informed throughout the design process. Sound Transit's public outreach for this project involved the following groups:

- **Leadership Working Group –** In early 2013, Sound Transit convened a Leadership Working Group comprised of Sound Transit Executive leadership, Sound Transit Board members and City elected officials. The Leadership Working Group developed a set of goals to frame development of access improvements. See Table 1 for the meeting dates.
- **Sumner City Council –** Multiple presentations were made to the Sumner City Council to review and discuss improvement options under consideration. Discussions began in fall of 2013 and continued through the summer of 2014; see Table 1 for dates.
- **Technical Advisory Committee** – Consisting of City of Sumner staff, Sound Transit staff and consultants, this group provided planning and local context for proposed improvements. Meetings with the Technical Advisory Committee have been held once a month since July 2013.
- **Stakeholder Roundtable** – This community-based forum consisting of stakeholders representing the City Planning Commission, Sound Transit riders, Sumner residents and downtown business owners. This group reviewed and offered insights and feedback as access packages were being assembled. Groups met from fall 2013 through spring 2014; see Table 1 for dates.
- **Community Groups** – Sound Transit presented a number of briefings to community groups, including the Sumner Rotary Club, Daffodil Valley Kiwanis Club and Sumner Downtown Association; see Table 1 for dates.
- **General Public and Sounder Riders** – Two open house meetings for the general public and transit riders were held in February and May of 2014. These forums were 3 hours in duration, and held in buildings close to the station and during peak 'stop-by' opportunities for commuters. Thousands of residential and business mailings and posters were within a 0.5-mile radius of the station were mailed to announce the open house. Notifications also included web announcements, social media and press releases in the Tacoma News Tribune and Bonney Lake and Sumner Courier-Herald.

In addition to open houses, web-based surveys were made available through the Sound Transit website, briefings were given to community groups and local business associations and several drop-in events were held at various locations in Sumner, including community festivals, at the station and coffee shops. See Table 1 for dates.

- **Local Businesses –** Prior to the open houses, Sound Transit staff mailed postcards and hand-delivered posters to local businesses and property owners, inviting them to attend the open houses and share their opinions. Prior to the second open house, comments were collected.
- **Affected Property Owners** – Sound Transit contacted property owners of potential sites for access improvements. Sound Transit will continue to work with potentially affected property owners for the length of the project.

As part of the project's public outreach effort, Sound Transit evaluated the project study area for the presence of environmental justice populations and reached out to present environmental populations by creating inclusive materials. For example, Spanish is the pre-dominant non-English language spoken near the project area and Sound Transit has included a message written in Spanish describing how to acquire translated materials on the printed materials for this project; see Attachment 1 of this document. Postcards advertising community events also offered translation services. The project would not impact any known environmental justice populations; see the Environmental Justice Evaluation in Attachment A of the SEPA Checklist for more information.

Agency and Tribal Coordination

In addition working with the City of Sumner through briefings to the City Council and meetings with the Technical Advisory Committee, Sound Transit coordinated with Washington State Department of Transportation and Department of Archaeology and Historic Preservation. FTA has also sought government-to-government consultation with the Yakama Nation, Puyallup Tribe of Indians, and the Muckleshoot Indian Tribe. Consultation with the Tribes has identified no information regarding traditional cultural properties that the project would affect. FTA will continue to consult with tribal governments throughout the duration of the project in accordance with Section 106.

Summary of Public Input Related to Project Design

Sound Transit worked with stakeholders as the agency developed this project and provided opportunities for comment on the project. During this process, comments were incorporated into the proposed design of the project, as summarized below:

- The majority of stakeholders supported more station parking close to the station. As a result, the proposed parking garage is sited at the existing station, with temporary surface parking during construction at the Washington Tractor site.
- The Sound Transit Board initially identified a design with a smaller garage. After some consideration, Sound Transit Board members in Pierce County and Sumner City Council supported studying a larger garage.
- Comments received expressed concerns about traffic on side streets after the garage is built (noting traffic is already an issue) and have encouraged improvements to the local State Route 410 interchange.

Table 1. Public Outreach Activities

Date of Meeting	Group/Activity	Topic
8/1/2015	Summer drop-in session #3	Tabled at Sumner Station for Sounders game day
7/12/2015	Summer drop-in session #2	Tabled at Rhubarb Days
7/11/2015	Summer drop-in session #1	Tabled at Rhubarb Days
6/9/2015	Sumner Downtown Association	
3/9/2015	Stakeholder Roundtable	Review of project schedule, Sumner City Council's garage preference and the ongoing traffic analysis
1/20/2015	Sumner City Council	Continued input on larger parking garage structure
1/12/2015	Sumner City Council	Input on larger parking garage structure
12/13/2014	Fall drop-in session #6	Tabled at Starbucks
12/6/2014	Fall drop-in session #5	Tabled at Holiday Market
12/2/2014	Fall drop-in session #4	Tabled at Midtown Station
11/23/2014	Fall drop-in session #3	Tabled at Sumner Station for Seahawks game day
11/20/2014	Fall drop-in session #2	Tabled at Sumner Station for Sounder game day
10/23/2014	Fall drop-in session #1	Tabled at Sumner Trail Opening
10/16/2014	Stakeholder Roundtable	Discussion of Sound Transit Board decision, project scope, and parking garage details
7/28/2014	Sumner City Council	Recommendation review
7/21/2014	Sumner City Council	Traffic discussion
6/9/2014	Sumner City Council	Review renderings
6/3/2014	Stakeholder Roundtable	Discussion on a preferred package for environmental review and design
5/13/2014	Open House #2	
5/1/2014	Sumner Planning Commission	Project overview and packages
4/21/2014	Stakeholder Roundtable	Review of potential improvements and public comment results
4/14/2014	Sumner City Council	Overview of improvement packages
3/10/2014	Sumner City Council	Briefing on outreach results
2/19/2014	Sumner Lion's Club	
2/4/2014	Open House #1	
1/20/2014	Stakeholder Roundtable	Input on what is in a "package"
1/13/2014	Sumner City Council	Sumner Station Access study session
12/18/2013	Sumner City Council	Presentation of all materials for Open House #1
12/17/2013	Sumner Rotary Club	
11/20/2013	Sumner City Council	Parking and traffic discussion
11/18/2013	Stakeholder Roundtable	Brainstorming of potential access improvements
10/16/2013	Sumner City Council	Parking pilot program and station improvements project overview
10/8/2013	Sumner Downtown Association	
9/24/2013	Sumner Rotary Club	
9/23/2013	Stakeholder Roundtable	General project background and need for access improvements
5/20/2013	Puyallup/Sumner Chamber of Commerce	
4/23/2013	Leadership Working Group	
3/27/2013	Leadership Working Group	
3/20/2013	Leadership Working Group	

Attachment 1

Example Outreach Materials

Sounder Commuter Rail

Sumner Station Access Improvements Project

FACT SHEET

Summer 2015

Project Background

Sound Transit will improve access to Sumner Station for pedestrians, bicyclists and drivers. Improvements will be complete by 2021. Voters approved funding to improve access at Sounder stations in the 2008 Sound Transit 2 ballot measure.

Over 1,000 people a day ride a Sounder train or ST Express bus from the Sumner Station. About two-thirds of Sounder riders drive and park at the Sumner Station, the Red Apple lot or on city streets. Another 20 percent use bus services to access the station. Many of these riders find station access difficult because parking is full early in the commute. Traffic congestion creates delays at intersections around the station, affecting both drivers and buses.

Sound Transit is predicting a 50 percent increase in ridership by 2035 - approximately 600 new riders in Sumner alone. To help meet demand, three Sounder south line round trips will be added by 2017. Additional parking and congestion management will be required to meet this growing ridership demand. Similarly, additional bicycle and pedestrian amenities will expand non-motorized access to the station.

PROPOSED IMPROVEMENTS

- New parking garage at Sumner Station with approximately 623 spaces (net increase of 505)
- Potential pedestrian access improvements within 1/4 mile of the station
- An option for a pedestrian bridge across the railroad tracks
- Potential traffic improvements in the station area
- Potential car, bike and pedestrian access improvements to the SR 410/ Traffic Avenue interchange (funding needed), in partnership with the Washington State Department of Transportation, cities of Sumner and Puyallup, and others

Area of proposed improvements:

Sounder Commuter Rail

Sumner Station Access Improvements Project

FACT SHEET

Summer 2015

Project Timeline

2000-2012

- Sounder commuter rail service begins
- Sound Transit 2 funding approved (2008)
- Sounder Stations Access and Demand Study (2010 – 2012)

2013

- Leadership Working Groups comprised of Council members and Sound Transit Boardmembers identified project goals and evaluation criteria
- Multi-modal access alternatives development: received community input on improvements through development of six multi-modal access packages

2014

- Sound Transit Board identified preferred package of improvements for environmental review and preliminary design (August)

2015
WE ARE HERE

- Sumner City Council approved an L-shaped 5-level garage that is 4½ stories tall (January) for environmental review
- Environmental review and open house
- Preliminary design

2016-2018

- Final design including architectural garage design
- Right-of-way/property acquisition and permitting

2019-2021

- Construction
- Improvements complete 2021

Stay informed about the Sumner Station Access Improvements Project

Visit the project website:
soundtransit.org/SumnerImprovements

Sign up for project updates:
soundtransit.org/subscribe

Have specific questions or a community group we should visit?

Call or email Jennifer Lemus,
Sound Transit Community Outreach:
206-398-5314
Jennifer.Lemus@soundtransit.org

Follow us:
twitter.com/SoundTransit
facebook.com/SoundTransit
Instagram.com/SoundTransit

For more information about Sound Transit projects or services, visit soundtransit.org or call 1-800-201-4900/ TTY Relay: 711. For information in alternative formats, call 1-800-201-4900/TTY Relay: 711 or email accessibility@soundtransit.org

Si desea conocer mayores detalles sobre el proyecto de majoras del acceso a la estacion Sumner por favor llame al telefano 1-800-823-9230 durante las horas normales de oficina.

SUMNER STATION ACCESS IMPROVEMENTS

Questions? Visit soundtransit.org/sumnerimprovements or contact Jennifer Lemus at 206-398-5314 or Jennifer.Lemus@soundtransit.org.

Learn about progress on parking and other access improvements for Sumner Station

- **Visit soundtransit.org**
- **Attend a drop-in session:**

Nov. 20
3:30 - 6:30 p.m.
Sumner Station (810 Maple St.)

Nov. 23
11 a.m. - 12:30 p.m.
Sumner Station (810 Maple St.)

Dec. 2
6:30 - 8:30 a.m.
Midtown Station Café (813 Academy St.)

Dec. 6
9:30 a.m. - 4 p.m.
Holiday Market (Pioneer Park Pavilion, downtown Puyallup)

SOUNDTRANSIT
RIDE THE WAVE

SUMNER STATION ACCESS IMPROVEMENTS

Sound Transit has been working with the Sumner community on station access improvement options. On August 28, the Sound Transit Board of Directors selected a preferred package for access improvements and will begin further development and design of the project. Voters approved funding to improve access to Sounder commuter rail stations in the 2008 Sound Transit 2 ballot measure.

Please join us to:

- Understand the purpose, goals and schedule of the project
- Learn about the Board's decision on a parking garage onsite at Sumner Station and pedestrian and bike improvements
- Learn about upcoming activities and opportunities to stay involved

C509963 / Nov 2014 / 5.5k

Sign up to receive email updates about Sumner Station improvements at soundtransit.org/subscribe.

To request accommodations for persons with disabilities call 1-800-201-4900 / TTY Relay: 711 or email accessibility@soundtransit.org.

Queremos escucharle y brindarle toda la información que necesite, llámenos al 1-800-823-9230.

Sound Transit plans, builds and operates regional transit systems and services to improve mobility for Central Puget Sound.

SOUNDTRANSIT
Union Station
401 S. Jackson St.
Seattle, WA 98104-2826