

**Background and purpose**

Sound Transit released the Determination of Non-significance (DNS) for the State Environmental Policy Act (SEPA) checklist for the Puyallup Station Access Improvements Project on February 17, 2016. In conjunction with the major milestone, Sound Transit hosted an open house at Puyallup City Hall on February 23, 2016 to provide a project update and give the community an opportunity to review the environmental documents and submit in-person comments on the checklist. The public comment period was open through March 2, 2016. Sound Transit received two agency comments and one public comment on the SEPA checklist. Comments received during the environmental comment period will be reviewed and taken into consideration by the Sound Transit Board when selecting the project to be built in spring 2016.

**Participation by the numbers**

- One open house at Puyallup City Hall
- Over 30 event posters were distributed at key locations
- Direct mail to over 1,500 residences/businesses
- Email updates to 1,150 subscribers
- Almost 70 individuals attended the public meeting
- Almost 830 total visits to the online open house
- Two agency comments on the SEPA checklist
- One public comment on the SEPA checklist

**Audience**

Target audiences included:

- Individual residents and businesses
- Commuters and transit riders, particularly of Sound Transit services
- Public officials and regional leaders
- Community organizations such as the local Eagles chapter
- Environmental organizations, including bicycle, pedestrian and land use groups
- Business interest groups such as local chamber of commerce organizations

**Outreach methods and tools***Project website*

Sound Transit's project page, [www.soundtransit.org/PuyallupImprovements](http://www.soundtransit.org/PuyallupImprovements), directed visitors to the online open house at [puyallupaccess.publicmeetings.info](http://puyallupaccess.publicmeetings.info) for all of the information available at the public meeting.

*Email updates*

A project-specific email update was sent to a project list of 1,150 subscribers before (2/17/16) and after (2/24/16) the public meeting. Target emails were also sent to key stakeholders, including:

- Puyallup roundtable stakeholder group
- Puyallup Chamber of Commerce
- Main Street Association
- Puyallup Elks Lodge
- Puyallup Eagles

### *Online open house*

The online open house was available online from February 17 to March 2, 2016. During that period, 827 total visits, with 678 unique visitors were recorded. The online open house displayed the same information shared at the in-person February 23 open house. It also directed visitors to the environmental documents located on Sound Transit's project website which described how to comment on the SEPA Checklist. A Google Translate tool was built into the online open house in case any participants needed translated information.

### *Mailer*

A postcard was sent to over 1,500 residents and businesses within a half mile radius of the station, and arrived in mailboxes beginning the week of February 8, 2016. The postcard announced the open house date and the environmental comment period. It also provided contact information to provide comment and included a TTY Relay phone number and email address.

### *Poster distribution*

Large posters (11"x17") were printed, detailing the public meeting information and environmental comment period. They were distributed seven days before the public meeting. Over 30 posters were distributed at key locations, including the station, Puyallup City Hall, Puyallup Public Library, community centers and nearby businesses.

### *Social media campaigns*

Facebook was used as a marketing tool to reach the online social media community. Sound Transit promoted the public meeting on the agency's Facebook page on February 23, 2016.

### *Online display advertisements*

Advertisements linked to the online open house ran in the following publications:

- Tacoma News Tribune (2/17 – 3/2)
- Puyallup Herald (2/17 – 3/2)

### *Community calendar and blogs*

Event information was posted in local online platforms:

- Puyallup Patch: [patch.com/washington/puyallup](http://patch.com/washington/puyallup)
- South Sound Business event calendar: [www.busessexaminer.com/calendar/](http://www.busessexaminer.com/calendar/)
- City of Puyallup: [cityofpuyallup.org](http://cityofpuyallup.org)

### *Press release*

On February 22, 2016, Sound Transit published a press release announcing the open house. For the full press release, please see Appendix A.

### *Public meeting*

A total of 68 people attended the evening meeting. Attendees were asked to sign in upon arrival and sign up for the project email list. Most attendees heard about the meeting through the project email update or from the Eagles organization. The table below quantifies how attendees reported hearing about the meeting.

Table 1. How attendees heard about the open houses

<b>Email</b>	7
<b>Mailer</b>	1
<b>Website</b>	0
<b>Press Release</b>	0
<b>Social Media (Facebook/Twitter)</b>	1
<b>Poster/Flyer</b>	1
<b>Display Ad</b>	2
<b>Walk In</b>	0
<b>Word of Mouth</b>	4
<b>Did Not Respond</b>	45
<b>Eagles</b>	7
<b>Total Attendees</b>	<b>68</b>

### Format and content

The open house was advertised for 4 – 6 p.m. The format consisted of an interactive open house where attendees learned about the station access improvements from informational displays (Appendix B) and engaged in conversations with staff about the project. The displays shared details about the project background, cost, schedule, proposed station access improvements and SEPA Checklist results. A video illustrated the proposed traffic improvements on Stewart Ave to alleviate an increase in traffic around the garage. The final display encouraged people to sign up for email updates and briefly outlined Sound Transit's next steps leading up to construction.

### Comment collection

Comments on the SEPA checklist were accepted in the following ways:

- SEPA checklist comment forms completed at the open house
- Email
- Mail

## Comment summary

### *Agency comments*

The Department of Ecology provided comments on the following areas. Please see Appendix C for the full letter.

- Toxic Cleanup
- Hazardous Waste & Toxic Reduction
- Waste 2 Resources
- Water Quality

The City of Puyallup provided comments on the following areas. Please see Appendix D for the full letter.

- Environmental Checklist
- Visual Impact Assessment
- Transportation Technical Report

The Puyallup School District provided comments on the following areas. Please see Appendix E for the full letter.

- Traffic impacts
- Safety at pedestrian crossings
- School bus impacts
- Construction

### *Public comments*

One constituent submitted the below public comment about the project description.

Dear Sir:

I'm an Eagle from Puyallup. my concern is that you want extra parking and your trying to get our Eagles for a location. You have a parking lot that holds about 360 slots for parking....If you put a 4 or 5 Tier in this location you could have over 1600 parking spaces for your Customers. I do believe this would be sufficient for many years to come...

Francis J.f. Pinchbeck



**FOR IMMEDIATE RELEASE — Feb. 22, 2015**

*Sound Transit to host open house on Puyallup Sounder station improvements*

***Public can review conceptual designs for proposed garage, comment on environmental review***

Sound Transit will conduct an informational open house Tuesday, Feb. 23 from 4 to 6 p.m. at Puyallup City Hall, 333 S. Meridian. At the event, staff will share conceptual designs for a proposed garage and other non-motorized access improvements at the Puyallup Sounder station. The public will also have the chance to comment on the environmental analysis for the project.

People unable to attend the event can visit an online open house at [puyallupaccess.publicmeeting.info](http://puyallupaccess.publicmeeting.info).

In the 2008 Sound Transit 2 ballot measure, voters approved funding for improving commuter access to Sounder train stations. Station improvements being considered include more parking, enhanced connections for pedestrians and bicycle users, and bus access improvements.

The open house will provide an opportunity to discuss and provide comment on the environmental analysis that examines the benefits and potential impacts of a proposed 503-stall garage, as well as other station access improvements. The Sound Transit Board of Directors is scheduled to select the project to build this spring.

More information on Sounder station improvements can be found at [soundtransit.org/PuyallupImprovements](http://soundtransit.org/PuyallupImprovements).

The Determination of Non-significance (DNS) and the State Environmental Policy Act (SEPA) checklist are available online at [soundtransit.org/puyallupimprovements/environmental-evaluation-reports](http://soundtransit.org/puyallupimprovements/environmental-evaluation-reports). The comment period ends Mar. 2.

**CONTACT:** Kimberly Reason—(206) 689-3343 or [kimberly.reason@soundtransit.org](mailto:kimberly.reason@soundtransit.org)

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



# PROJECT OVERVIEW

## PUYALLUP STATION ACCESS IMPROVEMENTS PROJECT

- Improvements to Puyallup Station were approved by voters in 2008 as part of the Sound Transit 2 ballot measure to expand mass transit throughout the region
- In August 2014, the Sound Transit Board identified a preferred package of access improvements at the Puyallup Station for environmental review and preliminary design
- Proposed improvements include a parking garage and surface lot at the current Eagles site, as well as traffic, pedestrian and bicycle improvements
- Improving easy and reliable access to the station will be necessary as ridership and service increases
- Average daily ridership on the south Sounder line is expected to increase by more than 13,000 by 2035



# HOW WILL THE PROJECT IMPROVE STATION ACCESS FOR DRIVERS?

PUYALLUP STATION ACCESS IMPROVEMENTS PROJECT

- Proposed 5-level parking garage (at the current Eagles site) would provide 503 parking spaces
- 98 additional surface parking spaces proposed near the Eagles site



T-6





# HOW WILL THE PROJECT IMPROVE STATION ACCESS FOR PEDESTRIANS AND BICYCLISTS?

## PUYALLUP STATION ACCESS IMPROVEMENTS PROJECT

Sound Transit is working with city staff to identify improvements that will make it easier for people who walk and bike to the station. Sound Transit is also evaluating optional pedestrian bridges across 5th Street NW and the railroad tracks.

### Potential improvements

- New or improved crosswalks
- Sidewalk improvements
- Flashing beacons with arrows
- Curb ramps
- New bike storage
- New bike lanes



Examples of a pedestrian crossing

# WHAT IS A SEPA CHECKLIST?

PUYALLUP STATION ACCESS IMPROVEMENTS PROJECT

A State Environmental Policy Act (SEPA) checklist is an environmental evaluation that studies potential impacts and benefits of a project.



## The following categories were studied\*:

- Aesthetics
- Air
- Animals - includes Endangered Species Act
- Coordination with local transit
- Earth
- Energy and natural resources
- Environmental health – includes hazardous materials and noise
- Historic and cultural preservation
- Housing
- Land and shoreline use
- Light and glare
- Recreation
- Plants
- Public services
- Transportation – requires traffic improvements
- Utilities
- Water

*\* The project also complied with National Environmental Policy Act (NEPA) evaluation requirements.*

2.18



# PROPOSED TRAFFIC IMPROVEMENTS

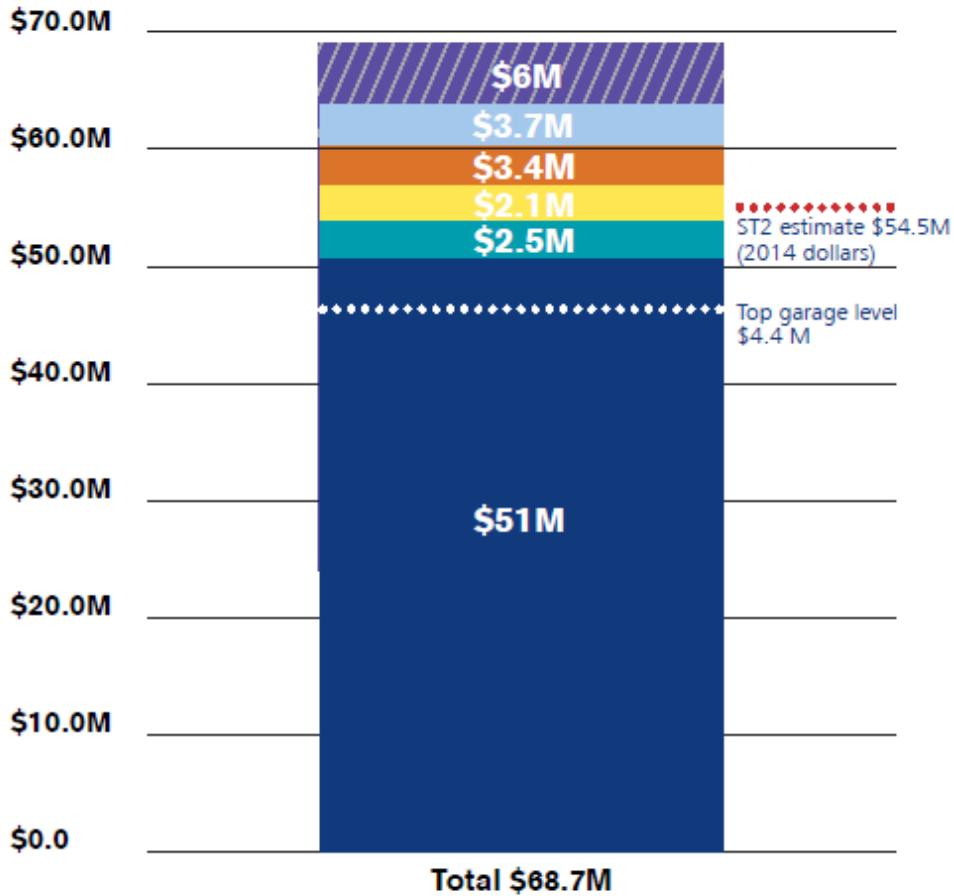
## PUYALLUP STATION ACCESS IMPROVEMENTS PROJECT

- A full traffic signal is planned at 7th Street NW and W Stewart Ave to improve traffic flow
- An additional right-turn lane is planned on W Stewart Ave for traffic traveling onto southbound N Meridian



# PROJECT COST

PUYALLUP STATION ACCESS IMPROVEMENTS PROJECT



## KEY

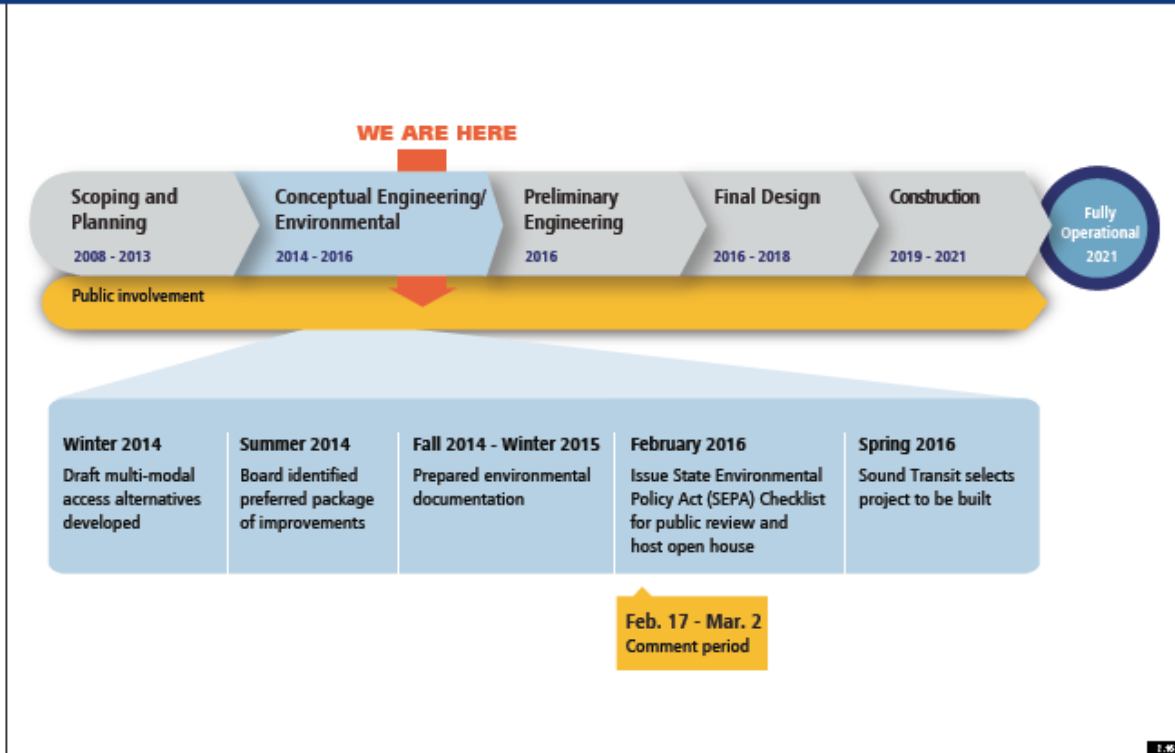
- |  |  |
|--|--|
| Garage and surface parking                         | Bike/pedestrian station access           |
| SR 410/Traffic Avenue bike/pedestrian improvements | Pedestrian bridge across 5th St NW       |
| Traffic improvements                               | Pedestrian bridge across railroad tracks |

The Sound Transit Board may choose to defer or eliminate certain project elements.



# PROJECT SCHEDULE

PUYALLUP STATION ACCESS IMPROVEMENTS PROJECT



# HOW CAN YOU STAY INVOLVED?

## PUYALLUP STATION ACCESS IMPROVEMENTS PROJECT

In spring 2016, Sound Transit will select a project to be built. The project will enter preliminary engineering, then final design. Between now and construction, Sound Transit will:

- Continue developing station design
- Identify architectural elements
- Finalize non-motorized improvements
- Continue partnering with City of Puyallup staff
- Coordinate with private property owners
- Conduct field work
- Coordinate permits
- Define the construction schedule and methods



**Stay tuned for future opportunities in 2016 to provide design input.**

Sign up for project email updates at:  
**[soundtransit.org/subscribe](http://soundtransit.org/subscribe)**



2.4

## Appendix C – Department of Ecology Comments



STATE OF WASHINGTON  
DEPARTMENT OF ECOLOGY

PO Box 47775 · Olympia, Washington 98504-7775 · (360) 407-6300  
711 for Washington Relay Service · Persons with a speech disability can call 877-833-6341

March 2, 2016

Elma Borbe, Environmental Planner  
Sound Transit  
Environmental Affairs & Sustainability Office  
401 South Jackson Street  
Seattle, WA 98104-2826

Dear Ms. Borbe:

Thank you for the opportunity to comment on the determination of nonsignificance for the Puyallup Access Improvement Project located at 202 5<sup>th</sup> Street Northwest in Puyallup. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

**TOXICS CLEANUP: Eva Barber (360) 407-7094**

This property is within a quarter mile of six contaminated Sites. The Sites are: Sound Transit Johannes Property, Facility Site ID (FSID) 1742926, Puyallup School District Former Res, FSID 5678887, Puyallup School District Former Res 2, FSID 9053166, Sound Transit Vancouver Door Property, FSID 64946178, Johnson Fuel Oil Co., FSID 72247493 and Sound Transit Neeley Property, FSID 84487591. To search and access information concerning these sites, visit Ecology website at: <http://www.ecy.wa.gov/fs/> and <https://fortress.wa.gov/ecy/gsp/SiteSearchPage.aspx>. If contamination is suspected, discovered, or occurs during the proposed construction of a parking garage, testing of the potentially contaminated media must be conducted. If contamination of soil or groundwater is readily apparent, or is revealed by sampling, Ecology must be notified. Contact the Environmental Report Tracking System Coordinator at the Southwest Regional Office (SWRO) at (360) 407-6300. For assistance and information about subsequent cleanup and to identify the type of testing that will be required, contact Eva Barber with the SWRO, Toxics Cleanup Program at the phone number given above.

**HAZARDOUS WASTE & TOXICS REDUCTION: Tara Davis (360) 407-6275**

The applicant proposes to demolish an existing structure(s). In addition to any required asbestos abatement procedures, the applicant should ensure that any other potentially dangerous or hazardous materials present, such as PCB-containing lamp ballasts, fluorescent



lamps, and wall thermostats containing mercury, are removed prior to demolition. It is important that these materials and wastes are removed and appropriately managed prior to demolition. It is equally important that demolition debris is also safely managed, especially if it contains painted wood or concrete, treated wood, or other possibly dangerous materials. Please review the "Dangerous Waste Rules for Demolition, Construction, and Renovation Wastes," posted at Ecology's website at: [http://www.ecy.wa.gov/programs/hwtr/dangermat/demo\\_debris\\_constr\\_materials.html](http://www.ecy.wa.gov/programs/hwtr/dangermat/demo_debris_constr_materials.html). The applicant may also contact Rob Rieck of Ecology's Hazardous Waste and Toxics Reduction Program at (360) 407-6751 for more information about safely handling dangerous wastes and demolition debris.

The applicant proposes to remove a structure(s) that may contain treated wood. Please refer to Ecology's publication "Focus on Treated Wood Exclusion," available at: <http://www.ecy.wa.gov/pubs/0304038.pdf>, for suggested best management practices and disposal requirements for treated wood. For additional information or clarification, please contact Dee Williams with Ecology's Hazardous Waste and Toxics Reduction Program at (360) 407-6348.

**WASTE 2 RESOURCES: Beth Gill (360) 407-6380**

If greater than 250 cubic yards of inert, demolition, and/or wood waste is used as fill material, a Solid Waste Handling permit may be required (WAC 173-350-990). Check with your local jurisdictional health department for any permitting requirements that may be required.

**REVIEWER: Sonia Mendoza**

**WATER QUALITY CONTACT: Derek Rockett (360) 407-6697**

Erosion control measures must be in place prior to any clearing, grading, or construction. These control measures must be effective to prevent stormwater runoff from carrying soil and other pollutants into surface water or stormdrains that lead to waters of the state. Sand, silt, clay particles, and soil will damage aquatic habitat and are considered to be pollutants.

The following construction activities require coverage under the Construction Stormwater General Permit:

1. Clearing, grading and/or excavation that results in the disturbance of one or more acres and discharges stormwater to surface waters of the State; and
2. Clearing, grading and/or excavation on sites smaller than one acre that are part of a larger common plan of development or sale, if the common plan of development or sale will ultimately disturb one acre or more and discharge stormwater to surface waters of the State.



- a) This includes forest practices (including, but not limited to, class IV conversions) that are part of a construction activity that will result in the disturbance of one or more acres, **and** discharge to surface waters of the State; and
3. Any size construction activity discharging stormwater to waters of the State that Ecology:
  - a) Determines to be a significant contributor of pollutants to waters of the State of Washington.
  - b) Reasonably expects to cause a violation of any water quality standard.

If there are known soil/ground water contaminants present on-site, additional information (including, but not limited to: temporary erosion and sediment control plans; stormwater pollution prevention plan; list of known contaminants with concentrations and depths found; a site map depicting the sample location(s); and additional studies/reports regarding contaminant(s)) will be required to be submitted.

You may apply online or obtain an application from Ecology's website at: <http://www.ecy.wa.gov/programs/wq/stormwater/construction/-Application>. Construction site operators must apply for a permit at least 60 days prior to discharging stormwater from construction activities and must submit it on or before the date of the first public notice.

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology  
Southwest Regional Office

(SM:16-0708)

cc: Eva Barber, TCP  
Tara Davis, HWTR  
Beth Gill, W2R  
Josh Klimek, HQ/WQ  
Derek Rockett, WQ

## Appendix D – City of Puyallup Comments



**CITY OF PUYALLUP**  
**Development Services Department**  
Puyallup City Hall  
333 S. Meridian  
Puyallup WA 98371

March 2, 2016

Elma Borbe  
Environmental Planner  
Sound Transit  
401 South Jackson Street  
Seattle, WA 98104

**Re: City of Puyallup comments on ST2 Environmental Determination**

Dear Ms. Borbe:

Thank you for the opportunity to submit comments on the Draft Environmental Determination for the Puyallup Station Access Improvements Project (aka “ST2”). We appreciate Sound Transit staff’s coordination to-date with the City of Puyallup on various topics included within this environmental document. The following comments pertain both to the Environmental Checklist and Technical Reports section of the Determination:

### **1. Environmental Checklist**

We noted that the Environmental Checklist calls out the five-level (503 space) parking garage on the Eagles site under the “Project Description”. We are assuming that any future revision to that garage scale (e.g. four levels), while potentially less impacting, would still entail subsequent documentation to cite the revised scope. Overall, the Checklist appears to adequately outline the affected environment and range of potential impacts. We do note that Checklist Sec. 8.e (pg. 15) correctly notes the Eagles property zoning of General Commercial (CG), but then cites Puyallup Municipal Code Sec. 20.30.029, which applies to the Central Business District areas to the east of 5<sup>th</sup> Street NW.

### **2. Visual Impact Assessment**

We have a few comments regarding this section:

- Pg. 2: This section cites the City of Puyallup Downtown Design Guidelines. While the City is very supportive of applying those Design Guidelines to the proposed

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Eagles garage structure, it bears note (as stated above) that this CG-zoned property is located just outside of the City's CBD zone district, in which those Guidelines normally apply. This is partially why the City supports use of a Development Agreement to document the application of the Design Guidelines to this structure.

- Pg. 8: It appears that the fifth bullet at the top of this page should read "north" (not south) of BNSF tracks
- Pg. 9: I believe that the underlined area at the bottom of page 9 should reference the neighborhood "west" (not east) of 5<sup>th</sup> Street NW.
- Pg. 14-15: This page describes the eventual buildout of the parking garage vicinity relative to the garage's expected future structural massing impact. While we concur that some buildout/intensification will occur over time, it seems optimistic to assume that a "substantial portion of new buildings" will achieve heights similar to the projected garage scale, as this visual analysis projects.
- As noted in our earlier (11/2/15) City comments on the draft environmental documents, we feel this section would be enhanced if it also included a photo simulation visually depicting the proposed garage from the NW of the Eagles site, as that direction represents some of the nearest residential neighbors as well as the most-affected vista of Mt. Rainier.
- While this Visual Impact section has some sporadic references to landscaping, we feel that a stronger statement should be included about the importance, to the visual quality, of implementing a comprehensive landscape plan in and around the garage property, including the surface parking area, railroad corridor and adjacent streetscapes.

### **3. Transportation Technical Report**

City review of this section has focused upon the channelization of pedestrians between the station and the proposed Eagles garage. As recently noted in other venues, the City has significant concerns regarding the potential modification of the 2014 Sound Transit Board-approved "preferred alternative" concerning the potential deletion of the project's two pedestrian bridges (both of which are now being labelled as "optional" throughout this environmental determination):

- 1) Crossing the BNSF Track, connecting the north Sounder Station parking with South Sounder station parking
- 2) Crossing 5<sup>th</sup> St NW from the proposed approximately 500 stall parking garage to pedestrian route east to Sounder Station.

In the instance of the 5<sup>th</sup> St NW pedestrian bridge, a commuter who needs to cross 5<sup>th</sup> St NW from the first floor of the garage and/or the surface parking area will have three options:

- Cross at street level, where a new pedestrian signal will be installed per the proposal—has a potential delay of about 2 minutes for the signal.



- Climb one flight of stairs and use the pedestrian bridge-with no delay but some physical exertion
- Take the elevator and use pedestrian bridge –which has limited capacity, will have some wait time and is slower than the stair option.

As provided by Sound Transit’s consultant, Puyallup total daily weighted pedestrian usage of this 5<sup>th</sup> Street NW bridge is 705 riders and for BNSF track bridge is 210 riders. While the BNSF track bridge will have less usage than the 5<sup>th</sup> St NW bridge, the former will still have greater volumes than the City was earlier led to believe. Further, these 210 riders represent many fewer potential conflicts with trains and cars at the crossing points of Meridian and 5<sup>th</sup> St NW. Reducing potential conflicts is important to the City of Puyallup, since those potential disruptions to traffic alter the flow on already congested thoroughfares. The 5<sup>th</sup> St NW Bridge will have even a higher priority in this regard. The estimated PM hours pedestrian volume weighted usage will be 363 riders and for the AM hours 342 riders.

The technical report traffic analyses were completed including construction of the bridge on 5<sup>th</sup> St. NW. According to the traffic technical report section 5.2.7.1 (page 5-11), the 5<sup>th</sup> St NW pedestrian bridge and the BNSF Bridge “would improve pedestrian safety, comfort, and convenience, but are unlikely to substantially affect pedestrian volumes”. According to a conversation with Sound Transit consultants, the VISSIM traffic model will not show substantial effect on the traffic analysis if the pedestrian bridge is removed from the project. However, an analysis without the 5<sup>th</sup> St NW pedestrian bridge has apparently not yet been performed; the City firmly believes that the 5<sup>th</sup> Street NW bridge should not be deemed “optional” until such a “no-bridge” analysis, verifying actual impacts along the 5<sup>th</sup> Street NW corridor, has been adequately performed within this SEPA/NEPA documentation.

There are several reasons for the City’s concern about Sound Transit’s current proposal to potentially remove the 5<sup>th</sup> Street NW bridge from the project. The first reason involves the complex geometry of the street network and traffic control devices in the vicinity of the Sound Transit garage, and the impact the pedestrians will have on traffic in that area. The proposed Pedestrian signal will be less than 300 ft. from railroad track signalized crossing. Subsequently, the 5<sup>th</sup> Street-Stewart Ave signal is within 100 ft. of the railroad track signal to the north. Overall, there are three traffic signals (5<sup>th</sup> St NW and Stewart Ave, 5<sup>th</sup> St NW and 2<sup>nd</sup> Ave, 5<sup>th</sup> St NW and W. Main) which are very closely spaced surrounding the train crossing signal and the proposed pedestrian signal. Evening and morning peak hours train services will be frequent and pedestrian signals will be heavily used, interrupting an already congested corridor and presenting more opportunities for pedestrian/car conflicts. According to the figures for the 5<sup>th</sup> St NW Bridge, this will be at least an additional 705 conflicts. Another reason for concern is the proximity of the pedestrian crossing signal to the railroad tracks, there is a possibility of southbound cars queuing onto the railroad track which will be a significant safety issue. This potential conflict is obviously exacerbated by the addition of 705 more riders crossing at this location – if the 5<sup>th</sup> Street pedestrian bridge is not included in the overall project.

The City's plans for the 5<sup>th</sup>/9<sup>th</sup> corridor as an alternative or bypass to Meridian would also be impacted by the deletion of the bridge. In future, the City will install adaptive system traffic signal controls (In Sync) along the 5<sup>th</sup> St/9<sup>th</sup> St corridor. These systems become less efficient if signals are on pedestrian recall mode (automatic cycling for pedestrians if present or not). By the City's approximate analysis, without the pedestrian bridge, at every signal cycle more than 8 pedestrians will cross at the signalized pedestrian crossing during peak hours and the pedestrian recall mode will be necessary to effectively accommodate pedestrian traffic. Also, this high volume of pedestrian crossing at grade will increase delays for traffic along the 5<sup>th</sup> St/9<sup>th</sup> St corridor. This impact could be significant enough to affect Level of Service, which would require mitigation. The obvious mitigation would be the pedestrian bridge. Finally, the pedestrian accident rate is high in the City of Puyallup, as identified by WSDOT data. The Technical report crash analysis is shows one pedestrian related fatality on 5<sup>th</sup> St and 2<sup>nd</sup> Ave even without the parking garage. Given the proximity to the existing Sounder Station, and parking habits of riders unable to find parking at the station, there is a possibility that this fatality was a Sounder commuter. By eliminating an estimated 705 potential pedestrian/auto conflicts a day, building the Pedestrian Bridge on 5<sup>th</sup> St. NW will mitigate these issues.

The BNSF Bridge presents the same, if somewhat lesser number, of opportunities to reduce train/pedestrian and auto/pedestrian conflicts. The City respectfully concludes that the two pedestrian bridges are both valuable for public safety and traffic flow. We feel that the 5<sup>th</sup> Street NW bridge, in particular, is clearly an integral portion of the project, the possible deletion of which has not been adequately supported by this traffic analysis.

Again, thank you for the opportunity to provide these comments. Please contact me at (253) 841-5502 or [tomu@ci.puyallup.wa.us](mailto:tomu@ci.puyallup.wa.us) if you have any further questions or comments about any aspect of this letter.

Sincerely,



THOMAS C. UTTERBACK  
Development Services Director

cc: Ken Lee, Sound Transit  
Kevin Yamamoto, City of Puyallup  
Steve Kirkelie, City of Puyallup  
Mark Palmer, City of Puyallup  
Katie Baker, City of Puyallup  
Soma Chattopadhyay, City of Puyallup





March 2, 2016

Elma Borbe  
Environmental Planner  
Sound Transit  
401 S. Jackson St.  
Seattle, WA 98104

**RE: DNS for the Sound Transit Puyallup Station Access Improvements Project**

Dear Ms. Borbe:

Thank you for the SEPA notification and the opportunity to comment on the proposed Puyallup Station Access Improvements Project. This project is of particular interest to the school district due to its proximity to Puyallup High School. The PHS campus surrounds the proposed 500-stall parking garage and the expanded 166-stall surface parking lot to the south and west.

In our review of the environmental documents, the District has determined that the project fails to mitigate its impact to the safety of the high school students, staff, and other community members that commonly frequent the high school facilities. Specifically, mitigation is needed in response to the increase in traffic (as identified under the Build Alternative discussed in the checklist) through roads that divide the PHS campus proposed, including but not limited to 6<sup>th</sup> Street NW/SW and 7<sup>th</sup> Street NW/SW. The District has other concerns related to anticipated impacts to school bus staging areas and routing, and temporary impacts to high school operations during the construction phase of the project. However, the District would first like to share a brief history of Puyallup High School and its significance to the Puyallup community.

*Background*

Puyallup High School is the oldest of the District's three comprehensive high schools and was constructed on its current site more than 100 years ago. It currently serves a student enrollment of over 1,660 high school students. The PHS campus is the largest high school in the District, in terms of permanent building square feet (233,500), but its campus is significantly smaller, occupying less than 14 acres. By comparison, the Rogers High School campus is 35 acres and the Emerald Ridge High School campus includes 55 acres. Over the years, the District has looked for opportunities to expand the campus by acquiring adjacent properties, which predominantly have been parcels improved with residential buildings.

*Operations Department*

323 12th Street Northwest, Puyallup, Washington 98371  
Telephone: (253) 841-8772 FAX: (253) 841-8640

Puyallup High School Master Plan

The Puyallup School District last updated the Puyallup High School Master Plan in September 2009. The master plan was developed by the District in support of long-range facilities planning efforts. The master plan was also submitted and reviewed by the City of Puyallup Planning Commission (with a recommendation for approval), but the plan was never considered by City Council.

The master plan is organized into three primary phases. As part of the 2004 PSD bond program, Phase 1 of the PHS master plan was completed. Phase 2 was proposed in subsequent bond elections (in years 2007, 2009, 2013), but failed to receive the voter supermajority required to pass a bond election. Phase 2 is likely to be completed in the next ten year time period, pending funding approval), and Phase 3 would follow in the 10-20 year time period. Drawings of each phase from the master plan are included as an attachment to this letter for reference.

The PHS Master Plan plans to increase the permanent student capacity to serve a 1,800 student population. Development of future phases would also provide other site improvements, such as additional onsite parking and athletic field & court improvements. In summary, Puyallup High School will continue its long tradition of educating high school students in our community at its current campus for the next 20 years and beyond.

Impacts from the Sound Transit Puyallup Station Access Improvements Project

The current road system divides the Puyallup High School campus into six campus areas. Pedestrians must cross over right-of-way at least once to travel from one area to another. Each area is described below:

- Main Building and Gym/Pool building with softball field.
- Portable Village block and Staff West Parking Lot
- Student Main Parking Lot
- Student North Parking Lot
- Staff East Parking Lot
- Tennis Courts

The divided campus translates into significant pedestrian movement between campus areas before, during and after the school day by students, staff and community members.

The environmental checklist suggests that an additional 1,200 vehicle daily trips will be generated from the 600 additional parking stalls proposed from this project. Six hundred trips in the AM and 600 trips in the PM. While the PM Peak Hour trips included in the Transportation Technical Report will be impactful to after school activities and other community use at the high school, the AM trips are of greatest concern due to the common arrival times of District staff and students and Sound Transit commuters, most often occurring during the school year in the pre-dawn hours.

The District requests as part of the SEPA mitigation process that Sound Transit provide crosswalk safety improvements adjacent to the school. The District has not had sufficient time to prepare a plan with proposed locations requiring improvements, however, existing crosswalk locations within 6<sup>th</sup> Street NW/SW and 7<sup>th</sup> Street NW/SW adjacent to school property should be considered the minimum. Proposed improvements at each crosswalk location would include the installation of RRFB, Rectangular Rapid Flashing Beacons, similar to what the city recently installed at the east leg of 7<sup>th</sup> Street SW and W. Pioneer.

The proposed closure of 3<sup>rd</sup> Ave NW, from 5<sup>th</sup> St NW to 6<sup>th</sup> St NW, will have an impact to existing school bus routes. Reasonable alternate routes appear to exist but may require improvements to existing intersections at 5<sup>th</sup> Street NW/2<sup>nd</sup> Ave NW and/or 5<sup>th</sup> Street NW/West Main. The District requests that Sound Transit consider the routes/movements of school buses in its traffic analysis and demonstrate that no significant impact will result.

Finally, the District is concerned about the short-term impacts to its campus as a result of the construction that may impede the daily operations at the high school. Specifically, congestion from construction-related trucks and equipment and its impact to traffic flow and school bus queueing area along the west side of 6<sup>th</sup> Street NW/SW. Excavation/drilling work for the parking garage foundation should be done over the summer months to avoid significant noise impacts that could disrupt the learning environment.

Conclusion

The Puyallup School District recognizes the value that Sound Transit provides members of our community. We have reviewed this project proposal with the intention of preserving the safety and educational environment of Puyallup High School. We look forward to working collaboratively with Sound Transit and City of Puyallup staff to ensure a viable outcome for each involved.

Sincerely,

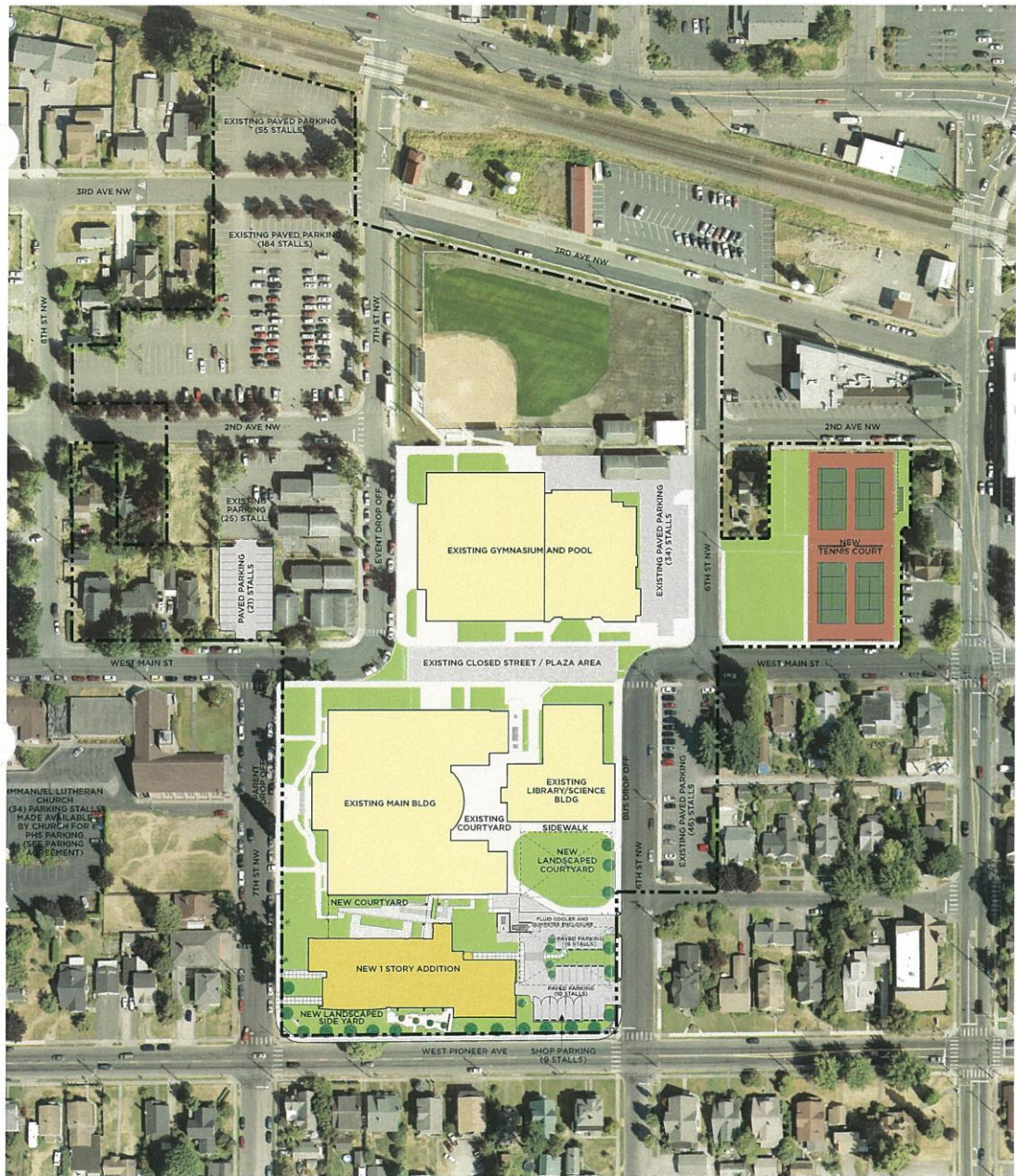
*Brian Devereux*

Brian Devereux  
Director of Facilities Planning

cc Dr. Timothy Yeomans, PSD Superintendent  
Dave Sunich, Puyallup High School Principal  
Brian Lowney, PSD Region 3 Chief Academic Officer  
Cathy McDaniel, PSD Director of Transportation  
Rudy Fyles, PSD Chief Operations Officer  
Kevin Yamamoto, City of Puyallup City Manager

Attachment





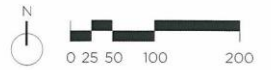
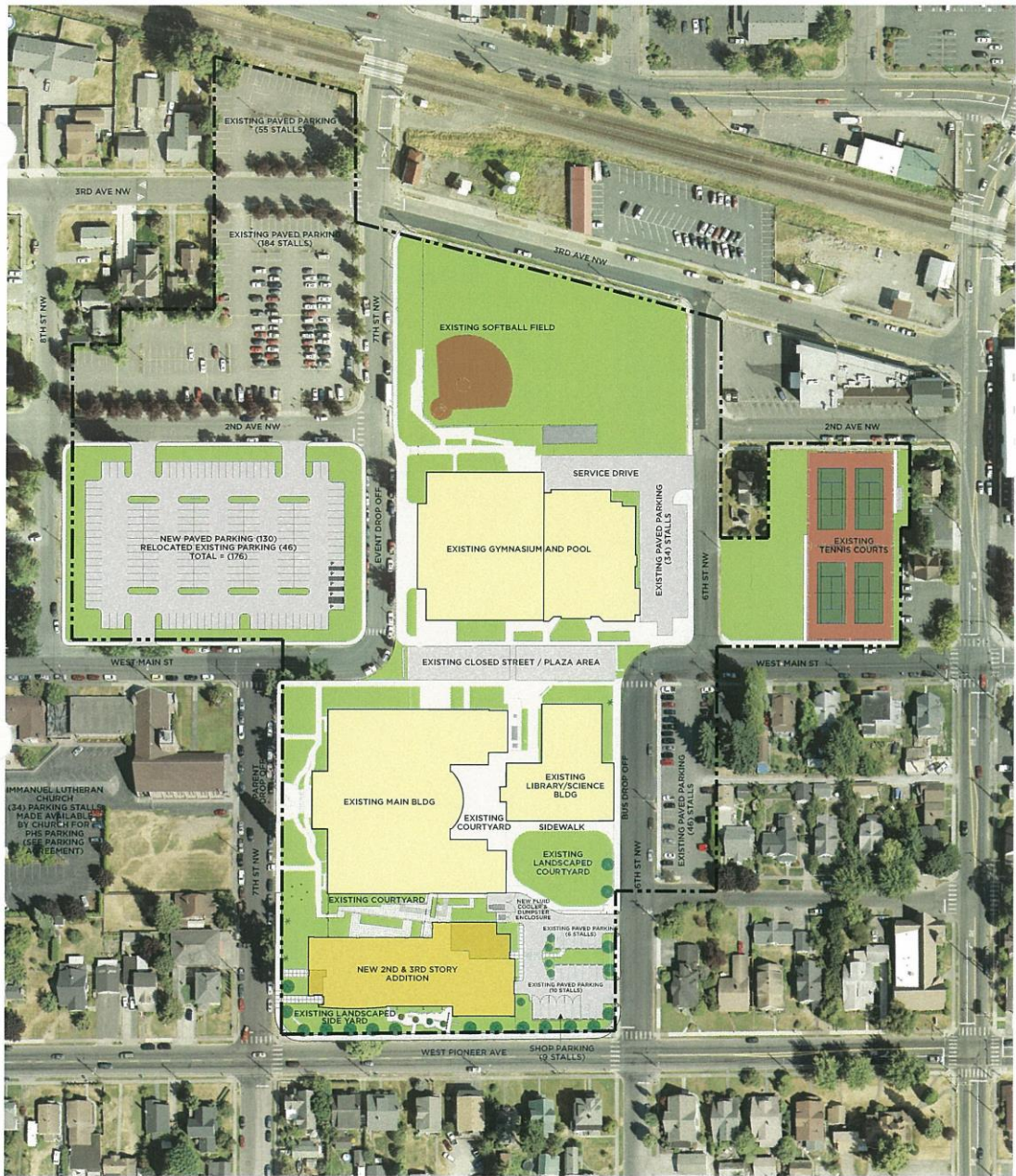
**MASTER PLAN**

**PHASE ONE // SITE PLAN  
PUYALLUP HIGH SCHOOL**



Sept-09



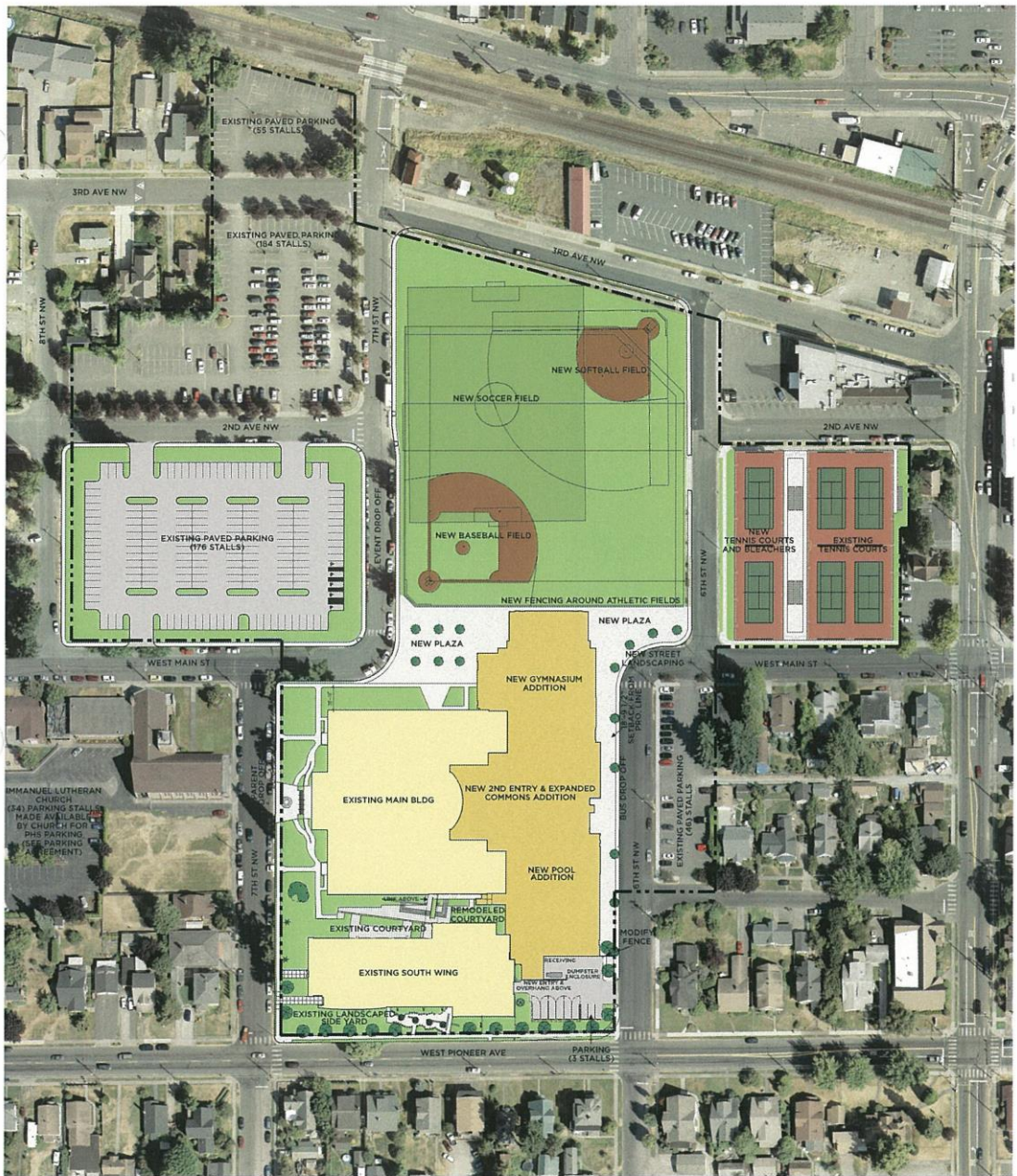


**MASTER PLAN** // PHASE TWO // SITE PLAN  
**PUYALLUP HIGH SCHOOL**



Sept-09





MASTER PLAN

PHASE THREE // SITE PLAN  
PUYALLUP HIGH SCHOOL



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