

Kent Station Parking and Access Improvements Project

SEPA Environmental Checklist



Kent Station Parking and Access Improvements Project

SEPA Environmental Checklist

October 2019

Prepared for:



**401 South Jackson Street
Seattle, Washington 98104**

Prepared by:

ICF

**1200 6th Avenue, Suite 1800
Seattle, Washington 98101**

CDM Smith

**500 Union Street, Suite 600
Seattle, Washington 98101**

TABLE OF CONTENTS

A. BACKGROUND.....	1
B. ENVIRONMENTAL ELEMENTS	5
C. SIGNATURE.....	37

LIST OF FIGURES:

- Figure 1. Vicinity Map
- Figure 2. Site Plan
- Figure 3. Proposed Acquisitions
- Figure 4. Zoning Map
- Figure 5. Land Use Map
- Figure 6. Study Intersections
- Figure 7. Potential Mitigation Measures and Mobility Enhancements

LIST OF ATTACHMENTS:

- Attachment A. Improvement Plans
- Attachment B. Noise Technical Analysis Memorandum
- Attachment C. Visual Impact Assessment
- Attachment D. Cultural Resources Technical Report
- Attachment E. Transportation Technical Report
- Attachment F. Environmental Commitments

SEPA ENVIRONMENTAL CHECKLIST

A. Background

1. Name of proposed project, if applicable:

Kent Station Parking and Access Improvements Project

2. Name of applicant:

Sound Transit is the project proponent and SEPA lead agency

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

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

4. Date checklist prepared:

October 2019

5. Agency requesting checklist:

Sound Transit

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

2019-2021: Final design, obtain permits, acquire property

2021-2023: Project construction

All improvements are expected to be complete by 2023

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

Yes. The Sounder Strategic Development and Implementation Plan (Plan) is underway and is anticipated to be complete in 2020. This Plan includes the voter-approved Sound Transit 3 project to extend the passenger platforms to accommodate increased service.

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

- Final Supplemental Environmental Impact Statement Long Range Plan 2014
- Final Supplemental Environmental Impact Statement Regional Transit Long Range Plan 2005

Attached to this SEPA Checklist are the following documents:

- Cultural Resources Technical Report
- Transportation Technical Report
- Visual Assessment Report
- Noise and Vibration Analysis Memorandum

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

None known.

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

City of Kent:

- Development Agreement
- Street Vacation
- Building Permit
- Mechanical Permit
- Conditional Use Permit
- Plumbing Permit
- Grade and Fill Permit
- Civil Construction Permit
- Fire Permit
- Sign Permit
- Noise Variance Permit
- Temporary Use Permit
- Downtown Design Guidelines

Washington State Department of Ecology:

- National Pollution Discharge Elimination System Construction Stormwater General Permit

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

Purpose and Need

The purpose of the Kent Station Parking and Access Improvements Project (Project) is to provide additional parking at the Kent Sounder Station (Kent Station) and improve pedestrian, bicycle, and transit access at this high-demand station. The Project was approved by voters in 2008 as part of the ST2 Plan and, after a suspension due to the economic recession, the Sound Transit Board restored funding in 2016. Sounder commuter rail ridership continues to grow steadily with two roundtrips added to the Sounder South Rail system in 2017, raising the total to 13 daily roundtrips that now stop at the Kent Station. With the increase in ridership, Sound Transit is working to provide easy and reliable access to the station to meet ridership and service demand.

Project Description

The Kent Station Parking and Access Improvements Project (Project) consists of a new parking garage and pedestrian, bicycle, and transit amenities serving patrons of the Sounder South Rail system at the Kent Station in Kent, Washington. The site of the proposed garage (project site) is bounded by E Pioneer Street on the south, E James Street on the north, BNSF Railway on the west, and a realigned Railroad Avenue N on the east (Figure 1 and Figure 2). Construction of the parking garage would require realignment of a portion of Railroad Avenue N between E Pioneer Street and E James Street (Figure 2). The parking garage would have 3 levels and approximately 534 parking stalls.

Pedestrian, bicycle, and transit amenities are located adjacent to and near the project site to enhance overall access to Kent Station and improve safety. As part of the final design, these amenities would be finalized in collaboration with the City of Kent (City) and King County Metro as part of their permitting and approval process. The following are the proposed amenities:

Adjacent to the project site, amenities include painted crosswalks, traffic signals, lighting, and signage (Civil Roadway Plan and Architectural Garage Site Plan – Overall in Attachment A).

At Railroad Avenue N and W Smith Street, amenities include installing a painted curb extension,¹ rapid flashing beacons, a hardscape median with pedestrian refuge, restriping of crosswalks, and curbs that are

¹ Painted curb extensions help to reduce crossing distance and slow vehicle speeds.

compliant with the Americans with Disabilities Act (ADA) (Smith Street Pedestrian Crossing in Attachment A).

At the Kent Station, planned bicycle improvements include adding smart lockers² and bike racks and a RapidRide stop on Railroad Avenue N including a new sidewalk, ADA compliant crosswalk, painted curb extension to provide traffic calming, and restriping along Railroad Avenue N (Bicycle Improvements and RapidRide Station in Attachment A).

At the intersection of W James Street and 2nd Avenue N, amenities include a painted curb extension, new crosswalks, curbs that are ADA compliant, and rectangular rapid flashing beacons (James Street Pedestrian Crossing in Attachment A). Sound Transit and the City will coordinate the improvements at this intersection, given that the City was recently selected to receive Sound Transit System Access Funds for these improvements.

Sound Transit proposes the following traffic-related improvements (see Figure 7):

- At Railroad Avenue N and E James Street:
 - Prohibit eastbound left turn from garage's eastern driveway and pick-up/drop-off loop.
 - Reconfigure east and west legs of Central Avenue N/E Pioneer Street to have exclusive left-turn lane and shared through/right-turn lane. Revise phasing to include protective and permissive eastbound and westbound left phases.
- At Railroad Avenue N/E Smith Street:
 - Prohibit southbound through and southbound left-turn movements except for buses if needed.
- At Central Avenue N/E James Street:
 - Extend the westbound left-turn pocket length as much as possible without taking property.
- At E James Street west of Central Avenue N:
 - Install a "type c" curb (commonly called "c-curb") median on E James Street between the eastbound left-turn pocket and the adjacent through lane.

On 1st Avenue N, west of the project site and adjacent to the railroad, the Sound Transit-owned parking lot would be converted to a bus layover area for King County Metro buses (King County Metro Layovers in Attachment A). The layover area would include approximately 8 bus bays and a bus operator rest stop. Landscaping and ingress/egress modifications would facilitate bus movements in and out of the lot.

The garage would displace 70 existing surface parking spaces, and the bus layover would displace 49 existing surface parking spaces, which are both used by Sounder commuter riders. Upon completion of the Project, the total Kent Station dedicated parking spaces would be approximately 1,411 spaces, including 877 parking spaces provided at the existing station parking structure located at 301 Railroad Avenue N and approximately 534 parking spaces in the new garage.

Temporary construction easements near the project site would be required to facilitate construction of the proposed improvements (Figure 3). These include areas where overhead airspace would be required for the movement of cranes during construction of the garage. The staging area is currently identified as Sound Transit owned parcel 9179601585.

² Smart lockers provide opportunities for commuters to pay and reserve lockers.

In support of sustainability, Sound Transit is committed to environmentally sustainable features in the design and building of its parking garages such as charging stations for electric vehicles, photo-voltaic array, and materials choices, which may be included in the design or be added in the future. Landscaping, including screening of the parking garage, would be incorporated into the site design and would be consistent with the City's design goals of providing an aesthetically pleasing, functional building that integrates well with its surroundings. Sound Transit is committed to the communities within its service area and sets aside a portion of construction funding for public art. The Sound Transit Public Art Program (STart) would manage the integration and maintenance of art into the new facility. The Project would provide storm-water runoff control and treatment per applicable design standards. The final control method would be determined during final design phase. Traffic improvement measures are described in Section B.14.h. As part of the final design and the City's permitting and approval process, identified traffic improvements will be refined in collaboration with the City.

Environmental commitments of the Project are listed in Attachment F, *Environmental Commitments*.

Construction Process

Typical phases for construction of the parking garage would include the following.

A one-block section of Railroad Avenue N would first be realigned to accommodate sufficient space for the new parking garage and to facilitate traffic flow and maintain local traffic patterns. Once this is accomplished, site preparation would occur. This would consist of demolishing aboveground structures, clearing and grubbing, and soils and groundwater remediation, if required. All existing utilities (i.e., water, storm drain, telecom, electrical, power poles, street lighting, cable) located within Railroad Avenue N between E Pioneer Street and E James Street would be relocated as part of the Project. New and relocated utilities would be installed in the realigned section of Railroad Avenue N.

Following this, belowground excavation would occur and foundation installation activities would take place, including setting piles, installing pile caps, setting grade beams, and placing the initial floor slab.

Aboveground levels of the parking structure would then be constructed, including the support framing for each parking level and corresponding floor slabs. The parking structure would then receive exterior siding, mechanical and electrical installations, and architectural treatment. Final finish work would then take place, including exterior landscaping, sidewalks, and traffic markings, and the parking structure would then be opened for service.

Realignment of Railroad Avenue N and demolition of existing structures would take approximately 6 months. Construction of the garage would take approximately 18 months. A total construction period of approximately 24 months should be expected.

Typical equipment operating during the construction process would include graders, excavators, backhoes, loaders, drill rigs, cranes, dump trucks, concrete trucks, delivery trucks, compactors, and demolition equipment. Intermittent closures of adjacent sidewalks and roads, and detours, likely would be required. Closures and detours of Railroad Avenue N from E Pioneer Street to E James Street would be likely for realignment of Railroad Avenue N. In addition, intermittent lane closures on E James Street may be required.

Project Impacts Summary

A comprehensive analysis of potential impacts concerning this Project has yielded the following summary conclusions. Mitigation measures would be provided to address the operational traffic impact that would be expected at one local street intersection in the vicinity of the Project (Railroad Avenue N and E James Street) related to queuing in the PM peak 15-minute time period. Also, regional vehicle miles traveled (VMT) reductions are expected due to an expected mode shift from auto to transit use. There is a potential, during the construction period, for encountering soil contamination, for which standard remediation measures

would be applied. There is a potential on the project site for soil liquefaction to occur during a seismic event; a pile foundation system is proposed in recognition of that potential. Five privately owned real estate parcels would be acquired for the Project. Sound Transit has adopted the Real Property Acquisition and Relocation Policy, Procedures, and Guidelines to guide its compliance with Chapter 8.26 Revised Code of Washington (RCW) and Chapter 468-100 Washington Administrative Code (WAC). Property acquisition will meet these laws and policies so that property owners are treated uniformly and equitably. Increases in noise and vibration levels could occur during the construction period. Best management practices (BMPs) would be implemented to minimize noise and vibration impacts. Improvements would also be implemented to prevent increases in stormwater runoff generated within the project site and protect water quality of downstream-receiving waters. These would include flow control BMPs, detention facilities, and treatment facilities per requirements in the City of Kent Surface Water Design Manual. Detailed analyses of these above-described potential impacts are provided in the sections that follow in this document.

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

The project site is located to the north of Kent Station in Kent, Washington (Figure 1). The proposed garage is bounded by E Pioneer Street on the south, E James Street on the north, BNSF Railway on the west, and a realigned Railroad Avenue N on the east. In the immediate vicinity of the project site, non-motorized improvements, bus transit integration/facilities, and roadway relocation are also components of the Project (Figure 2).

B. Environmental Elements

1. Earth

- a. General description of the site: (underline one): Flat, rolling, hilly, steep slopes, mountainous, other
- b. What is the steepest slope on the site (approximate percent slope)?

The steepest slope on the site is less than 5%.

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

Under a few feet of granular and fine-grained fill soils, there is a more than 100-foot-thick sequence of alluvial soils, consisting of loose to dense sands and gravels with varying fines content and soft to hard silts and clays with varying amounts of organics including interbeds of peat.

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

The subsurface soils in the project area include layers of soils with high potential for liquefaction during a seismic event. The geotechnical design for the parking structure would include a pile foundation system that would mitigate soil liquefaction effects. There is no potential for landslides at the site due to the flat site topography.

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

The parking garage would not have underground levels. Excavation volumes would therefore be limited to construction components such as elevator shaft pits, foundation piles (depending on the pile type used), and pavement subbase for roadways, sidewalk, parking, utility trenching, stormwater vaults, low-impact

development features. The amount of excavated material is estimated to be less than 20,000 cubic yards. The sources of backfill materials are currently unknown and may include concrete (e.g., for auger cast piles), imported fill materials (e.g., for pavement subbase), and possibly excavated site materials, if they are found suitable for backfilling purposes.

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

Erosion could occur during construction (e.g., at temporary excavations). Construction would involve ground disturbance, which can expose soils susceptible to erosion. Standard erosion control procedures would be followed to minimize this potential effect (Section B.1.h).

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

The project site is currently occupied by a cold storage warehouse, a gravel pad south of the warehouse for truck turning and loading/unloading, Railroad Avenue N to the east, and a paved parking lot east of Railroad Avenue N. Approximately 85% of the project site is covered with impervious surfaces under existing conditions. The final layout of the new parking garage and relocated Railroad Avenue N would add approximately 10% to that estimate, resulting in the project site being approximately 95% impervious surfaces.

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

During construction of the Project, Sound Transit will implement construction BMPs (i.e., silt fencing, straw bale barriers, fiber rolls, hydraulic mulch), as required by regulatory agencies to eliminate or reduce erosion from the site, including preparation and implementation of a Stormwater Pollution Prevention Plan. The erosion control measures will be adjusted to fit construction and seasonal conditions. With implementation of the erosion control measures to eliminate or reduce erosion during construction, impacts would not be adverse.

During operation of the Project, the majority of the site will be paved and the remainder will be landscaped with plants and/or grass.

2. Air

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

Construction-related emissions, including exhaust emissions from haul and vendor trucks, construction worker vehicles, and emissions from non-road construction equipment, would be released to the air and would temporarily affect air quality. Also, temporary air emissions during construction would come in the form of fugitive dust. Best available control measures to limit emissions from construction activities are described in Section B.2.c. Emissions during operation would come from trips by Sounder train riders to and from the proposed and current station parking garages and surface lot for a net increase of 464 parking spaces. However, the Project is expected to decrease regional VMT by increasing the amount of parking available to Sounder riders at the Kent Station and thereby increasing transit ridership and replacing longer vehicle commutes. The proposed King County Metro bus layover area, located on 1st Avenue N west of the project site and adjacent to the railroad (King County Metro Layovers in Attachment A), would facilitate bus movements and layover. Per King County Metro's operating guidelines (King County Metro 2018), operators are not allowed to idle during layover after the engine cool-off period (engine cool down and shut off allows idling for 3 minutes upon arrival at a layover facility to allow cooling of the engine, which would then be shut off). Project operation would not result in any additional emissions from the displacement of the Sound Transit parking lot and those associated with bus layover activity. Therefore, emissions of criteria pollutants, greenhouse gases (GHGs), and mobile source air toxics are expected to decrease as a result of Project operations.

When people choose transit, such as Sounder commuter rail, instead of driving alone, they reduce air pollutant emissions, among other benefits. Passengers taking Sound Transit instead of driving divert over 425,000 tons of GHG emissions annually—a 5% improvement since 2016 (Sound Transit 2018a).

Table 1 summarizes criteria pollutant monitoring data (and corresponding National Ambient Air Quality Standards [NAAQS]) obtained from U.S. Environmental Protection Agency (EPA) monitoring stations closest to the project site for the last 3 calendar years. Design values are computed by EPA annually and are defined by the violation criteria shown in Table 1. For example, the design value for ozone in 2017 is the 3-year average of monitoring data from 2015 through 2017. The design value represents a statistic that describes the air quality status of a given location relative to the level of the NAAQS and is the value used to designate or classify nonattainment areas (i.e., if the design value exceeds the NAAQS, then the area is classified as nonattainment). As shown in Table 1, concentrations of fine particulate matter (PM2.5) exceeded the NAAQS in 2017, but the design value remains below the NAAQS. Concentrations of all other pollutants remain below the NAAQS. Note that the State of Washington and the Puget Sound region have adopted the NAAQS.

Transportation conformity requires a regional emissions analysis for the Project and is demonstrated by inclusion of the Project in the Puget Sound Regional Council Long-Range Transportation Plan. The Project is included in the plan as Project ID: 2644.

In 1978, the region in which the project site is located was classified as a nonattainment area by the EPA for carbon monoxide (CO). In 1996, having met the federal standards for several years, the region was redesignated by the EPA as an attainment area with an approved maintenance plan for CO. On October 11, 2016, the region reached the end of the 20-year maintenance period for CO; therefore, transportation conformity is no longer required for CO in the region as of this date.

The project site is in an EPA-designated maintenance area for inhalable particulate matter (PM10) and is subject to project-level transportation conformity requirements. The region is designated attainment for all other criteria pollutants. A quantitative PM10 hot-spots analysis is only required for “projects of local air quality concern,” as defined in 40 Code of Federal Regulations (CFR) 93.123(b)(1). Projects of local air quality concern are generally major highway projects, terminals, or other sources that would result in a significant increase of heavy-duty diesel trucks. While there is no specific language in the transportation conformity regulation (40 CFR 93, Subpart A) that defines a “significant” increase, the EPA’s quantitative guidance provides some examples that can be used as a rule of thumb. Parking garages for typical commuter vehicle use are one such example of a project that would not result in a “significant” increase in diesel-fueled vehicles and it does not qualify as a “project of air quality concern.” Therefore, the requirements of the Clean Air Act and 40 CFR 93.116 are anticipated to be met without a hot-spot analysis since the Project has been found not to be of local air quality concern under 40 CFR 93.123(b)(1).

Table 1. Air Quality Monitoring Data

Pollutant	Averaging Period	Monitoring Results			Design Value	NAAQS Primary	Violation Criteria
		2015	2016	2017			
CO (ppm) ^[a]	1-hr	1.0	1.1	1.3	1.3	35	Not to be exceeded more than once per year
	8-hr	0.8	0.9	0.9	0.9	9	
NO ₂ (ppb) ^[a]	1-hr	44	49	42	45	100	98th percentile of 1-hour daily maximum concentrations, averaged over 3 years
	Annual	10.65 ^[b]	11.87	11.7 ^[b]	11.87	53	Annual mean
O ₃ (ppm) ^[a]	8-Hour	0.048	0.046	0.047	0.047	0.07	Annual fourth-highest daily maximum 8-hour concentration, averaged over 3 years
PM2.5	24-hr	26	18	36	26.7	35	98th percentile, averaged over 3 years

Pollutant	Averaging Period	Monitoring Results			Design Value	NAAQS Primary	Violation Criteria
		2015	2016	2017			
($\mu\text{g}/\text{m}_3$) ^[c]	Annual	6.7	5.5	7.7	6.6	12	Annual mean, averaged over 3 years
PM10 ($\mu\text{g}/\text{m}_3$) ^[a]	24-hr	28	NA	NA	28.3	150	Not to be exceeded more than once per year on average over 3 years
SO ₂ (ppb) ^[a]	1-hr	8	5	6	6.3	75	99th percentile of 1-hour daily maximum concentrations, averaged over 3 years

Source: U.S. Environmental Protection Agency 2018a, 2018b
 $\mu\text{g}/\text{m}_3$ = micrograms per cubic meter; CO = carbon monoxide; NA = not available; NAAQS = National Ambient Air Quality Standards; NO₂ = nitrogen dioxide; NS = no standard; O₃ = ozone; PM10 = inhalable particulate matter; PM2.5 = fine particulate matter; ppb = parts per billion; ppm = parts per million; SO₂ = sulfur dioxide
[a] Data from 4103 Beacon South (Seattle) monitoring station.
[b] Mean does not satisfy minimum data completeness criteria.
[c] Data from 614 Railroad Avenue N (Seattle) monitoring station.

The Project would have a beneficial effect on overall air quality in the region in the long term; moreover, the overall air quality in the region would continue to improve in the future due to improvements in automobile engine technology and the effectiveness of the EPA air quality regulatory programs. The Project would improve access to transit, which would result in a decrease in VMT in the area from more people using the Sounder train. The Project is not predicted to cause any new air quality impacts or worsen the severity of any existing air impact; therefore, it is in conformance with the Puget Sound Clean Air Agency (PSCAA) maintenance program.

A simplified GHG emissions inventory was prepared to compare the Project against a no build scenario to evaluate GHG impacts. The Federal Transit Administration (FTA) Transit GHG Emissions Estimator (Federal Transit Administration 2018) was used to estimate emissions from construction activities and from displaced automobile emissions that would occur from increased ridership on Sounder trains. Annual GHG emissions from the Project (from construction and operations combined) would be less than the no build emissions (from vehicle operations that would occur with no station improvements) by 302 metric tons of carbon dioxide equivalent (MTCO₂eq). Because the Project is expected to result in a reduction of GHG emissions, it would have a beneficial effect.

The construction period of the Project is anticipated to last from 2021 to 2023. Constructing the Project along with other planned projects in the Kent area near the project site would result in temporary air quality impacts.

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

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

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

PSCAA is responsible for enforcing air quality regulations in the Puget Sound region, and they have developed fugitive dust regulations contained in Section 9.15 of Regulation 1. An Environmental Compliance Strategy Plan will be prepared to address air quality, in addition to stormwater, and erosion/sediment during construction. The Project will use 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.
- Load all trucks, coming to the jobsite or leaving the jobsite, in a manner that prevents dropping of materials or debris on streets.

- Promptly clean up spills from transported material on public roads through 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 project site.
- Maintain all construction machinery engines in good mechanical condition to minimize exhaust emissions.
- Minimize the idling of diesel engines and ensure that the heavy equipment and trucks used in the Project are in good repair, which will be required as part of the contract specifications.

With implementation of best practices to reduce construction air emissions, impacts would not be adverse. There would be no adverse impacts during project operations; therefore, mitigation is not proposed.

3. Water

a. Surface Water:

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

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

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

No. The Project would not require any work over, in, or adjacent to a water body.

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

No fill or dredge material associated with the Project would be placed in or removed from surface waters or wetlands.

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

No. The Project would not require surface water withdrawals or diversions.

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

No. Per the Federal Emergency Management Agency's Flood Insurance Rate Map for King County, the project site does not lie within a 100-year floodplain (Federal Emergency Management Agency 1995).

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

No. The Project would not involve any discharges of waste materials to surface waters.

b. Groundwater:

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

No. The Project would not withdraw groundwater from a well or discharge water into the groundwater for any purpose.

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

The Project would not discharge waste material into the ground from any source. Sewer and refuse utility services are currently available at the project site and any liquid or solid waste generated would be disposed of in accordance with applicable requirements.

c. Water runoff (including stormwater):

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

Sources of stormwater runoff would be from impervious surfaces of the Project including the parking garage, the realigned road, sidewalks, parking lots, and the bus layover area. The Project would be served by the existing Municipal Separate Storm Sewer System (MS4) owned and operated by City of Kent. This would require regrading and replacing the collection system (catch basins, inlets, piping, manholes) and installing BMPs (described in Section B.3.d), within the realigned section of Railroad Avenue N from E Pioneer Street to E James Street. A new connection to the storm sewer system would be established for the parking garage, bus operator rest stop, and other affected properties. A new stormwater collection system and BMPs may be needed in bus layover area. During project construction, stormwater runoff may also be generated from bare soil and disturbed areas within active work zones. A Stormwater Pollution Prevention Plan (SWPPP) will be prepared that identifies BMPs to prevent or minimize the introduction of contaminants into surface waters during construction activities as discussed further below. BMPs for the Project could include and are not limited to silt fencing, straw bale barriers, fiber rolls, storm drain inlet protection, hydraulic mulch, street sweeping, and stabilized construction entrance(s).

Project construction activities are subject to construction-related stormwater permit requirements of the National Pollutant Discharge Elimination System (NPDES). An NPDES permit is required if the Project discharges pollutants through a point source into a water of the United States. The permit contains discharge, monitoring, and reporting requirements and other provisions to ensure that the discharge does not negatively impact water quality or people's health.

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

No. It is unlikely that any waste materials associated with the Project would enter ground or surface waters. All runoff associated with the impervious surfaces of the Project (i.e., parking garage, road, sidewalks) would be collected and treated in accordance with City of Kent requirements for water quality.

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

No. The site would continue to be served by the City of Kent's existing drainage system (MS4). Drainage patterns in the vicinity of the project site would not be altered.

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

Project construction activities are subject to construction-related stormwater permit requirements of the Clean Water Act's National Pollutant Discharge Elimination System program. Specific regulatory requirements for this type of project are provided in the Western Washington Phase II Municipal Stormwater Permit, the Construction Stormwater General Permit, and the City of Kent Surface Water Design Manual. A SWPPP will be prepared that identifies BMPs to prevent or minimize the introduction of contaminants into surface waters during construction activities. BMPs for the Project could include, but not

limited to, silt fencing, straw bale barriers, fiber rolls, storm drain inlet protection, hydraulic mulch, street sweeping, and a stabilized construction entrance. The SWPPP will also include development of site-specific structural and operational BMPs to prevent and control impacts on runoff quality, measures to be implemented before each storm event, inspection and maintenance of BMPs, and monitoring of runoff quality by visual and/or analytical means. With implementation of best practices to prevent or minimize the introduction of contaminants into surface waters during construction activities, impacts would not be adverse.

The Project will provide permanent stormwater BMPs to reduce/eliminate the discharge of pollutants from the project site after construction is complete. These BMPs will be in accordance with the City of Kent Surface Water Design Manual and may include detention vaults, detention tanks, media/membrane filters, sand filters, and oil/water separators. The final control method will be determined during the final design phase. Water quality vaults and detention vaults will be located beneath the drop-off area and in the City right-of-way. Low-impact development facilities (e.g., biofiltration, amended soils, tree planting, and permeable pavement) may also be implemented. With implementation of these best practices, impacts on water quality would not be adverse.

The Project would not have an impact on groundwater; therefore, no measures to reduce or control impacts are proposed.

4. Plants

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

- deciduous tree: alder, maple, aspen, other
- evergreen tree: fir, cedar, pine, other
- shrubs
- grass
- pasture
- crop or grain
- orchards, vineyards or other permanent crops.
- wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
- water plants: water lily, eelgrass, milfoil, other
- other types of vegetation

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

The primary vegetation that would be removed by the Project includes landscape plantings at the existing parking lot and lawn grasses along Railroad Avenue N and at the property located at the corner of E Pioneer Street and Railroad Avenue N.

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

No threatened or endangered plants or plants listed by the State of Washington as priority or monitored are documented near the project site, or within the larger area within 2 miles of the project site. The disturbed nature of the vegetation communities near the project site renders these areas unlikely to support any of the state or federally listed threatened or endangered plants that are known to occur within King County.

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

The Project would provide replacement landscape plantings in the right-of-way in accordance with the City of Kent's requirements, similar to the existing condition. Other areas on-site designated for landscaping could be planter areas using native plants, shrubs, trees, or grass cover.

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

Noxious and invasive plant species that occur within the vicinity of the project site include spotted knapweed (*Centaurea stoebe*), English ivy (*Hedera helix*), reed canary grass (*Phalaris arundinacea*), Himalayan blackberry (*Rubus armeniacus*), and tansy ragwort (*Senecio jacobaea*).

5. Animals

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

Examples include:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other:

The project site is in an urban setting; therefore, the presence of hawks and songbirds passing through and other urban wildlife (i.e., opossum, small rodents, coyote) is likely.

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

No aquatic habitats are present; therefore, no species under the jurisdiction of the National Marine Fisheries Service are present in the project vicinity. The U.S. Fish and Wildlife Service's Information for Planning and Consultation database shows marbled murrelets (*Brachyramphus marmoratus*), streaked horned lark (*Eremophila alpestris strigata*), yellow-billed cuckoo (*Coccyzus americanus*), and bull trout (*Salvelinus confluentus*) as potentially present near the project site; however, suitable habitats for these species do not exist in the project vicinity. No critical habitats are present.

No state-protected species are known to be on the project site.

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

Yes. The project site is located within the Pacific Flyway, a migratory corridor for birds that consists of the western coastal areas of South, Central, and North America.

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

Due to the urban setting of the project area, impacts on wildlife would be negligible and no measures are required to preserve or enhance wildlife.

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

Invasive animals likely to be present at the site include European starlings (*Sturnus vulgaris*), house sparrows (*Passer domesticus*), and Eastern gray squirrels (*Sciurus carolinensis*).

6. Energy and Natural Resources

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

Electricity would be used to meet the Project's energy needs. It would primarily be used for lighting, ventilation, fire pumps, lift stations, elevator operation, roll-up doors, security cameras and door access controls, an emergency blue light system, radio, and the addition of electrical capacity to accommodate potential future EV charging stations.

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

No. The tallest component of the Project is a three-level parking garage that would cast a shadow on adjacent properties as the sun moves across the sky. The adjacent property to the west is the railroad and to the south is the King County bus drop-off area. Properties across the street to the east would not be affected. There are no existing buildings directly adjacent to the proposed garage.

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

In support of sustainability goals (per Chapter 30, *Sustainability*, of Sound Transit's Design Criteria Manual 5), Sound Transit is committed to environmentally sustainable features in the design and building of its parking garages. Some sustainability goals include 50-kilowatt (kW) photo-voltaic (PV) array and 45-kW PV-ready infrastructure; use of regionally sourced material, use of recycled material in concrete and steel materials; and electrical load capacity for future electric vehicle-ready infrastructure. Systems for lighting, elevators, and mechanical will be chosen with careful consideration of energy efficiency, safety, and durability. The design team will work closely with Sound Transit's Environmental Affairs and Sustainability Office to strategize an appropriate sustainable approach for the garage. With implementation of the sustainability goals, impacts on energy would not be adverse.

7. Environmental Health

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

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

An Environmental Conditions Memorandum (*Kent Station Parking and Access Improvements Project Environmental Conditions Memorandum for Sound Transit Properties*) and Phase 1 and 2 Environmental Site Assessments (ESA) (*Kent Station Parking and Access Improvements Project Phase 1 and 2 Environmental Site Assessments*) were completed for the Project.³ The Phase 2 ESA was completed on some of the parcels based on the results of the Phase 1 ESA findings. The Phase 1 and 2 ESA findings are summarized below. See Figure 3 for the location of the parcels.

Potential On-site Contamination Sources

Phase 1 ESA Findings

Parcel 1849700005/1849700010: This parcel has been occupied by a cold storage facility for many decades. However, it was initially developed as a King County Road Maintenance Shops facility. Based on this, there is a potential for contamination from historical truck maintenance and possibly fueling activities. As detailed in the Phase 1 ESA for this parcel, due diligence studies were completed by Sound Transit in 1998, which included soil and groundwater sampling from push probes. While the 1998 investigation did not identify the presence of contamination, it was limited by the building footprint, which encompasses the area of the former truck repair shop and other historical County Shops facilities. In addition, the Phase 1 ESA did not find evidence of frozen soils. On the east side of the building, multiple pipes that enter and exit the building wall just above ground level were found. These pipes represent part of a system that warms the floor of the building to prevent frost heave of the facility. Therefore, a system is in place to avoid frozen soils from occurring.

Parcel 1849700050: This parcel is currently being operated as a surface parking lot. This parcel was initially developed as a King County Road Maintenance Shops facility. Based on this, the potential for contamination

³ The Environmental Conditions Memorandum and Phase 1 and 2 Environmental Site Assessments are available at the Sound Transit Office of Environmental Affairs and Sustainability.

was considered high. As detailed in the Environmental Conditions Memorandum, due diligence studies were completed in 1999 by Sound Transit, including soil sampling on this parcel and multiple other parcels, as part of development of the Kent Station facilities. The evaluation of the data indicates that widespread soil or groundwater contamination is not present from on or offsite sources. However, given the long history of various occupants that may have been sources of contamination on and adjacent to the site, there remains the potential existence of localized contamination such as the following.

- Petroleum-contaminated soil associated with historical underground storage tanks, parked vehicles, and vehicle maintenance on the parcel as associated with the historical Shops facility.
- Suspected underground storage tanks from the historical Shops facility that may exist but have not yet been found.
- Petroleum contamination in groundwater migrating on-site from the former Sun Mart-2/T&S Mini-Mart Service Station to the north and/or the possible existence of a new release (2006–2018) from the Chevron station to the west.

Parcel 1849700135/1849700145: The property was originally developed in 1936 with a residence and food-related store. A second residence was moved onto the site in 1942 and removed by 2000. In 1968 the 1936-vintage building was replaced by the current residence, and a concrete block garage-type structure was added in 2000. At different times, the concrete block structure was occupied by a sign painting and vehicle/boat/recreational vehicle (RV) repair business. The use of solvents, paints, and automotive fluids associated with these business activities represent a potential source of contamination. Based on this, a Phase 2 ESA is recommended.

Parcel 1849700115: This property was originally developed in 1926 with two residences. A third residence was added in 1959. No use of heating oil was identified in connection with these structures. One of the residences was occupied by a sheet metal business for use as office and storage space in 1978 and by a transportation management company in 2002. No information was found indicating industrial activity or storage of hazardous substances or petroleum products by these businesses. The houses were demolished and property redeveloped in 2002 with the existing parking lot. No further assessment is recommended.

Phase 2 ESA Findings

A limited Phase 2 ESA was completed for the two cold storage parcels, Sound Transit-owned parcel 1849700050, and the northern portion of Sound Transit-owned parcel 2422049167. The Phase 2 ESA was limited by the presence of the cold storage building. The results of this investigation indicate there is a fill layer that varies in thickness from 0.5 to 4 feet across the site. Two of the collected fill samples were found to contain concentrations of carcinogenic polycyclic aromatic hydrocarbons (cPAH) that exceed the Model Toxics Control Act (MTCA) Method A Cleanup Level. These samples were collected from borings near the railroad line. The existence of PAH appears to be related to coal cinder fragments, the presence of which can be explained by the historical use of coal by the railroad. Based on this, cPAH cleanup level exceedances may occur sporadically in fill soils in the immediate vicinity of the railroad line.

One near surface soil sample collected between the railroad tracks and the cold storage warehouse on the Washington Cold Storage property contained oil-range total petroleum hydrocarbons (TPH-O) at a concentration exceeding its MTCA Method A cleanup level. Indications of petroleum contamination were not found at depths greater than 4 feet below ground surface. The lateral extent or source of this contamination is not known. It is possible this is a limited spill area, or it could extend further, such as under the building as a result of historical operations. Similarly, the concentration of TPH-O in groundwater at this same location was found to exceed its MTCA Method A cleanup level. Again, the data collected during this investigation were not sufficient to determine if the hydrocarbons detected in groundwater originated from hydrocarbons detected in the overlying soils at this location, or if they originated from a larger hydrocarbon plume generated by the BNSF railroad or the historical King County Road Maintenance Shops facility.

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

Sound Transit's standard specifications include a hazardous and contaminated substance health and safety program, which details how to screen and handle known and unknown hazardous and contaminated substances. Design drawings will be developed which detail the area of contamination to the extent known, the type of contamination, and remediation actions. Soils excavated for offsite transport that are potentially affected by contaminants would be characterized for waste profiling and disposed of at a Subtitle D landfill. If dewatering occurs, the groundwater would be tested and pre-treated, if necessary, prior to disposal at a publicly owned treatment works (i.e., sewage treatment plant).

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

During construction, relatively small quantities of fuel for various pieces of small equipment would likely be stored on site. This could include diesel, gasoline, and propane. Heavy equipment fueling would likely occur using an on-site fuel delivery provider. Other construction-related materials likely would include solvents and adhesives used in relatively small quantities. After construction, automobiles, which use gasoline, oil, and diesel, would use the parking garage.

- 4) Describe special emergency services that might be required.

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

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

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

Potentially hazardous materials will be handled in accordance with state and federal requirements; therefore, there would be no adverse impacts related to hazardous materials. Compliance and implementation of these specifications and measures would ensure effects are not adverse.

b. Noise

The Project would generate noise from the new park and ride facility and a realigned section of Railroad Avenue N. The Sound Transit Design Criteria Manual contains guidance for analyzing noise and vibration from park and rides and new roadway alignments (Sound Transit 2018b). Park and rides are also analyzed using FTA guidance and new roadway alignments are analyzed using Federal Highway Administration (FHWA) noise criteria. The potential for noise impacts is determined based on application of FTA guidance, FHWA criteria, and state and local standards. The application and analysis of project noise and vibration using these standards is provided in Attachment B, *Kent Station Parking and Access Improvements Project Noise Technical Analysis Memorandum*.

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

Noise that may affect the Project includes rail wayside and horn noise, local traffic and aircraft noise, and noise from nearby commercial areas.

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

Operation of the parking garage and bus layover facility would result in long-term increases in traffic noise in the immediate vicinity of the project site.

Operation of the garage and layover facility is predicted to produce a noise level of up to 63 A-weighted decibels (dBA) in terms of day-night average noise levels (Ldn) at nearby residential receivers on 1st Avenue N and Central Ave N. This level of noise would be overshadowed by the existing daytime ambient level of 78 dBA Ldn and would not be noticeable above the existing ambient Ldn. Overall noise levels with operation of the garage and layover facility would increase by less than 1 decibel (dB) and would not exceed the FTA criteria for moderate impact. Noise levels would exceed the Kent City Code threshold of 57 dBA Leq for a residential use receiving noise from a commercial use; however, operation of motor vehicles such as movement and idling of buses in the layover facility are exempt under WAC 173-60-050 (4)(a). Pedestrian and bicycle amenities would not result in a noticeable increase in ambient noise levels. Therefore, no mitigation is proposed.

The Project would include realignment of Railroad Avenue N to the east, combining it with the existing alley that parallels Railroad Avenue N. A total of three residential units would potentially be exposed to traffic noise levels of up to 63 dBA Leq with the Project. This would not approach or exceed the WSDOT noise standard of 66 dBA Leq for residential land use. The increase in noise levels due to the realignment would not be noticeable above the existing ambient level (78 Ldn) and is expected to be less than 1 dB. Therefore, there would be no traffic noise impact as a result of the Project.

Project construction would result in increased noise and vibration levels that would be temporary and intermittent and would cease once construction is complete. Potential worst-case noise levels during project construction were evaluated by combining the noise levels of the two loudest pieces of equipment that would likely operate at the same time: an impact-hammer pile driver and a truck. Construction noise during daytime hours (7:00 a.m. to 10:00 p.m. Monday through Saturday and 9:00 a.m. to 10:00 p.m. on Sundays) is exempt from City noise limits. However, noise-sensitive receivers located within about 180 feet of the project site during periods of impact-hammer pile driving and within 60 feet during use of non-impact equipment would potentially be exposed to construction noise levels in exceedance of the FTA daytime noise guideline of 90 dBA Leq (1h).

Although construction is specified to occur during daytime hours described above, construction outside of these hours may be necessary depending on site conditions. Construction outside the daytime hours described above would require an approved variance from the City from regulated nighttime noise limits. Pile driving would not occur outside of the daytime hours described above. If the City were to approve a noise variance for nighttime construction, noise-sensitive receivers located within about 200 feet of the project site during use of non-impact equipment may be exposed to worst-case noise levels exceeding the FTA nighttime noise guideline of 80 dBA Leq (1 hr).

Vibration levels during pile driving may exceed the FTA's threshold of 0.20 inch per second peak particle velocity (PPV) at a distance of between approximately 55 feet (for typical conditions) and 100 feet (worst-case conditions). The nearest buildings to the garage site are commercial and residential buildings, located about 120 feet east of the garage site. In general, vibration would be localized around the construction site, and no vibration impacts on buildings are expected during construction.

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

Based on this analysis, noise and vibration levels during operation of the Project are not expected to exceed federal or local thresholds during operation of the Project. Therefore, no mitigation is proposed.

During construction, the Project would create noise from heavy equipment, clearing, building demolition, and garage construction, as described in Section B.7.b.2. Use of heavy construction equipment generally will be avoided and pile driving will not occur during nighttime hours described in Section B.7.b.2. Prior to construction as part of final design, Sound Transit will revise the noise and vibration analysis with updated design and construction information. The revised analysis will be presented as part of an updated Noise and Vibration Analysis and Control Plan, which will specify methods that the contractor will implement to minimize construction equipment noise and vibration levels at sensitive receivers.

If the updated analysis indicates a potential exceedance of FTA noise impact guidelines, measures and best practices will be identified in the updated Noise and Vibration Analysis and Control Plan and implemented to minimize noise levels.

Measures used to limit construction noise could include but would not be limited to the following:

- Constructing barriers between noise sources and noise-sensitive land uses. Barriers will be designed to obstruct line of sight between the noise-sensitive land use and construction equipment on site.
- Using noise-reducing shrouds on pile drivers.
- Using alternative pile driving methods such as vibratory hammers, hydraulic press-in driving, auger, or pre-drilled pile holes.
- Using noise-reducing enclosures around noise-generating equipment.
- Locating stationary equipment (e.g., generators, cement mixers, idling trucks) as far as possible from noise-sensitive land uses.
- Prohibiting gasoline or diesel engines from having unmuffled exhaust.
- Requiring that all construction equipment powered by gasoline or diesel engines have sound-control devices that are at least as effective as those originally provided by the manufacturer and that all equipment be operated and maintained to minimize noise generation.
- Using smart backup alarms on heavy equipment that automatically adjust the alarm sound level to be audible above background levels or using spotters instead of backup alarms.
- Preventing excessive noise by shutting down idle vehicles or equipment.

The updated Noise and Vibration Analysis and Control Plan will include best practices to reduce construction groundborne vibration at adjacent sensitive buildings so that vibration will not exceed FTA's vibration criterion. In addition, given the proximity of sensitive uses and the length of pile driving, Sound Transit's Design Criteria Manual provides that a reasonable threshold for annoyance from groundborne vibration should be developed on a project-specific basis. This threshold will consider the type of land use, the nature of the construction activities, and the time of day.

Mitigation measures to address groundborne vibration from pile driving could include the following.

- Locating vibration-generating equipment as far as practical from vibration-sensitive (and noise-sensitive) buildings.
- Using smaller, lower vibration generating equipment within 100 feet of potentially impacted buildings.
- Using alternative pile driving methods such as vibratory hammers, hydraulic press-in driving, or use of pre-drilled pile holes.
- Conducting vibration monitoring at potentially affected buildings to measure levels from vibration producing activities such as pile driving.
- Prepare a building conditions report prior to and after construction for potentially affected buildings. If new cracks or damages are found, Sound Transit will remediate building damages found to occur during construction.

The applicability of measures will vary based on the location, timing, nature, and feasibility of each activity.

Sound Transit will prepare a community outreach plan that will include, and not be limited to, the following:

- Provide advance notice of construction activities to occupants of potentially impacted buildings.
- Identify a point of contact responsible for responding to complaints regarding construction noise. A contact telephone number for the noise disturbance coordinator will be conspicuously posted on construction site fences and will be included in the notification of the construction schedule.

With implementation of best practices to reduce construction noise, impacts would not be adverse. If construction is necessary during nighttime hours described in Section B.7.b.2, the contractor will be required to meet the criteria in the City noise ordinance for nighttime construction or obtain a noise variance from the City. No mitigation for vibration is required.

8. Land and Shoreline Use

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

The current uses of the project site are a cold storage facility, a single-family residence with detached garage, and equipment storage for a nearby business (Torklift Central). The project site also includes a paved parking lot. Adjacent properties to the east of the project site along the west side of Central Avenue N include a mix of general commercial uses—retail, office, restaurants, a gas station, and three single-family residences. Farther east is the Mill Creek Middle School, which is located east of Central Avenue N. Commercial uses to the north and across E James Street include a gas station and funeral home, and a large vacant lot. The area south of the project site consists of a mix of commercial uses, and the BNSF Railway line runs along the project site’s western boundary. Farther west of the project site, across the rail line and west of 1st Avenue N, is the Kent Station commercial center including retail, restaurants, parking, and the AMC movie theatre. In addition, project construction would require temporary construction easements near the project site and the use of public rights-of-way owned by the City of Kent and BNSF Railway to facilitate construction of the proposed improvements (Figure 2). These include vehicle access to and from the staging area, areas of roadway demolition and construction, areas of utility removal and relocation, and areas where overhead airspace would be required for the movement of cranes during construction of the garage. Potential land use impacts of the construction easements are minor and temporary.

The Project is anticipated to require full permanent acquisition of five private properties and relocation of one City road onto property owned by Sound Transit, combining it with an adjacent City alley (see Figure 3 for the location of these properties). These properties and associated parcel numbers are listed below. Displacements associated with these acquisitions are described in Section B.8.j. In addition to the potential property acquisitions described, the Project may require subterranean easements, temporary construction easements, and use of public right-of-way not listed here.

- Washington Cold Storage—2 parcels (1849700005, 1849700010)
- Allen Merrill—2 parcels (1849700135, 1849700145)
- Kay Partners—1 parcel (1849700115)

This list of property acquisitions is representative and should not be considered the final determination; the list could be updated as the project design is refined.

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

No. The project site is currently developed and has not been used as working farmlands or forest lands.

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

No. The Project would not affect any surrounding working farm or forest land business operations.

c. Describe any structures on the site.

The project site currently contains the following structures.

- Washington Cold Storage (Kent, Washington).
 - 18,864-square-foot cold storage warehouse.
- Allen Merrill (Kent, Washington).
 - 960-square-foot residence.
 - 934-square-foot garage.
 - 450-square-foot addition to the adjacent garage.
 - Meeting venue.
- Kay Partners (Kent, Washington).
 - Vehicle parking and equipment storage for a nearby business (Torklift Central) that specializes in trailer hitches and related services and products.
- Sound Transit
 - Air monitoring station owned by PSCAA.

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

All of the structures listed under Section B.8.c would be demolished.

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

The project site's current zoning classification includes two zoning districts. To the west of Railroad Avenue N (as currently aligned), the zoning district of the parcels that comprise the project site is Downtown Commercial Enterprise (DCE). Permitted uses in this zoning district are those that encourage and promote higher density development and a variety and mixture of compatible retail, commercial, residential, civic, recreational, and service activities in the downtown area, to enhance the pedestrian-oriented character of the downtown (City of Kent 2018a). The zoning district of the parcels that comprise the project site to the east of Railroad Avenue N (as currently aligned), is General Commercial/Mixed-Use (GC-MU). Permitted uses in this zoning district include those that provide walkable commercial areas complementary to the surrounding neighborhoods and accommodate transit, pedestrians, and cyclists (Kent Land Use Element Policy LU-11) (City of Kent 2016a). See Figure 4 for the Project's zoning map.

The Project would require a conditional use permit in both the DCE and GC-MU zoning districts, although a development agreement between the City of Kent and Sound Transit may satisfy the requirements of the conditional use permit process. In either circumstance, the formal determination regarding which zoning district standards apply to the Project would occur upon final approval by the City Council (City of Kent 2019).

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

The current comprehensive plan designation of the project site is Urban Center per the City of Kent's 2016 Comprehensive Plan land use map (City of Kent 2016b). See Figure 5 for the Project's land use map.

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

The project site is outside of the shoreline jurisdiction for designated shorelines of the state established by the City of Kent's 2009 Shoreline Master Program (City of Kent 2009).

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

No. The project site is not classified as a critical area by the City of Kent. The nearest known wetlands are a Fish and Wildlife Habitat Conservation Area per the City of Kent Critical Areas Ordinance located along the banks of Mill Creek approximately 900 feet east of the site.

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

No one would reside in the completed Project. Once the new parking garage is operational, existing security forces associated with the existing station (Sound Transit security personnel and local law enforcement) would incorporate the monitoring of the new garage as part of the existing security of the transit system.

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

The property acquisitions discussed in Section B.8.a would result in displacement of three businesses (estimated five employees) and one single-family residence (estimated one to four residents). The businesses include Washington Cold Storage, Inc. (estimated five employees), a meeting venue (no associated employees), and a vehicle parking/equipment storage facility (no associated employees).

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

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

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

The Project is consistent with the City of Kent's 2016 Comprehensive Plan. As per the comprehensive plan's Land Use Element, the Urban Center land use designation allows high-density, mixed-use development. Permitted uses, by outright permission, include public facilities, of which the proposed parking garage is one example (City of Kent 2016a).

- m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

The Project would have no impact on agricultural or forested lands.

9. Housing

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

The Project would not provide housing units.

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

One single-family residence would be eliminated with implementation of the Project. Disaggregated census information is not available to make the determination of the housing income level.

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

The removal of one housing unit would not result in impacts on housing availability in the project area. Therefore, no measures to reduce or control impacts are proposed.

10. Aesthetics

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

The parking garage is anticipated to be approximately 36 feet tall with a stair tower and elevator control room that would extend to approximately 50 feet. It would have three levels of parking and be composed of

concrete with exterior architectural features. The maximum building height allowed by the DCE zoning district is 65 feet.

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

Foreground views from residential and commercial areas, as well as views available to travelers, would be altered by the parking garage. The Project's visual character, however, would be compatible with the visual character of the existing cultural environment of the rail corridor and the downtown commercial core of the community. Given the overall conformity of the Project with the downtown setting, the Project is expected to result in no visual impact on the surrounding area.

While the building scale and materials, including concrete and screens, would contrast with the building scale and materials of the residential neighborhood to the north, the Project would be visually compatible with the mixed-use commercial setting that forms the view south of E and W James Street from this location. The parking garage would be compatible with the surrounding land uses regarding existing and planned comprehensive plan uses.

While the parking garage would be visible along the edges of residential community to the north and from rear yards of a small number of residential units to the southeast, it would have a compatible visual character with the downtown setting south of E and W James Street. While it has a larger footprint than the existing cold storage building, the height would be similar, and it would have more visual interest and a greater visual continuity with other buildings in the area. Additionally, the parking garage would be set farther back from E James Street than the existing cold storage building, thereby reducing the visual prominence to viewers traveling along westbound on E James Street and residential viewers to the north. The proposed bus operator rest stop building located east of 1st Avenue N would be small (approximately 16 by 20 feet), low profile (approximately 11 feet tall) and would not be a visually intrusive element.

The Project would be visually compatible with the character and quality of the surrounding area and have no visual quality impact. Since the Project would have a neutral visual impact, the viewer population is expected to have low sensitivity to the visual change created by the Project.

During construction, the presence of construction equipment, materials, and activities would temporarily disrupt the typical visual environment. However, Sound Transit may place construction screens or barriers to limit the visibility of work areas. With implementation of best practices to reduce the temporary disruption to the visual environment, construction impacts would not be adverse. See Attachment C, *Kent Station Parking and Access Improvements Visual Impact Assessment*, for the view simulations performed, as well as more information about how the Project might affect aesthetics in the study area.

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

The proposed parking garage would have exterior architectural screening to create visual interest and landscaping incorporated into the site design consistent with City of Kent's requirements. The Project will comply and be consistent with the City of Kent standards for landscaping and design, including requirements set forth in the Municipal Code for site landscaping and screening requirements (Section 15.07), Kent Design and Construction Standards for landscaping in the public right-of-way (Section 6.13.A), and the Downtown Overlay Industrial/Commercial/Local Street Standard Plan (Standard Plan 6-10) for street design. Additionally, the Project will comply with Municipal Code Chapter 15.15, which addresses High Capacity Transit Facilities (specifically Section 15.15.130) and City of Kent Downtown Design Standards adopted in 2014 (City of Kent 2014). Compliance with these standards and requirements would result in the Project not adversely affecting aesthetics.

11. Light and Glare

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

There would be exterior lighting provided by the Project for pedestrians and safety along sidewalks or walkways adjacent to the project site, as well as lighting associated with the bus layover area and bus operator rest stop. This lighting would be detectable primarily during nighttime hours. The Project would be composed primarily of concrete and is not anticipated to contain reflective surfaces; it would therefore not produce glare that would affect adjacent properties.

The project site is within an urban setting with existing streetlights located along the area roadways. Exterior lighting on the new building, public spaces, and parking areas would be shielded and directed downward to minimize stray illumination of offsite areas. Any garage, bus layover area, and bus operator rest stop lighting would be directed downward. Therefore, lighting associated with the Project would not result in an adverse impact. The proposed pedestrian, bicycle, and transit amenities may include traffic signals, lighting, and flashing beacons at crosswalks designed to improve safety and visibility. This lighting would be in an urbanized area and would be consistent with existing lighting that serves similar purposes. This lighting would be detectable primarily during nighttime hours.

There may be nighttime construction activities, which would warrant directional lighting away from adjacent residents.

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

Exterior lighting on the new structures, public spaces, and parking areas would be shielded and directed downward to minimize illumination of offsite areas. The new structures would be composed primarily of concrete and not create glare that could be a safety hazard or interfere with views.

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

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

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

No light or glare impacts are expected; therefore, no measures to reduce or control impacts are proposed. Further, lighting will comply with the City of Kent's Downtown Design Guidelines (City of Kent 2014) and the Kent City Code requirements for High Capacity Transit Facilities (Section 15.15.130).

12. Recreation

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

The Mill Creek Middle School, located adjacent and east of the project site, contains a track and field facility and baseball field that provide recreation opportunities.

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

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

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

The Project would not affect recreational facilities or opportunities; therefore, no measures to reduce or control impacts are required.

13. Historic and cultural preservation

Kent Station Parking and Access Improvements Project Cultural Resources Technical Report is provided as Attachment D.

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

Properties identified as 40 years old or older were evaluated to determine their eligibility for listing in the National Register of Historic Places (NRHP) and the Washington Heritage Register (WHR), or for designation as a King County landmark. These properties were recorded in the Washington State Historic Property Inventory Form Database, per Department of Archaeology and Historic Preservation (DAHP) reporting standards.

There are no cultural resources listed or eligible for listing in the NRHP or the WHR within the cultural resources study area. There are no properties designated or eligible for designation on the King County and City Landmarks list within the study area. There would be no historic properties affected as a result of the Project.

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

No. A records review on the Washington Information System for Architectural and Archaeological Records Data WISAARD and available ethnographic documentation revealed no previously documented landmarks, features, or other evidence of Indian or historic use. No such places were identified over the course of Native American consultation efforts performed by Sound Transit. Archaeological monitoring of geotechnical borings also revealed no buried terrestrial surfaces or archaeological deposits. A summary of these efforts can be found in Attachment D, *Kent Station Parking and Access Improvements Project Cultural Resources Technical Report*.

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

General and property-specific archival research was conducted to establish precontact, ethnographic, and historic contexts for the study area. Materials examined included the previous cultural resources studies found during the literature review, as well as primary and secondary resources from local repositories. ICF reviewed records search findings from the DAHP database, WISAARD (WISAARD 2016), City of Kent Landmarks List (Anderson 2016), Kent Historic Resources Inventory update (City of Kent 2008), King County Spatial Data: Property (King County 2010), and King County and City Landmarks List, Technical Paper No. 6 (King County 2016).

Existing cultural resources studies performed within or directly adjacent to the study area were also reviewed. The methods used for these studies and any possible data gaps were also considered. Research also included review of historic Sanborn maps, historic aerial photographs, and historic tax assessor property records and deeds.

A desktop-based buried site sensitivity analysis of the study area was conducted using geologic and previously excavated geotechnical borehole data obtained from the Washington Department of Natural Resources. This analysis revealed that the study area has sensitivity for containing buried archaeological resources. Based on the outcome of the desktop-based buried archaeological site sensitivity analysis, archaeological monitoring was conducted during the excavation of five geotechnical borings within the study area. Monitoring included inspecting each split spoon bore sample to determine whether archaeological contents or buried terrestrial surfaces were present. The monitoring effort revealed no archaeological deposits or buried terrestrial surfaces within the study area.

A historic resources survey was performed within the study area. The survey involved examining and evaluating all buildings and structures in the study area determined to be 40 years of age or older. A parcel-by-parcel field survey of properties in the study area was conducted in two phases. The first phase included surveys conducted in February and March 2017, with supplemental field photography in April 2017. The second phase included a survey conducted in July 2018.

Construction dates were established using data from the King County tax assessor records and based on visual inspection. Properties built on or before 1977 were identified and information was collected about their physical characteristics. The data collected included one or more photographs of each property from the public right-of-way, the architectural style of each resource (if identifiable), the type and materials of significant features, and the existence of alterations and overall physical integrity.

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

No impacts on eligible or listed cultural or historic resources are expected and no measures to avoid, minimize, or compensate for loss, changes to, or disturbance to resources are proposed. As part of final design, Sound Transit will prepare an Inadvertent Discovery Plan, which will include any refinements to the project design, construction means and methods, and recommendations for appropriate protocols in the event archaeological resources or human remains are discovered during construction.

14. Transportation

The *Kent Station Parking and Access Improvements Project Transportation Technical Report*, provided as Attachment E, provides details on the transportation analysis.

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

The transportation study area is served by a network of roadways consisting of principal arterials, minor arterials, collector streets, and local streets. State Route (SR) 516 runs through the study area along Central Avenue N and E Smith Street. The project site is bounded by E Pioneer Street on the south, E James Street on the north, BNSF Railway on the west, and a realigned Railroad Avenue N on the east. The project site would be accessed via two driveways leading to Railroad Avenue N: one on the east side of the site and one on the south side of the site.

See Figure 1 in the *Kent Station Parking and Access Improvements Project Transportation Technical Report* for the streets serving the site.

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

Yes. The project site is located directly north of the Kent Station, which serves Sound Transit's Sounder commuter rail and approximately 14 Sound Transit and King County Metro bus routes. The railroad on which the Sounder operates is located along the west side of the site. Bus stops are also located along some of the roadways in the transportation study area.

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

The parking garage would have three levels and approximately 534 parking stalls, replacing the existing 70 surface parking spaces on property owned by Sound Transit. The bus layover would displace 49 existing surface parking spaces owned by Sound Transit along the east side of 1st Avenue N. The net increase of parking spaces is approximately 415 stalls. A small number of on-street spaces along Railroad Avenue N may be replaced by bus bays or layover spaces. Approximately 7 parking spaces on northbound Railroad Avenue N between E Pioneer Street and the Sound Transit parking lot would be lost due to realignment of Railroad Avenue N. Approximately 8 additional spaces on northbound Railroad Avenue N between E Smith Street and E Pioneer Street would be lost due to the addition of a King County northbound RapidRide stop in this location (Bicycle Improvements and RapidRide Station in Attachment A, *Improvement Plans*). Displaced parking would be absorbed by the proposed garage and the James Street Park and Ride.

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

The Project includes proposed pedestrian, bicycle, and transit amenities in and around the project site to provide for safe and effective crossings and access to the Kent Station (Attachment A, *Improvement Plans*).

In the immediate surrounding of the project site, realigning Railroad Avenue N to the east results in shifting the intersection of Railroad Avenue N and E James Street to the east. This would also include slightly shifting and rotating the intersection of Railroad Avenue N and E Pioneer Street such that the egress from the Kent Station bus loop would connect as a fourth west leg of the intersection. A small loop would be constructed directly south of the garage to facilitate ADA parking and pick-up/drop-off activities. Amenities within the immediate surrounding area of the project site include painted crosswalks or signals, street lighting, and signage.

At Kent Station, bicycle improvements would include adding smart lockers and bike racks and a RapidRide stop on Railroad Avenue N including a new sidewalk, ADA compliant crosswalk, a painted curb extension to provide traffic calming, and restriping along Railroad Ave N.

Near the project site, a new pedestrian crossing would be added at W James Street and 2nd Avenue N and an existing pedestrian crossing at Railroad Avenue N and W Smith Street would be improved, including restriping of crosswalks, sidewalks, ADA curb ramps, and rectangular rapid flashing beacons. Also included with these treatments are restriping of existing lanes, signal modifications, and painted curb extensions to reduce crossing distance and slow vehicle speeds.

On 1st Avenue N, west of the project site and adjacent to the railroad, the Sound Transit-owned parking lot would be converted to a bus layover area for King County Metro buses (King County Metro Layovers in Attachment A). The layover area would include approximately eight bus bays and a bus operator rest stop. Landscaping and ingress/egress modifications would facilitate bus movements in and out of the lot. As part of final design and the City's permitting and approval process, identified traffic improvements will be refined in collaboration with the City of Kent.

Section 14.h describes additional traffic-related mitigation and mobility enhancements that would be implemented by Sound Transit (Figure 7).

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

The BNSF Railway line travels north-south through the study area, west of and paralleling Railroad Avenue N. These tracks are used by the Sounder commuter train, Amtrak passenger trains, and freight trains. The Project is proposed for the purpose of enhancing access for Sounder passengers.

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

The transportation evaluation uses a 2037 analysis year, a 20-year horizon from the year Sound Transit began Phase 1 of the Project. Traffic volume forecasts were developed based on background growth, forecasted Sounder ridership, and mode of access to Kent Station. This process included review of the Sound Transit Incremental Ridership Model, City of Kent travel demand model, and Puget Sound Regional Council regional travel demand model. This process is described in detail in the Transportation Technical Report, Appendix B, Ridership and Trip Generation Technical Memorandum.

The parking garage itself would generate approximately 930 new daily vehicle trips (assuming the garage fills to capacity with one car in and one car out of the garage each day). However, the overall change in vehicle

trips to the station area with the Project would be less than without the Project due to shifting mode of access behavior. For example, more drop-off/pick-up trips are expected without the Project than with the Project because of the more limited parking supply without the Project. Because a passenger parking at the garage generates two daily trips compared with the four daily trips generated by a passenger being dropped off and picked up (one in and one out in the morning and one in and one out in the afternoon), the increase in vehicle trips compared to the no build scenario is less than the capacity of the garage.

Peak volumes would occur during the morning and afternoon commute periods aligning with Sounder train service. Based on existing traffic counts, the peak 15 minutes of traffic activity currently occurs between 6:37 a.m. and 6:52 a.m. in the morning and between 4:38 a.m. and 4:53 a.m. in the afternoon.

Sound Transit performed traffic operations analysis using a microsimulation model to determine the potential level of service (LOS) impacts at nearby intersections. The microsimulation model reflects the roadway network, signal timings, and passenger vehicle, heavy vehicle, pedestrian, and bicycle volumes throughout the study area. This tool allowed for modeling of the short-duration volume surges, railroad crossing effects, and queues that are expected to occur, taking into account the closely spaced intersections in the study area. To provide a conservative analysis, the model simulation was conducted for the 15-minute period immediately following a train arrival, with queues on E James Street and E Smith Street formed due to the railroad gate closures. Figure 6 shows the study intersections evaluated. Tables 2 and 3 summarize the LOS standard used for each intersection. Some intersections use the City of Kent threshold of LOS F while others use the Washington State Department of Transportation (WSDOT) standard of LOS E because they are located along SR 516. A project impact would be identified if:

- at non-SR 516 intersections, the Project operates at LOS F and causes an increase of delay of more than 10 seconds compared to the no build scenario; or
- at SR 516 intersections, the Project exceeds WSDOT's LOS E standard where the no build scenario meets the LOS E standard, or the Project causes an increase in delay of more than 10 seconds where the no build scenario operates below LOS E.

The LOS at each garage driveway and at the garage loop driveway with Railroad Avenue N were also analyzed to identify operational issues, but those driveways would be controlled by Sound Transit and not subject to a particular LOS standard.

The volume forecasts were prepared prior to the decision to convert the 49-space surface parking lot on 1st Avenue N to the bus layover. The traffic generated by the Sounder users who would have otherwise used the parking lot is estimated to be slightly lower than that of the bus layover movements. While the change in use would result in slightly different travel patterns immediately surrounding the Kent Station, the difference is expected to be very minimal, particularly over the course of an hour and in comparison to the overall traffic volumes. Therefore, the traffic operations findings described here are expected to be representative of conditions with the surface parking lot converted to the bus layover.

The Project is not expected to result in any traffic impacts on non-SR 516 and SR 516 intersections during the AM 15-minute peak period. Although two intersections would operate at LOS F with the Project, these do not constitute impacts because the increase in delay compared to the no build scenario would not exceed the 10 second threshold (delay at Central Avenue N/E James Street would increase by 1 second and delay at State Avenue N/E Smith Street would decrease by 12 seconds). The microsimulation model suggests that the westbound approach of Central Avenue N/E James Street would queue back to roughly Hazel Avenue. One cause of this delay is spillback from the westbound left-turn pocket at Central Avenue N and E James Street due to increased demand from vehicles from the residential areas to the east destined to the new garage.

Table 2. Intersection Level of Service AM Peak Period

ID	Location	Traffic Control	LOS Standard	Existing (LOS/Seconds of Delay)	2037 No Build (LOS/Seconds of Delay)	2037 Project (LOS/Seconds of Delay)
1	4th Ave N & W James St	Signal	F	C / 24	C / 22	C / 31
2	1st Ave N & W James St	Side-street stop	F	B / 15	B / 11	B / 11
3	Railroad Ave N & E James St	Side-street stop	F	A / 2	A / 3	C / 20
4	Central Ave N & E James St	Signal	F	F / 92	F / 124	F / 125
5	Railroad Ave N & E Pioneer St	Side-street stop (All-way stop in Build)	F	A / 4	A / 7	A / 7
6	Central Ave N & E Pioneer St	Signal	F	A / 8	A / 7	A / 8
7	4th Ave N & W Smith St	Signal	F	C / 24	C / 25	C / 23
8	Ramsay Way/2nd Ave N & W Smith St	Signal	F	B / 12	B / 20	B / 19
9	1st Ave N & W Smith St	Side-street stop	F	A / 5	A / 6	A / 6
10	Railroad Ave N & E Smith St	Side-street stop	F	C / 25	E / 36	D / 30
11	Central Ave N & E Smith St	Signal	E	D / 44	E / 55	E / 61
12	State Ave N & E Smith St	Signal	E	F / 84	F / 95	F / 83
13	E Titus St & E Smith St	Signal	E	C / 26	C / 31	C / 34
14	Central Ave N & E Meeker St	Signal	E	A / 8	B / 18	C / 28
15	Central Ave N & E Gowe St	Signal	E	C / 31	C / 29	D / 53
16	New Garage Eastern Driveway	Side-street stop	N/A	N/A	N/A	A / 8
17	New Garage Southern Driveway	Side-street stop	N/A	N/A	N/A	A / 1
18	Railroad Ave N & Garage Loop	Side-street stop	N/A	N/A	N/A	A / 6

LOS = level of service

During the PM 15-minute peak period, four study intersections as well as the new driveway and pick-up/drop-off loop intersections would operate at LOS F. However, the only location that would constitute an impact would be the intersection of Railroad Avenue N/E James Street. The other LOS F intersections would operate the same as or better than the no build scenario. The main areas of congestion would occur along northbound and southbound Railroad Avenue N as traffic exiting the garage travels through side-street stop-controlled intersections to turn onto E James Street and E Smith Street. Although the queue stemming from Railroad Avenue N and E Smith Street is not a project impact as poor operations would also occur under the no build scenario, mobility enhancements are considered because the queuing would affect operations at the transit center and garage. No impacts are expected at the other non-SR 516 and SR 516 study intersections. Mitigation measures that address the locations with LOS F operations are described in Section B.14.h.

Table 3. Intersection Level of Service PM Peak Period

ID	Location	Traffic Control	LOS Standard	Existing (LOS/Seconds of Delay)	2037 No Build (LOS/Seconds of Delay)	2037 Project (LOS/Seconds of Delay)
1	4th Ave N & W James St	Signal	F	C / 27	E / 58	D / 45
2	1st Ave N & W James St	Side-street stop	F	D / 30	D / 34	C / 20
3	Railroad Ave N & E James St	Side-street stop	F	A / 3	A / 6	F / >150
4	Central Ave N & E James St	Signal	F	E / 61	F / 106	F / 103
5	Railroad Ave N & E Pioneer St	Side-street stop (All-way stop in Build)	F	A / 5	F / 108	F / 91
6	Central Ave N & E Pioneer St	Signal	F	A / 7	C / 29	C / 34
7	4th Ave N & W Smith St	Signal	F	C / 22	C / 26	C / 27
8	Ramsay Way/2nd Ave N & W Smith St	Signal	F	C / 22	C / 21	C / 24
9	1st Ave N & W Smith St	Side-street stop	F	A / 6	A / 7	A / 8
10	Railroad Ave N & E Smith St	Side-street stop	F	D / 26	F / >150	F / >150
11	Central Ave N & E Smith St	Signal	E	D / 51	E / 67	E / 56
12	State Ave N & E Smith St	Signal	E	B / 10	C / 25	C / 24
13	E Titus St & E Smith St	Signal	E	B / 18	C / 27	C / 26
14	Central Ave N & E Meeker St	Signal	E	B / 13	C / 23	C / 25
15	Central Ave N & E Gowe St	Signal	E	B / 17	C / 24	C / 35
16	New Garage Eastern Driveway	Side-street stop	N/A	N/A	N/A	F / >150
17	New Garage Southern Driveway	Side-street stop	N/A	N/A	N/A	F / >150
18	Railroad Ave N & Garage Loop	Side-street stop	N/A	N/A	N/A	F / 67

Notes: Cells highlighted in gray denote an impact.
LOS = level of service

Construction Impacts

Construction of the Project may result in temporary impacts on local vehicle access, transit service, pedestrian and bicycle access, and parking within the study area. The overall construction duration would be approximately 24 months. Construction activities would be primarily confined to the project site, the three parcels adjacent to and south of the existing surface parking lot and north of Pioneer Street, and the Sound Transit parcel located at the northeast corner of E Smith Street and Railroad Avenue N. Construction impacts would include increased congestion, traffic diversion caused by temporary road closures and detours, and increased truck traffic associated with construction activity. Impacts on parking would include temporary loss of both on-street and off-street (existing Sound Transit surface lot) parking.

As part of construction planning and permitting, Sound Transit and the City would work to minimize the duration and impact of lane closures and reductions by (a) maintaining through traffic, where practical, except for short-duration closures; (b) establishing detour routes on nearby arterials for short-duration closures; and (c) maintaining traffic management systems.

A Maintenance of Traffic Plan would be required as part of contract specifications and would address all travel modes (motorized, transit, pedestrian, and bicycle) at final design for approval and implementation during construction. This plan would establish physical and operating characteristics for staging, access, lane, or shoulder closures and transitions; haul routes; traffic management; detours; lane modifications; other construction zones or activities; outreach; change management; communication between Sound Transit, the City, and the contractor; emergency notifications; contractor parking; and movement between the work area and the staging area. The plan would incorporate established guidance for best practices to be applied during construction periods, many of which would be focused on reducing congestion impacts and minimizing safety hazards. For example, typical measures would include providing signage, communicating traveler advisories, installing special lighting for work zones and travel lanes, scheduling work during reduced travel times, and establishing contractor requirements. Should there be construction activities within 25 feet of the railway, the plan will address rail operations and coordination.

As part of the Project, Sound Transit would finalize construction plans in coordination with the City during the final design and permitting phases of the Project. All mitigation measures associated with constructing these improvements would comply with local regulations governing construction traffic control and construction truck routing. Potential mitigation measures for all modes during construction could include practices related to traffic operations. These are provided in Section B.14.h.

Construction of the new parking garage and bus layover area would displace the existing 70 parking spaces on the Sound Transit owned surface parking lot on the east side of Railroad Avenue N, the existing 49 parking spaces on the Sound Transit owned surface parking lot just east of 1st Avenue N, and the existing 7 ADA parking spaces immediately north of the platform. To mitigate the temporary loss of Sounder parking spaces during construction, Sound Transit would coordinate with the City of Kent and transit providers to develop and implement plans for replacement parking and alternative access measures. The mitigation measures provided in Section B.14.h could be implemented, as appropriate, or include other measures developed in coordination between the City of Kent and Sound Transit.

As part of project requirements, parking for construction workers would be provided by the contractor at an off-site, off-street location. Most construction-related trips would reach the study area from SR 167 or SR 516 and then use city streets to access the project site. Specific haul routes would be identified as part of the Maintenance of Traffic Plan.

Potential construction impacts for the pedestrian, bicycle, and transit amenities could occur along streets with short-term partial or full street closures being necessary to implement the proposed treatments. The type of construction needed to implement these amenities may restrict or provide detour routes for pedestrians and/or bicyclists. During construction, efforts to minimize potential impacts on pedestrian and bicycle facility would include providing detours or clearly delineated facilities within construction areas, such as protected walkways, and notifying the public as appropriate.

With implementation of best practices to reduce the temporary disruption to the transportation system, construction impacts would not be adverse.

Cumulative and Indirect Impacts

The traffic analysis is, by its nature, a cumulative impact analysis. The analysis assumed a 1% annual growth rate to estimate background growth in traffic that would occur unrelated to the Project. This is based on the future year land use and transportation network assumptions and associated traffic growth included in the City of Kent travel demand model. Station-related transit ridership growth is accounted for using Sound

Transit's Incremental Ridership Model ridership forecasts. The model includes Sound Transit's planned Sounder service levels for the horizon year as outlined in the Sound Transit 3 (ST3) package.

The pedestrian, bicycle, and transit amenities are expected to improve access to the Kent Station and are unlikely to result in adverse cumulative impacts on the transportation system. The cumulative traffic congestion impacts associated with the additional vehicles driving to the station for park-and-ride or drop-off trips were explicitly accounted for and the traffic LOS results are presented in Tables 2 and 3.

The completion of the Project would improve access to the Kent Station. The increase in parking spaces would make using the Kent Station more convenient and, thus, would result in an increase in ridership on the Sounder commuter train. More people riding the train could result in less growth in commuter-related congestion on roads that serve employment centers.

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

The Project would not interfere with, affect, or be affected by the movement of agricultural or forest products on roads or streets in the area.

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

Sound Transit and/or the contractor would implement mitigation measures to reduce impacts during construction. Potential mitigation measures for all modes during construction include the following practices related to traffic operations.

- Develop the Maintenance of Traffic Plan to conform to the Manual on Uniform Traffic Control Devices and to jurisdictional agency requirements for traffic control.
- Use lighted or reflective signage to direct drivers to truck haul routes to ensure visibility during nighttime work hours.
- Communicate public information about construction activities via print, radio, posted signs, websites, email, and direct communication with other agencies and affected parties to provide information regarding any required street closures, hours of construction, business access, and parking impacts.
- Coordinate access closures with affected businesses and residents. If access closures are required, then property access to residences and businesses will be maintained to the extent possible. If access to the property could not be maintained, the specific construction activity will be reviewed to determine if it could occur during non-business hours, or if the parking spaces and users of the affected access (for example, deliveries) could be provided at an alternative location.
- Provide detour, open for business, and other signage as appropriate.
- Post advance notice signs prior to construction in areas where surface construction activities would affect access to surrounding businesses.
- Provide regular updates to schools, in particular Mill Creek Middle School which is located just east of the project site. Assist public school officials in providing advance and ongoing notice to students and parents concerning construction activity near schools. Mill Creek Middle School is bounded by E James Street, Central Avenue N, and E Pioneer Street, some of which could be affected by traffic mitigation projects.
- Provide regular updates to emergency service providers, local agencies, solid waste utilities, and postal services.
- Schedule traffic lane closures and high volumes of construction truck traffic during off-peak hours to minimize delays during periods of higher traffic volumes as much as possible.
- Cover potholes and open trenches, where possible, and use protective barriers to protect drivers from open trenches.

To mitigate the temporary loss of Sounder parking spaces during construction, Sound Transit will coordinate with the City of Kent, King County Metro, and private transit service providers to develop and implement plans for replacement parking and alternative access measures. Mitigation measures will include the following, as appropriate, or other measures developed in coordination between the City of Kent and Sound Transit.

- Lease parking lots and/or new parking areas near Kent Station.
- Redirect transit riders who use the Sounder surface lots to nearby park-and-ride lots. In particular, the King County James Street Park & Ride, located 0.5 mile west of Kent Station, has more than 700 spaces and ample reserve capacity on a typical day.
- Inform passengers about changes to parking availability in advance by using signage at existing transit stops, website information, rider information systems, emails, and agency mailing lists.
- Revise transit services by rerouting buses where appropriate.

Sound Transit will implement the following mitigation measures to address the PM peak period impact at Railroad Avenue N and E James Street during project operations (Figure 7).

- Prohibit eastbound left turn from garage's eastern driveway and pick-up/drop-off loop. This addresses the Railroad Avenue N/E James Street impact by rerouting garage and pick-up/drop-off traffic to E Pioneer Street/Central Avenue N.
- Reconfigure east and west legs of Central Avenue N/E Pioneer Street to have exclusive left-turn lane and shared through/right-turn lane. Revise phasing to include protective and permissive eastbound and westbound left phases. This is required due to the increased traffic that would be routed to E Pioneer Street. While this would increase volumes and congestion along E Pioneer Street, the adjacent intersections are expected to operate acceptably with the lane configuration and signal timing modifications.

Sound Transit will also implement the following mobility enhancements to address potential queuing issues during project operations, though they are not directly related to traffic operation impacts (Figure 7).

- Prohibit southbound through and southbound left-turn movements from Railroad Avenue N/E Smith Street (except for buses if needed). This would address the southbound queuing on Railroad Avenue N which is caused by a small number of vehicles trying to make the through or left movement.
- Extend the westbound left-turn pocket length at Central Avenue N/E James Street as much as possible without taking property. Along with signal timing changes, this would help accommodate the increase in westbound left turns generated by the Project. Based upon a review of aerial imagery, an additional 55 feet of turn pocket length was tested in the microsimulation, but the specific distance that could be added is unknown pending further design review.
- Install a "type c" curb (commonly called "c-curb") median on E James Street between the eastbound left-turn pocket and the adjacent through lane. With the relocation of Railroad Avenue N closer to the Central Avenue N intersection, the c-curb would prohibit northbound right turning traffic from Railroad Avenue N from attempting to weave across multiple lanes of traffic to the left turn lane.

Final mitigation for all traffic impacts will be determined in conjunction with the City. With the above-mentioned mitigation measures in place, microsimulation modeling indicates that the traffic impacts would be mitigated as shown in Tables 4 and 5. Sound Transit would provide mitigation through these traffic improvements or other improvements as agreed to by the City. Also, in lieu of implementing the improvements proposed, Sound Transit could contribute to a City's project to improve intersection performance, as agreed to with the City.

Table 4. Intersection Level of Service AM Peak Period

ID	Location	Traffic Control	LOS Standard	2037 No Build (LOS/Seconds of Delay)	2037 Project (LOS/Seconds of Delay)	2037 Mitigated Build (LOS/Seconds of Delay)
1	4th Ave N & W James St	Signal	F	C / 22	C / 31	C / 30
2	1st Ave N & W James St	Side-street stop	F	B / 11	B / 11	B / 12
3	Railroad Ave N & E James St	Side-street stop	F	A / 3	C / 20	B / 14
4	Central Ave N & E James St	Signal	F	F / 124	F / 125	F / 131
5	Railroad Ave N & E Pioneer St	Side-street stop (All-way stop in Build)	F	A / 7	A / 7	A / 10
6	Central Ave N & E Pioneer St	Signal	F	A / 7	A / 8	B / 19
7	4th Ave N & W Smith St	Signal	F	C / 25	C / 23	C / 24
8	Ramsay Way/2nd Ave N & W Smith St	Signal	F	B / 20	B / 19	B / 18
9	1st Ave N & W Smith St	Side-street stop	F	A / 6	A / 6	A / 6
10	Railroad Ave N & E Smith St	Side-street stop	F	E / 36	D / 30	C / 24
11	Central Ave N & E Smith St	Signal	E	E / 55	E / 61	E / 61
12	State Ave N & E Smith St	Signal	E	F / 95	F / 83	F / 86
13	E Titus St & E Smith St	Signal	E	C / 31	C / 34	C / 31
14	Central Ave N & E Meeker St	Signal	E	B / 18	C / 28	C / 22
15	Central Ave N & E Gowe St	Signal	E	C / 29	D / 53	D / 48
16	New Garage Eastern Driveway	Side-street stop	N/A	N/A	A / 8	A / 2
17	New Garage Southern Driveway	Side-street stop	N/A	N/A	A / 1	A / 5
18	Railroad Ave N & Garage Loop	Side-street stop	N/A	N/A	A / 6	A / 3

LOS = level of service

1. Delay presented in average seconds per vehicle.
2. For intersection 6, the results shown above reflect improvements to only the west leg of the intersection. Improving the east leg in the same manner was negotiated with the City of Kent following this analysis.

Table 5. Intersection Level of Service PM Peak Period

ID	Location	Traffic Control	LOS Standard	2037 No Build (LOS/Seconds of Delay)	2037 Project (LOS/Seconds of Delay)	2037 Mitigated Build (LOS/Seconds of Delay)
1	4th Ave N & W James St	Signal	F	E / 58	D / 45	D / 40
2	1st Ave N & W James St	Side-street stop	F	D / 34	C / 20	C / 19
3	Railroad Ave N & E James St	Side-street stop	F	A / 6	F / >150	E / 40
4	Central Ave N & E James St	Signal	F	F / 106	F / 103	F / 81

ID	Location	Traffic Control	LOS Standard	2037 No Build (LOS/Seconds of Delay)	2037 Project (LOS/Seconds of Delay)	2037 Mitigated Build (LOS/Seconds of Delay)
5	Railroad Ave N & E Pioneer St	Side-street stop (All-way stop in Build)	F	F / 108	F / 91	E / 47
6	Central Ave N & E Pioneer St	Signal	F	C / 29	C / 34	C / 35
7	4th Ave N & W Smith St	Signal	F	C / 26	C / 27	C / 26
8	Ramsay Way/2nd Ave N & W Smith St	Signal	F	C / 21	C / 24	C / 22
9	1st Ave N & W Smith St	Side-street stop	F	A / 7	A / 8	A / 9
10	Railroad Ave N & E Smith St	Side-street stop	F	F / >150	F / >150	F / >150 ²
11	Central Ave N & E Smith St	Signal	E	E / 67	E / 56	E / 61
12	State Ave N & E Smith St	Signal	E	C / 25	C / 24	C / 32
13	E Titus St & E Smith St	Signal	E	C / 27	C / 26	C / 27
14	Central Ave N & E Meeker St	Signal	E	C / 23	C / 25	C / 30
15	Central Ave N & E Gowe St	Signal	E	C / 24	C / 35	D / 55
16	New Garage Eastern Driveway	Side-street stop	N/A	N/A	F / >150	C / 23
17	New Garage Southern Driveway	Side-street stop	N/A	N/A	F / >150	E / 42
18	Railroad Ave N & Garage Loop	Side-street stop	N/A	N/A	F / 67	D / 26

LOS = level of service

1. Delay presented in average seconds per vehicle. Cells highlighted in grey denote an impact.

2. For side street stop control intersections, the results for the approach with the highest delay is reported. In the No Build and Build scenarios, both northbound and southbound delay is expected to exceed 150 seconds. With mitigation, the southbound queue and delay would decrease substantially. However, because the northbound approach would still operate with high delay (unrelated to the Project), the PM peak period LOS is reported as LOS F with greater than 150 seconds.

3. For intersection 6, the results shown above reflect improvements to only the west leg of the intersection. Improving the east leg in the same manner was negotiated with the City of Kent following this analysis.

15. Public Services

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

No. The Project is not expected to increase the need for public services (e.g., fire, police, public transit, health care, or schools) because the Project would not result in any unplanned or induced increases in population. In addition, Sound Transit has examined the potential for crime to increase at transit facilities similar to the Project, such as park-and-rides and parking garages, and found that crime at these facilities generally reflects the conditions in the surrounding neighborhoods. A majority of these crimes are quality-of-life crimes (e.g., vandalism, drunkenness, panhandling) and property crimes; a small percentage of these crimes are violent crimes. Crime statistics provided by the Kent Police Department show a similar trend where crimes reported near the project site were quality-of-life or property crimes (City of Kent 2018b). Sound Transit addresses crime by operating its own security force within its facilities, as explained in Section B.15.b.

Traffic rerouting, lane closures, and construction traffic may affect emergency response times and the travel times or routes for public service vehicles during construction periods. However, as part of construction planning and permitting, Sound Transit and the City would work to minimize the duration and impact of lane closures and reductions by (a) maintaining through traffic, where practical, except for short-duration closures that would generally occur on nights and weekends; (b) establishing detour routes on nearby arterials for short-duration closures; and (c) maintaining traffic management systems. These measures would be included in a Maintenance of Traffic Plan that addresses all travel modes, which would be prepared at final design for City approval. For more information, please refer to Section B.14.h.

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

Sound Transit contracts with King County Sheriff and Securitas to provide security force at its facilities. The Project's final designs will incorporate Crime Prevention through Environmental Design principles. Sound Transit's Threat and Vulnerability Process is established to identify security concerns with new projects, in conjunction with the Design Criteria Manual. Several committees, including the Safety and Security Certification Review Subcommittee, Safety and Security Oversight Committee, and Joint Rail Safety Committee, provide oversight of security concerns for Sound Transit facilities, including the Project.

Some disruption to the transportation network would occur during construction; however, Sound Transit will work with contractors, utility providers, and the City of Kent to minimize disruption.

16. Utilities

a. Underline utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other: MS4, Cable

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

The Project includes realignment of a one-block section of Railroad Avenue N to accommodate sufficient space for the new parking garage. All existing utilities (i.e., water, storm drain, telecom, electrical, power poles, street lighting, cable) located within Railroad Avenue N between E Pioneer Street and E James Street (and adjacent impacted parcels) would be removed and relocated as part of the Project. New and relocated utilities would be installed in the realigned section of Railroad Avenue N within a City of Kent owned right-of-way.

- Electricity: The Project would be served by electricity from Puget Sound Energy, which would require a relocated transmission line to be installed within the realigned section of Railroad Avenue N from E Pioneer Street to E James Street. New service connections would be established for the bus operator rest stop, parking garage, and electrical service to other affected properties would be reestablished. New street lighting would also be added to the relocated Railroad Avenue N.
- Water: The Project would be served by water from the City of Kent which would require relocation of the distribution main (including hydrants, valves, etc.) within the realigned section of Railroad Avenue N from E Pioneer Street to E James Street. New water service and fire service connections would be established for the bus operator rest stop, parking garage, and water service to other impacted properties would be reestablished.
- Sanitary Sewer: The Project would be connected to a sanitary sewer owned by the City of Kent via existing gravity mains located in E James Street and the public alley located between E James Street and E Pioneer Street. No new or relocated sanitary sewer mains are anticipated. New service connections would be established for the bus operator rest stop, the parking garage interior floor drainage, and sewer service to other impacted properties would be maintained or reestablished.
- Storm Drain: The Project would connect to the existing MS4 owned and operated by the City of Kent. Drainage on the property would require installation of new flow control and water quality features on-site, and near the project site, to treat and detain rooftop level floor drainage and exterior site

parking/roadway surface drainage. New connections to the storm sewer system would be established for the parking garage; new connections and possibly a new stormwater collection system and BMPs may be needed in the bus layover area that includes the bus operator rest stop. Low-impact development facilities (e.g., biofiltration, permeable pavement) would also be implemented as appropriate to comply with Sound Transit and City stormwater requirements. The realigned section of Railroad Avenue N from Pioneer Street to James Street would require regrading and replacing the existing public storm drain collection system (i.e., catch basins, inlets, piping, manholes) in the roadway.

- Fiber: The Project will need a fiber service from Sound Transit's fiber backbone transmission that runs parallel to the railroad tracks within the railroad property.
- Cable: Private communication/cable lines will require relocation to the realigned section of Railroad Avenue N.

References:

Anderson, Charlene. 2016. Long-Range Planning Manager. City of Kent Department of Economic & Community Development, Kent, WA. December 12, 2016. City of Kent Landmarks List.

City of Kent. 2008. Historic Resources Inventory Update. Excel spreadsheet.

City of Kent. 2009. Shoreline Master Program. September. Available: <https://www.kentwa.gov/home/showdocument?id=11176>. Accessed: December 12, 2018.

City of Kent. 2014. Downtown Design Guidelines. June. Available: <https://www.kentwa.gov/home/showdocument?id=4856>. Accessed: January 31, 2019.

City of Kent. 2016a. City of Kent Comprehensive Plan, Land Use Element. Available: <https://www.kentwa.gov/home/showdocument?id=6405>. Accessed: December 12, 2018.

City of Kent. 2016b. Zoning and Comprehensive Plan Maps. Available: <https://cityofkent.maps.arcgis.com/apps/MapSeries/index.html?appid=a8cd81ee741e40b0a7e8e7cdf2ed920b>. Accessed: December 12, 2018.

City of Kent 2018a. Kent City Code, 15.03.010 Establishment and Designation of Districts. Available: <https://www.codepublishing.com/WA/Kent/>. Accessed: January 24, 2019.

City of Kent 2018b. View Criminal Activity in Kent. Available: <https://www.kentwa.gov/residents/public-safety/police-department/crime-prevention-and-community-education/view-criminal-activity-in-kent>. Accessed: December 11, 2018.

City of Kent. 2019. Letter from Erin George, AICP, Current Planning Manager for the City of Kent to Jason Suzaka, Project Manager Sounder South for Sound Transit.

Federal Emergency and Management Agency. 1995. Flood Insurance Rate Map, King County. Available: <https://map1.msc.fema.gov/idms/IntraView.cgi?KEY=4665303&IFIT=1>. Accessed: December 12, 2018.

Federal Transit Administration. 2018. FTA's Transit Greenhouse Gas Emissions Estimator. Available: <https://www.transit.dot.gov/regulations-and-guidance/environmental-programs/ftas-transit-greenhouse-gas-emissions-estimator>. Accessed: November 12, 2018.

King County. 2010. King County Spatial Data: Property. Electronic data, Available: <http://www.kingcounty.gov/services/gis/GISData/metadata.aspx>. Accessed: January 2010.

King County. 2016. King County and City Landmarks List, Technical Paper No. 6. Last Revised: October 31, 2016. Available: https://www.kingcounty.gov/~media/services/home-property/historic-preservation/documents/resources/T06_KCLandmarkLiStashx?la=en. Accessed: December 13, 2016.

King County Metro. 2018. King County Metro Transit Facility Guidelines Section 4.5.1.f. April 2018. Available: <https://kingcounty.gov/~media/depts/transportation/metro/about/planning/pdf/2011-21/2018/transit-facilities-guidelines.pdf>. Accessed: June 17, 2019.

Sound Transit. 2018a. Sustainability Progress – Building a better tomorrow. June 2018.

Sound Transit. 2018b. Link Design Criteria Manual. Revision 5. June 2018.


U.S. Environmental Protection Agency. 2018a. AirData. Available at: Available at: <https://www.epa.gov/air-data>. Accessed: September 19, 2018.

U.S. Environmental Protection Agency. 2018b. National Ambient Air Quality Standards. Available at: Available at: <https://www.epa.gov/criteria-air-pollutants/naaqs-table>. Accessed: September 19, 2018.

WISAARD database of the Washington Department of Archaeology and Historic Preservation. 2016. All records associated with sites within one-quarter mile of Kent Station and all records associated with sites one-quarter mile of Auburn Station. Available: <http://www.dahp.wa.gov/the-secure-side-of-wisaard>. Accessed: December 7-9, 2016.

C. Signature

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

Signature:  _____

Name of signee: Deb Bartley

Position and Agency/Organization: Senior Environmental Planner, ICF

Date Submitted: 10/4/19

Figures

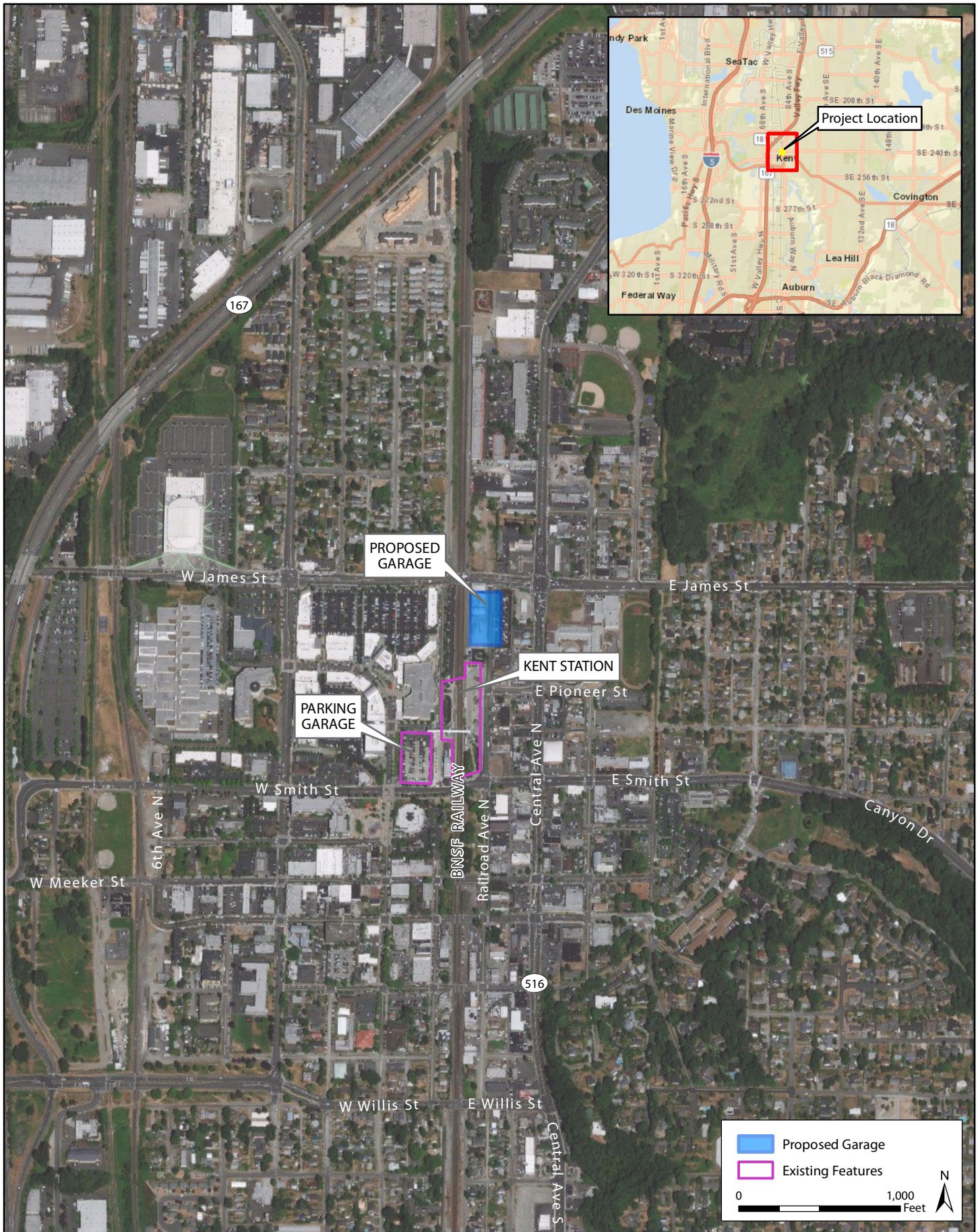
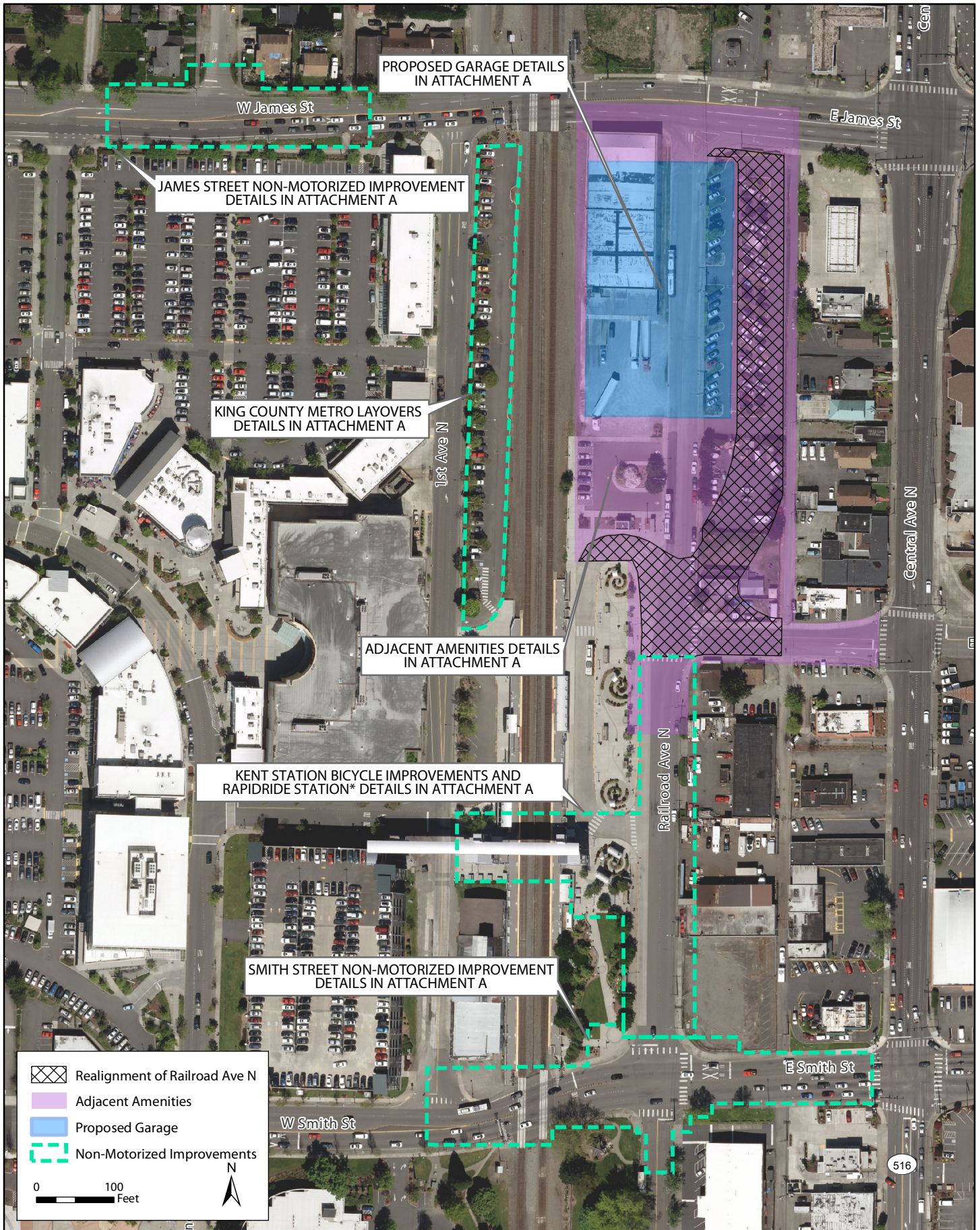


Figure 1
Kent Station Parking and Access Improvements
Project



*RapidRide Station improvements to be implemented by others.

Figure 2
Site Plan
Kent Station Parking and Access Improvements Project

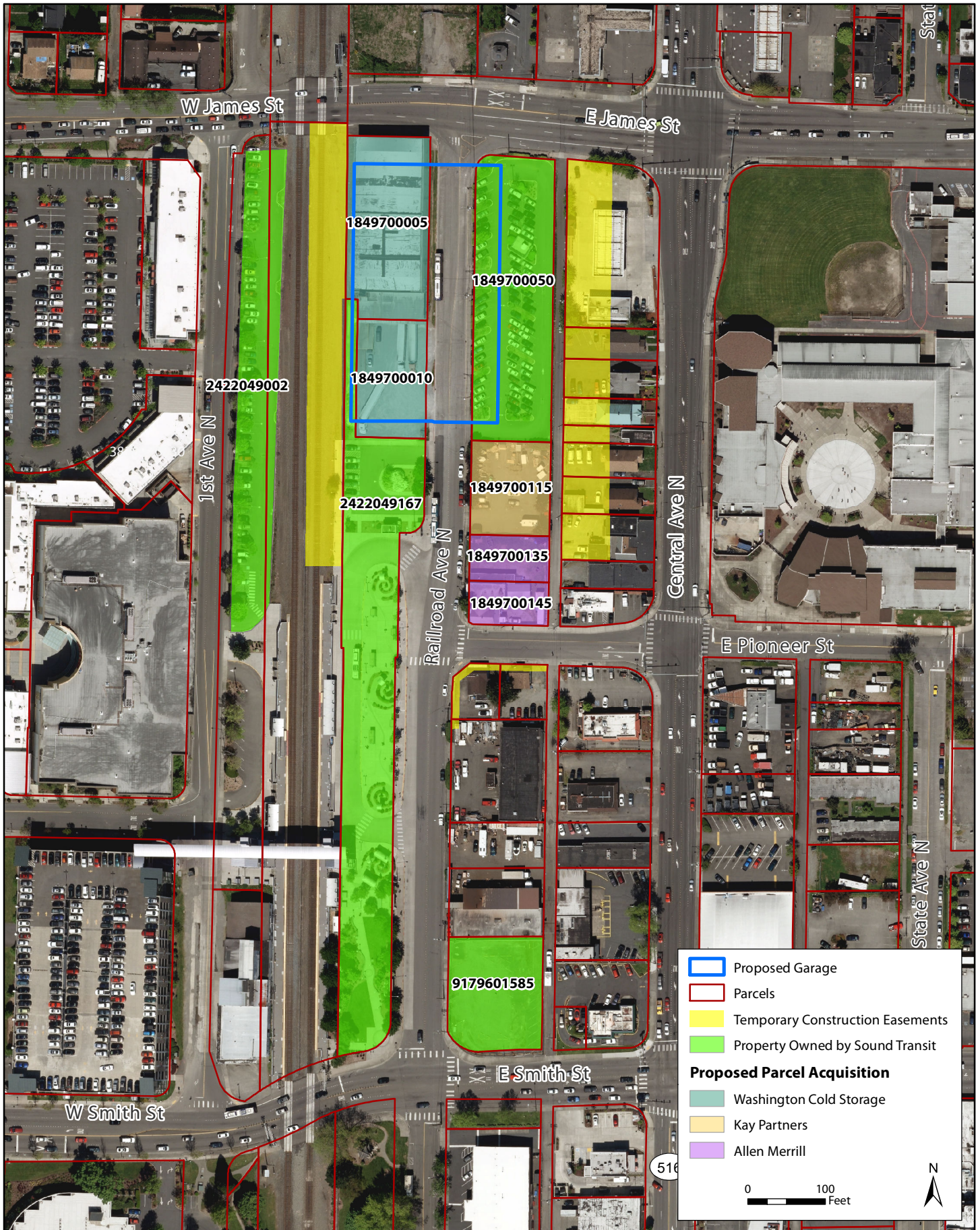


Figure 3
Proposed Acquisitions
Kent Station Parking and Access Improvements Project

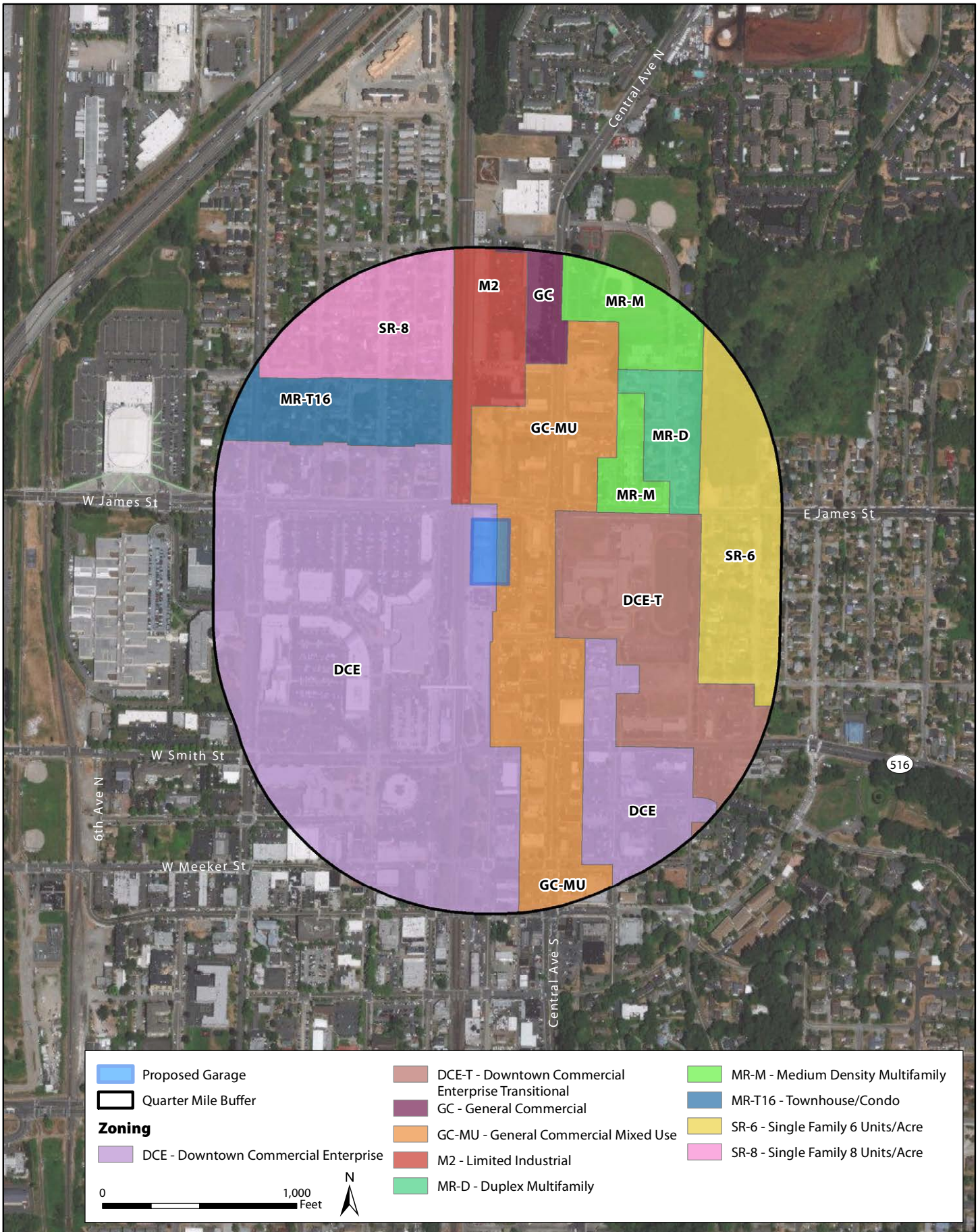


Figure 4
Zoning Map
Kent Station Parking and Access Improvements Project

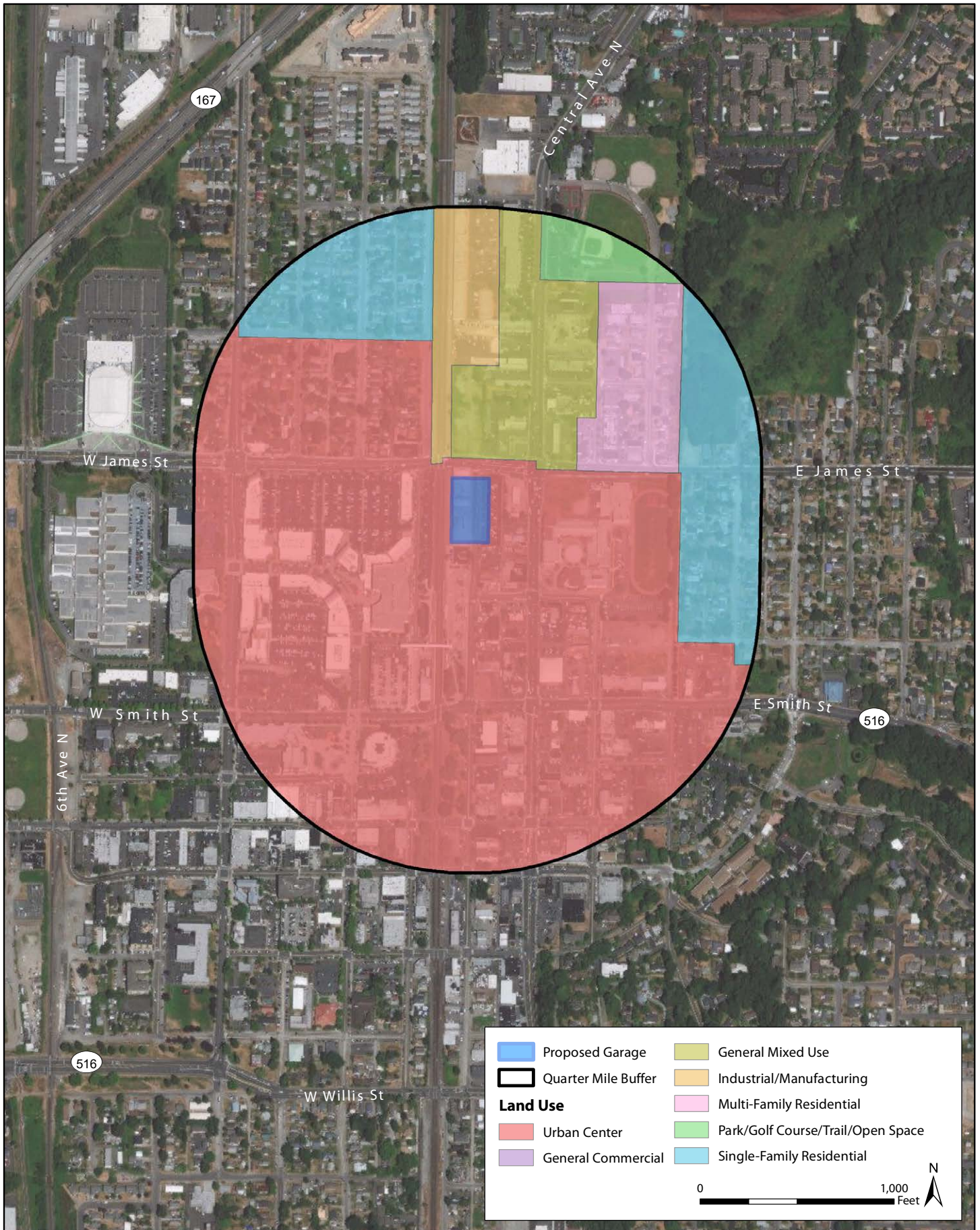


Figure 5
Land Use Map
Kent Station Parking and Access Improvements Project

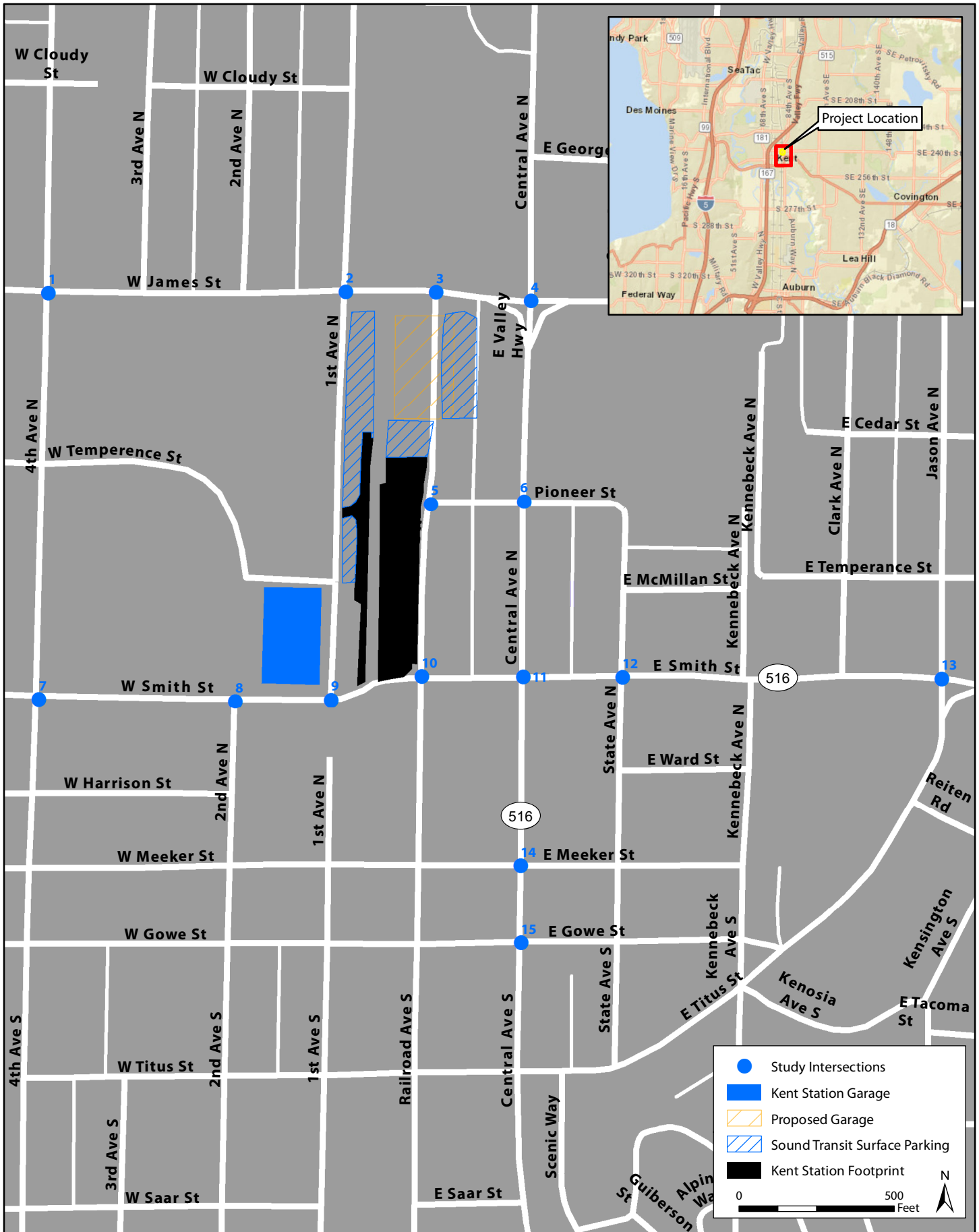


Figure 6
 Study Intersections
 Kent Station Parking and Access Improvements Project

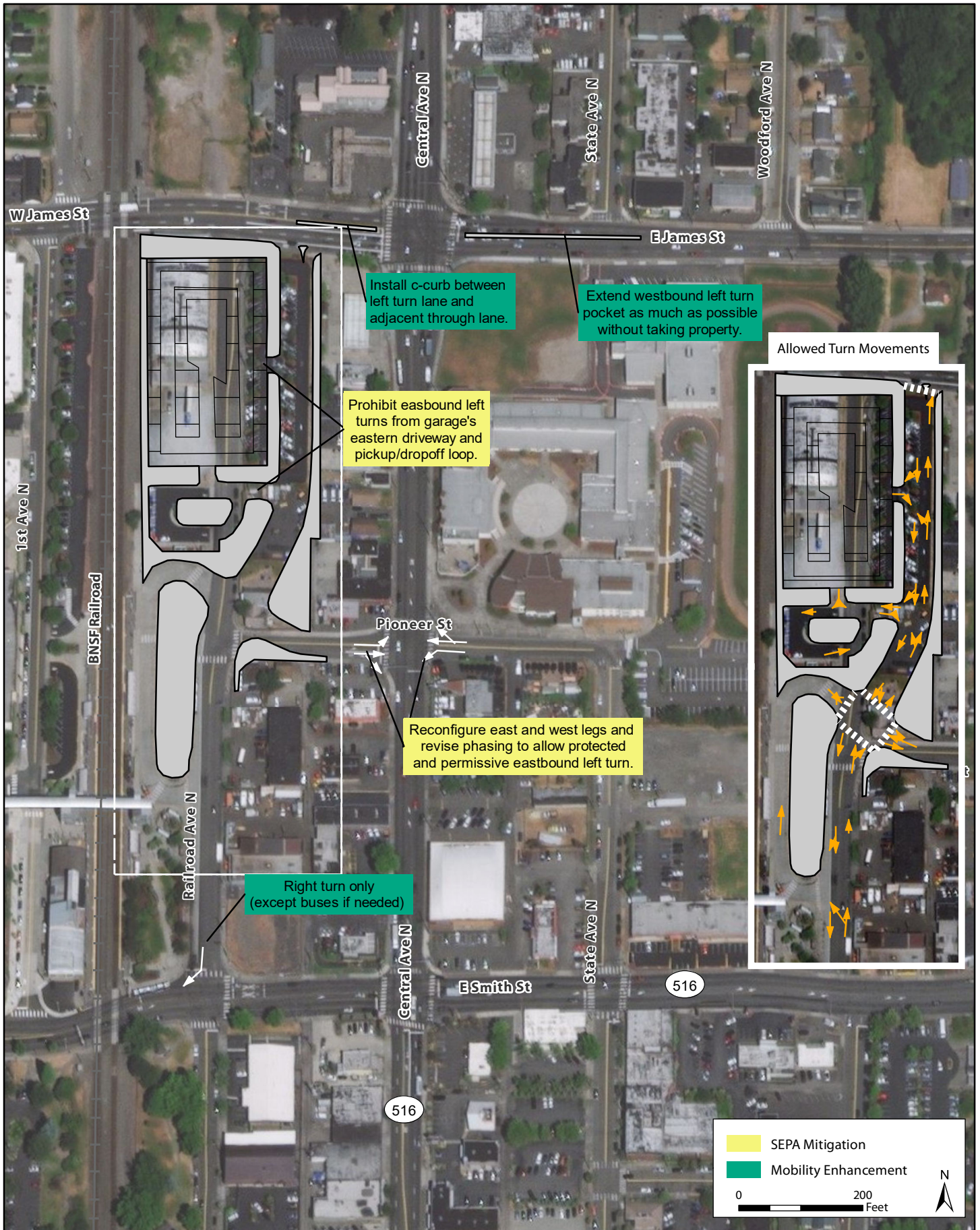
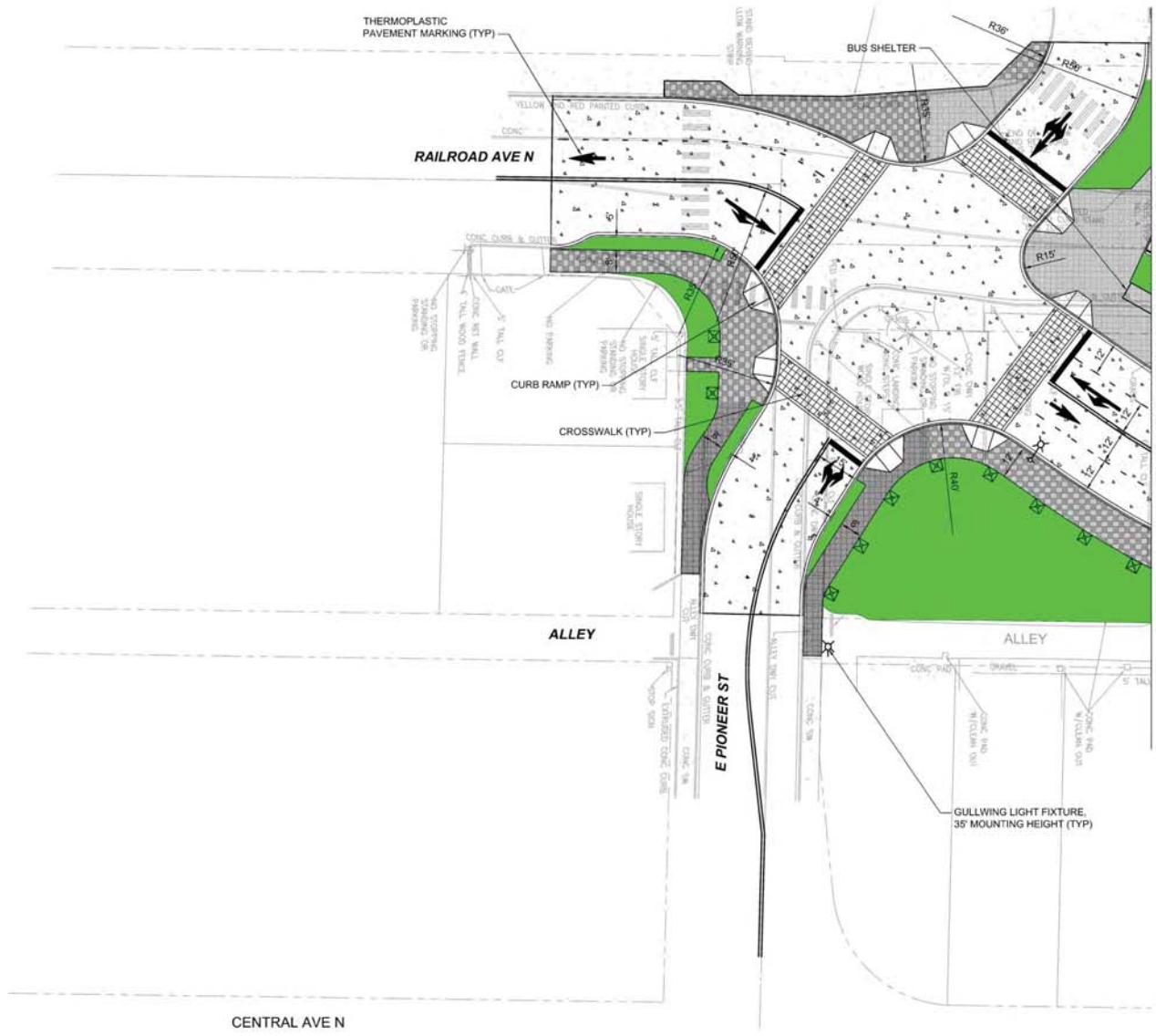


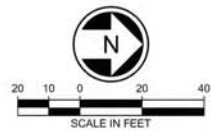
Figure 7
 Potential Mitigation Measures and Mobility Enhancements
 Kent Station Parking and Access Improvements Project

Attachment A

Improvement Plans



- LEGEND**
- CONCRETE PAVEMENT
 - ASPHALT PAVEMENT
 - LANDSCAPING
 - SIDEWALK
 - TREE PLANTER



01/15/19 | 2:21 PM | WAINWRIGHT.MXD
C:\PW_P\1\WAINWRIGHT\MXD\1051\KASIP584-CRP101.DWG

PRE-FINAL CE SUBMITTAL

DESIGNED BY:
R. VADENAS
DRAWN BY:
M. WAINWRIGHT
CHECKED BY:
R. VADENAS
APPROVED BY:
J. NISHIMOTO



322 Union Street, Suite 300
South Wn, WI 531
Tel: (425) 519-6300

SUBMITTED BY: _____ DATE: _____ REVIEWED BY: _____

LINE IS 1" AT
FULL SCALE

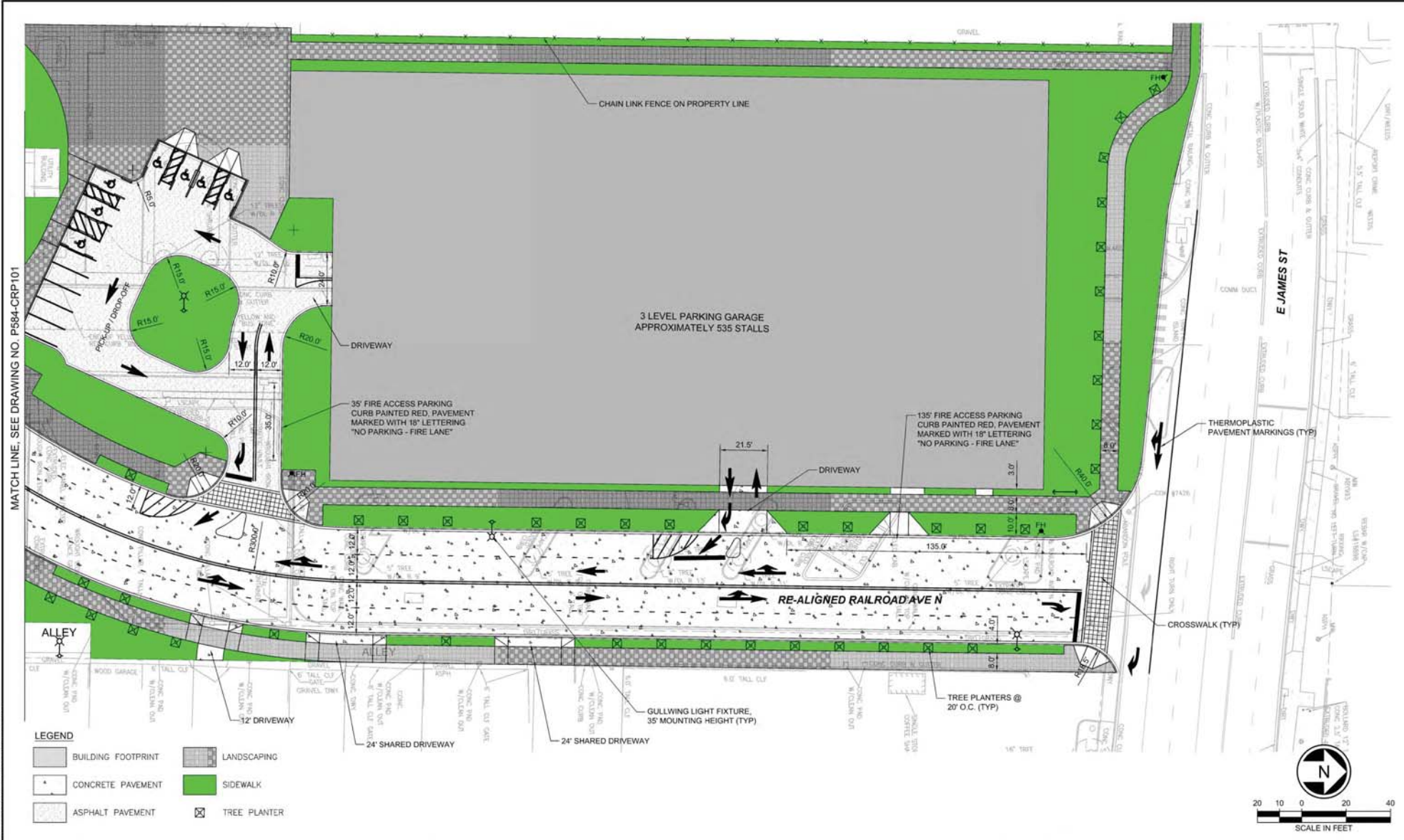


SCALE:
1"=20'
FILENAME:
KASI-P584-CRP101
CONTRACT No.:
RTA / AE 0036-16
DATE:
01/21/19

**KENT STATION
PARKING AND ACCESS IMPROVEMENTS**
RTA/AE 0036-16
CIVIL
ROADWAY PLAN

DRAWING No.:
P584-CRP101
FACILITY ID:
P584
SHEET No.: **7** REV: _____

No.	DATE	DSN	CHK	APP	REVISION



MATCH LINE, SEE DRAWING NO. P584-CRP101

01/15/19 | 2:26 PM | WAINWRIGHT.MXD | C:\P\1\WAINWRIGHT\MXD\1051\KASI-P584-CRP102.DWG

PRE-FINAL CE SUBMITTAL

DESIGNED BY:
R. VADENAIS

DRAWN BY:
M. WAINWRIGHT

CHECKED BY:
R. VADENAIS

APPROVED BY:
J. NISHIMOTO



322 Union Street, Suite 500
Boulder, CO, 80501
Tel: (303) 440-4300

SUBMITTED BY: _____ DATE: _____ REVIEWED BY: _____

LINE IS 1" AT FULL SCALE



SCALE:
1"=20'

FILENAME:
KASI-P584-CRP102

CONTRACT NO.:
RTA / AE 0036-16

DATE:
01/21/19

KENT STATION
PARKING AND ACCESS IMPROVEMENTS
RTA/AE 0036-16

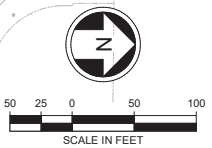
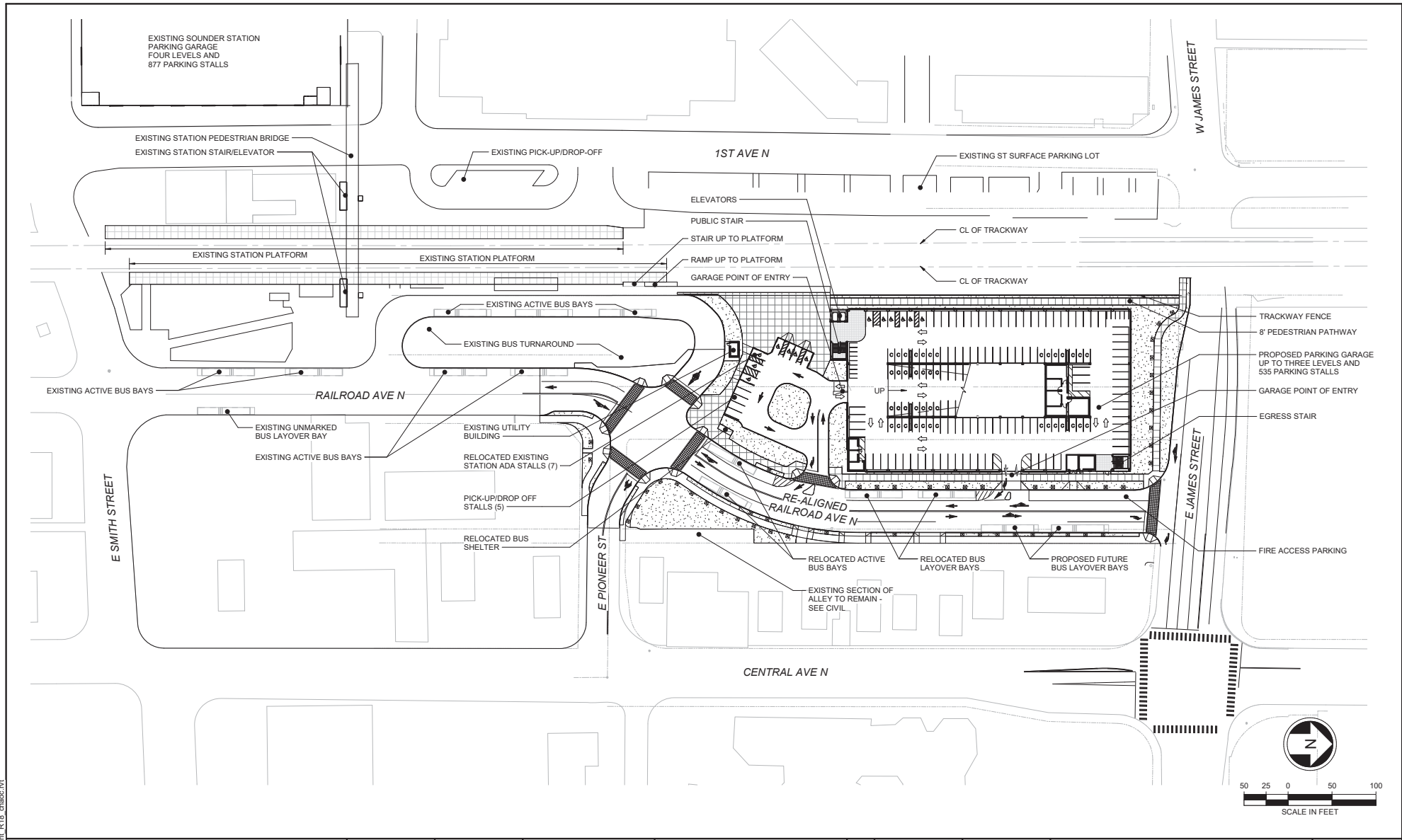
CIVIL
ROADWAY PLAN

DRAWING No.:
P584-CRP102

FACILITY ID:
P584

SHEET No.: 8 REV:

No.	DATE	DSN	CHK	APP	REVISION



1/17/2019 4:31:25 PM C:\Temp\KASI_E584_Kent_R18_chaos.rvt

PRE-FINAL CE SUBMITTAL

DESIGNED BY:
M. WIND
DRAWN BY:
S. KEAR
CHECKED BY:
M. WYLLIE
APPROVED BY:
L. EPHREM

SUBMITTED BY:
DATE:

REVIEWED BY:
DATE:

HEWITT

LINE IS 1" AT FULL SCALE



SCALE:
1" = 50'-0"
FILENAME:
KASI-P584-ASP101
CONTRACT No.:
RTA / AE 0036-16
SUBMITTAL DATE:
01/21/19

**KENT STATION
PARKING AND ACCESS IMPROVEMENTS**
CONTRACT RTA/AE 0036-16




ARCHITECTURAL
GARAGE SITE PLAN - OVERALL

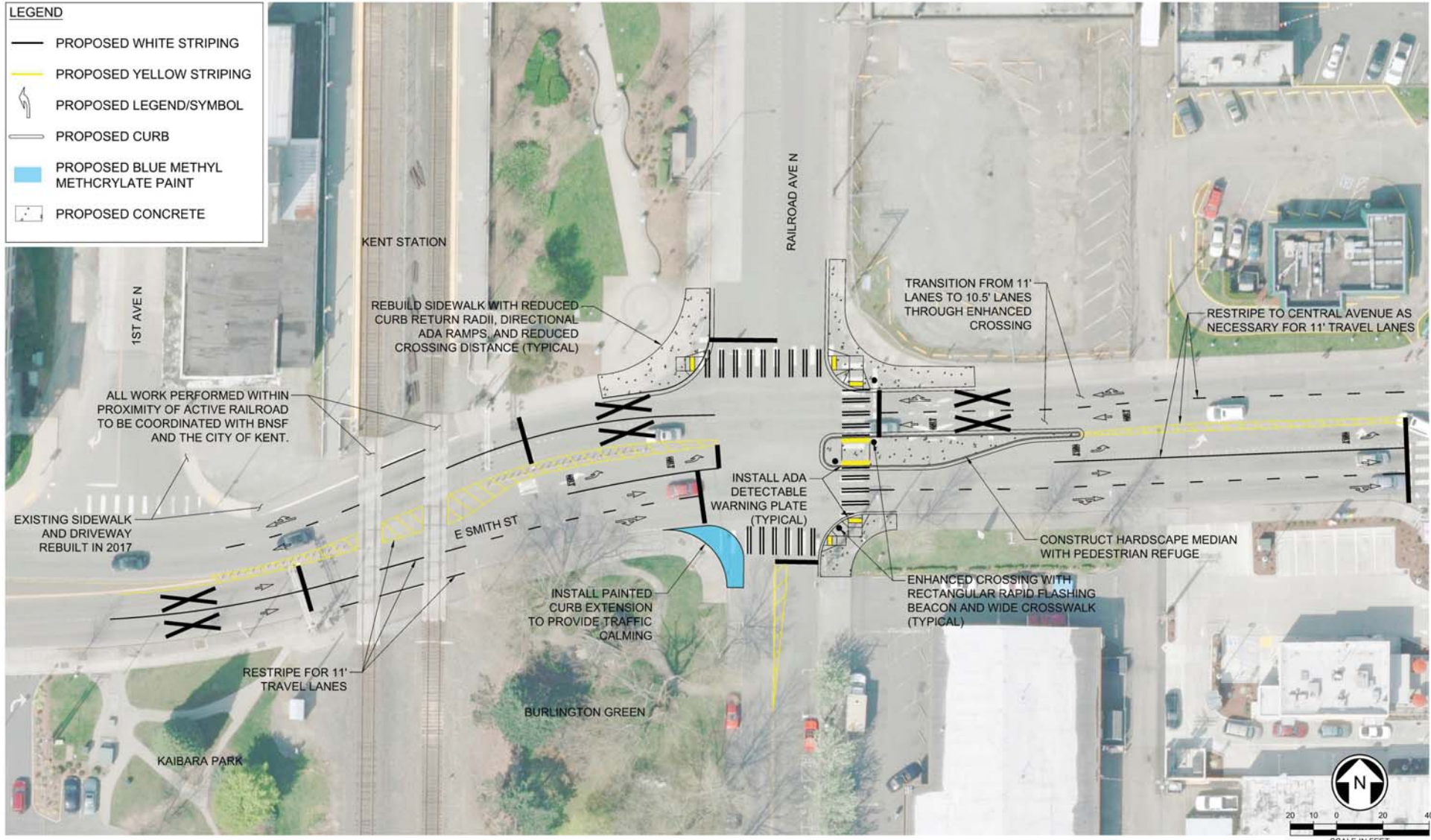
DRAWING NO.:
P584-ASP101

FACILITY ID:
P584
SHEET No: REV:
11

No.	DATE	DSN	CHK	APP	REVISION

LEGEND

-  PROPOSED WHITE STRIPING
-  PROPOSED YELLOW STRIPING
-  PROPOSED LEGEND/SYMBOL
-  PROPOSED CURB
-  PROPOSED BLUE METHYL METHACRYLATE PAINT
-  PROPOSED CONCRETE



02/04/19 | 11:43 AM | WAINWRIGHTMD
C:\PW_PL\WAINWRIGHTMD\103510\KASI-P584-CMP 01.DWG

DESIGNED BY: M. BJORK
DRAWN BY: L. BUSER
CHECKED BY: T. WOZNAK
APPROVED BY: J. NISHIMOTO



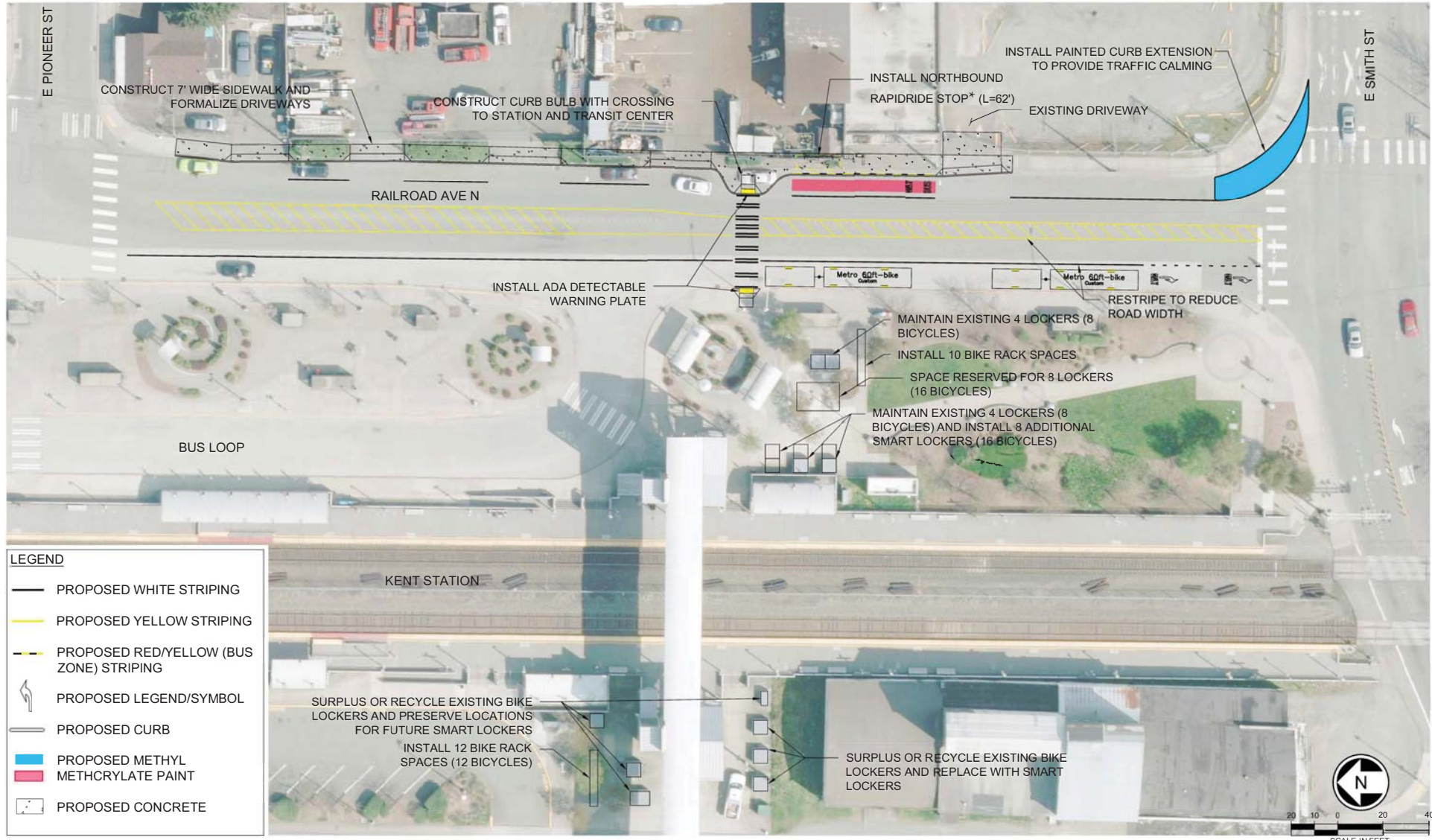
SCALE: 1"=20'
FILENAME: KASI-P584-CMP101
CONTRACT No: RTA / AE 0036-16
DATE: 02/04/19

**KENT STATION
PARKING AND ACCESS IMPROVEMENTS**
RTA/AE 0036-16

POTENTIAL NON-MOTORIZED IMPROVEMENTS
SMITH STREET PEDESTRIAN CROSSING

DRAWING No: P584-CMP101
FACILITY ID: P584
SHEET No.: 1
REV:

No.	DATE	DSN	CHK	APP	REVISION



LEGEND

- PROPOSED WHITE STRIPING
- PROPOSED YELLOW STRIPING
- PROPOSED RED/YELLOW (BUS ZONE) STRIPING
- PROPOSED LEGEND/SYMBOL
- PROPOSED CURB
- PROPOSED METHYL METHACRYLATE PAINT
- PROPOSED CONCRETE

*RapidRide Station improvements to be implemented by others.

02/04/19 | 11:49 AM | WA INWRIGHT.MD
C:\PW_PL\WAINWRIGHT.MD\103510KASIP584-CMP102.DWG

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY:
M. BJORK
DRAWN BY:
L. BUSER
CHECKED BY:
T. WOZNAK
APPROVED BY:
J. NISHIMOTO



500 Union Street, Suite 505
Seattle WA, 98101
Tel: (206) 519-8300

SUBMITTED BY:	DATE:	REVIEWED BY:

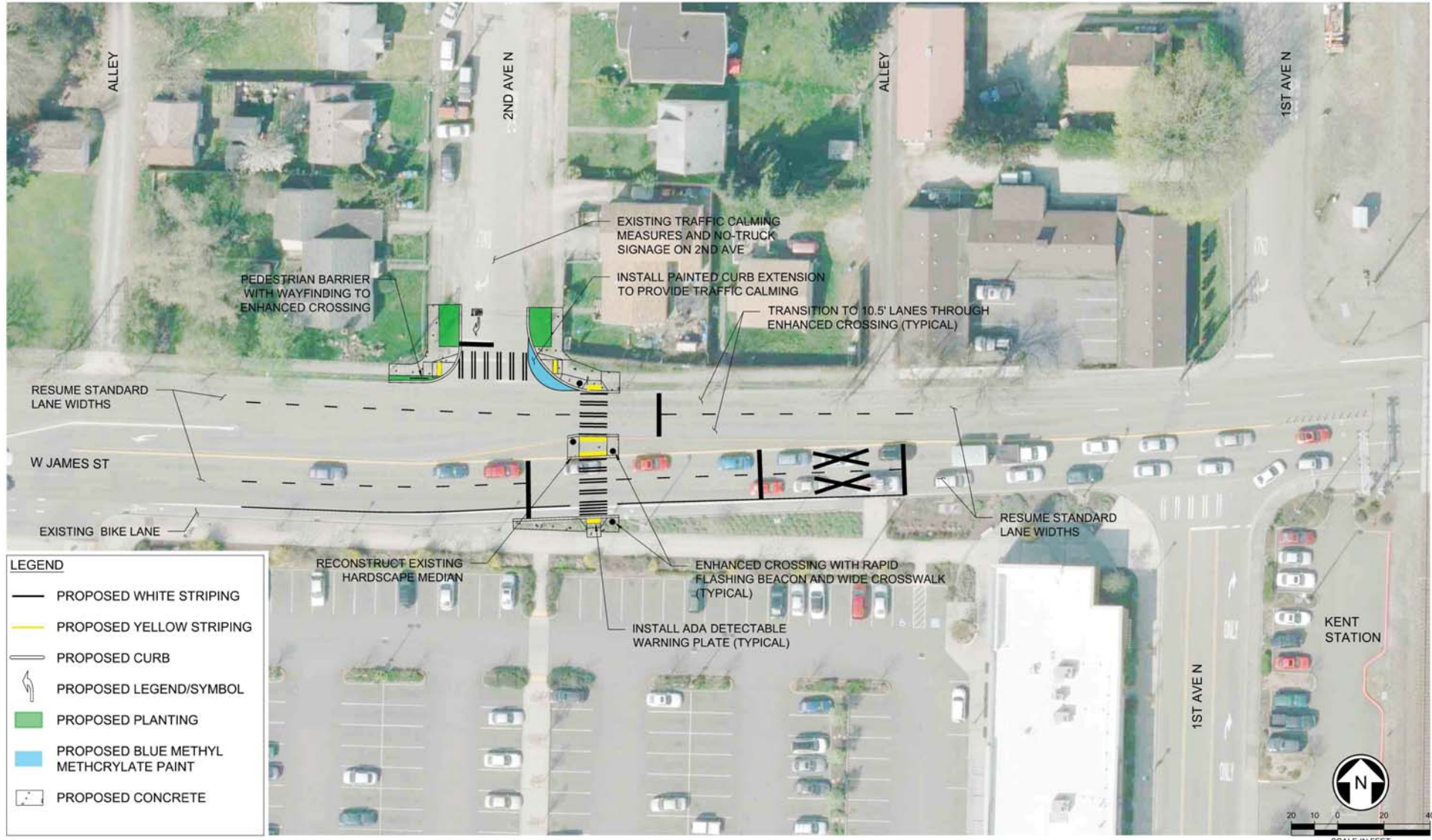


SCALE:
1"=20'
FILENAME:
KASI-P584-CMP102
CONTRACT No.:
RTA / AE 0036-16
DATE:
02/04/19








KENT STATION
PARKING AND ACCESS IMPROVEMENTS
RTA/AE 0036-16

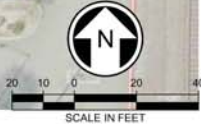
POTENTIAL NON-MOTORIZED IMPROVEMENTS
BICYCLE IMPROVEMENTS AND RAPIDRIDE STATION

DRAWING No.:
P584-CMP102
FACILITY ID:
P584
SHEET No.:
2





LEGEND

-  PROPOSED WHITE STRIPING
-  PROPOSED YELLOW STRIPING
-  PROPOSED CURB
-  PROPOSED LEGEND/SYMBOL
-  PROPOSED PLANTING
-  PROPOSED BLUE METHYL METHACRYLATE PAINT
-  PROPOSED CONCRETE



02/04/19 | 11:54 AM | WAINWRIGHTMD
C:\PW_PL\WAINWRIGHTMD\103510\KASI-P584-CMP103.DWG

DESIGNED BY: M. BJORK	 <small>500 Union Street, Suite 905 Seattle WA, 98101 Tel: (206) 319-8300</small>	SUBMITTED BY: _____ DATE: _____ REVIEWED BY: _____ DATE: _____
DRAWN BY: L. BUSER		
CHECKED BY: T. WOZNAK		
APPROVED BY: J. NISHIMOTO		


 <small>LINE IS TYPICAL FULL SCALE</small>	SCALE: 1"=20' FILENAME: KASI-P584-CMP103 CONTRACT No: RTA / AE 0036-16 DATE: 02/04/19
--	--

KENT STATION PARKING AND ACCESS IMPROVEMENTS RTA/AE 0036-16 POTENTIAL NON-MOTORIZED IMPROVEMENTS JAMES STREET PEDESTRIAN CROSSING		DRAWING No: P584-CMP103 FACILITY ID: P584 SHEET No.: 3
---	--	--



W:\Projects\Sounder Transit\Station\Sounder Kent Station\Kensington_KC_ML_07.dwg | Layout/Layout1
 PLOTTED: Jan 09, 2019 10:34:58am By: bagley
 FILED: K:\Kensington_Aerial.dwg
 PLOTTER: K:\Kensington_Aerial.dwg
 PLOTTED: Jan 09, 2019 10:34:58am By: bagley
 FILED: K:\Kensington_Aerial.dwg

NO.	REVISION	BY	APPD.	DATE
▲				
▲				
▲				
▲				

LEGEND	
	KC METRO LAYOVER

DESIGNED:	APPROVED:
DRAWN:	
B. BAGLEY	
CHECKED (CONSULTANT):	PROJECT NO.:
CHECKED (IN-HOUSE):	CONTRACT NO.:
P. ENG	

DESIGNED:	APPROVED:
DRAWN:	
B. BAGLEY	
CHECKED (CONSULTANT):	PROJECT NO.:
CHECKED (IN-HOUSE):	CONTRACT NO.:
P. ENG	



METRO TRANSIT DIVISION
 KENT STATION
**PRELIMINARY LAYOVERS ON
 SOUND TRANSIT PARKING LOT
 OPTION 1**

DATE:	JAN 9, 2019
DRAWING NO.:	1
SHEET NO. OF:	1