Puyallup Station Access Improvements Project

SEPA Environmental Checklist

February 2016

Prepared for:

401 South Jackson Street
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ENVIRONMENTAL EVALUATION

A. BACKGROUND

1. Name of proposed project, if applicable:

Puyallup Station Access Improvements Project

2. Name of applicant:

Sound Transit is the project proponent and SEPA lead agency

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

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

4. Date checklist prepared:

February 17, 2016

5. Agency requesting checklist:

Sound Transit

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

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

2019-2021: Project construction

All improvements are expected to be completed by 2021.

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

No.

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

Tacoma to Seattle Commuter Rail Environmental Assessment (1998)

Puyallup Sounder Commuter Rail Station Parking Expansion DCE (2009).

Puyallup Sounder Commuter Rail Station Parking Expansion SEPA Checklist (2009).

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.

No.

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

City of Puyallup: Conditional Use Permit; Demolition Permit; Right of Way Permit; Clear, Fill and Grade Permit; Utility Permit; Site Development Permit; Development Agreement; Stormwater Site Plan; Temporary Erosion and Sediment Control Plan

WA Department of Ecology: NPDES Construction Stormwater General Permit

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

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

Purpose and Need

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

More than 1,100 people ride a Sounder train or ST Express bus from the Puyallup Station every day. About two-thirds of Sounder riders drive to the Puyallup Station, and park at the Puyallup Station lot or other nearby lots. Another 20 percent use local bus services to access the Puyallup Station. The remaining Sounder riders access Puyallup Station via drop-off locations or non-motorized modes of transportation. Many of these riders find it difficult to access the station because parking is full by the second morning train before 6 am. Traffic congestion already creates delays at intersections around the station, similarly affecting both drivers and buses.

Sound Transit is expanding its South Line Sounder rail service, which is planned to include three new round trip trains by 2017 for a total of 13 daily round trips. Sound Transit is also forecasting ridership to increase to 1,600 riders in Puyallup by 2035. Additional parking capacity and congestion management will be required to meet this growing ridership demand. Similarly, additional bicycle and pedestrian amenities will improve non-motorized access to the station.

Project Description

The project would be located on the Eagles site west of the existing station at 202 5th Street NW, Puyallup, WA. The project includes maintaining the majority of existing parking spaces at the Sounder station surface lot and building a structured parking garage at the station. The proposed project includes a new five-level, approximately 503-space parking garage and expands an existing surface lot from 68 to 166 parking spaces. The total increase in parking from the project is 601 spaces. The existing 364 parking spaces located immediately adjacent to the Puyallup Sounder Station, and 219 leased parking spaces at the Red Lot would remain. On completion of the project, the total Puyallup Station dedicated parking spaces would be 1,252. The project also includes flashing yellow arrows to improve intersection operations in some locations, and non-motorized improvements, such as sidewalks, curb ramps, street lighting,

flashing beacon and yellow arrows at certain intersections, and two optional pedestrian bridges. Also included would be bicycle facilities consisting of a new approximately one-mile bicycle lane within existing pavement and bicycle storage in the parking garage. Figures 1 and 2 show these improvements.

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

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

The project is anticipated to acquire five private properties and one parcel of city right-of-way. Temporary construction easements will be needed for one or more properties.

The project site currently contains:

- Two fuel storage tanks surrounded by a concrete enclosure.
- A one-story wooden structure (1,983 square feet).
- A one-story wooden structure (930 square feet).
- A one-story wooden structure (320 square feet).
- A two-story masonry structure (16,328 square feet). This is building is currently owned and used by the Fraternal Order of Eagles, Daffodil Aerie 2308.

The current use of the project site is the Fraternal Order of Eagles, Daffodil Aerie 2308 meeting hall and two associated parking lots. The project site also includes two parcels of land that are not actively used, which contain some abandoned structures. All structures will be demolished. The project would include removal of a natural gas line and structure that connects to the parcel on which the Eagles building sits.

Sound Transit would provide mitigation measures to improve traffic operations, which are proposed as follows: (1) install a traffic signal at the intersection of 7th Street NW and Stewart Avenue with a left-turn pocket on each approach, and (2) construct a right-turn pocket on the eastbound approach of the Meridian/Stewart Avenue intersection. Final mitigation for all traffic impacts would be determined in conjunction with the City.

Construction Approach

The construction of the parking garage would begin with clearing and preparation of the site. This would include removal of structures, pavement, and landscaping. Utility relocations would also be required during this phase. The existing underground utilities within the footprint of the garage would be relocated to new underground locations that avoid the garage foundations. The final stage of site preparation includes excavation to get the site to an elevation a few feet below the finished grade of the first floor of the garage. This stage of construction is primarily completed using excavators as well as dump trucks for removal of materials. The second phase of construction is the installation of foundations. Because of the soft soils at the project site, deep pile foundations are the most likely foundation type. There are two types of piles for this

foundation type: drilled shafts and driven piles. The pile type used would not be determined until final design.

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

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

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

Address: 202 5th Street NW, Puyallup, WA 98371
Section/Township/Range: S28 T20N R4E

The proposed project is located west of the existing Puyallup Station, on the west side of 5th Street NW. A person who parks at the new parking garage would access the Puyallup station in two ways, depending on which train they wanted to take. For the eastbound train, a person would cross 5th Street NW and use a new sidewalk that connects with the existing surface parking lot sidewalk, which leads to the station platform. For a westbound train, a person would head north from the garage, cross over the train tracks to W Stewart Avenue, at that point they would turn right (head east) and walk about a block to get to the station.
See Figure 2 for the project site plan and Figure 3 for the vicinity map.

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site

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

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

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

5 percent

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

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

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

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

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

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

Total affected area would be about 8.0 acres, which includes all the proposed project improvements spread across some distance. Amount of excavation material would be about 5,600 cubic yards. Amount of fill material would be about 4,300 cubic yards.

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

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

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

The construction area, which would have new and replaced surfaces, is about 3.30 acres. Currently, the site has approximately 2.7 acres of impervious surface (81 percent of the site), and the project would convert approximately 0.3 acre from pervious to impervious. After project completion, there would be approximately 3.0 acres of impervious surface.

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

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

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

2. Air

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

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

The project site is located in an EPA-designated maintenance area for carbon monoxide (CO) and ozone (O_3). The proposed project is included in the 2015-2018 Regional Transportation Improvement Program (TIP) prepared by the Puget Sound Regional Council (PSRC). The project is listed as Project ID: RTA-88. The TIP conforms with the State Implementation Plan for air quality.

In the case of projects affecting traffic, the air pollutant of main concern is CO. For intersections with level-of-service (LOS) of "C" or better, the EPA has determined that there would not be an exceedance of the National Ambient Air Quality Standards CO criteria; therefore, those intersections meet the air quality conformity requirements. This is the case for all signalized intersections studied except the intersection of 4th Street NW/5th Street NW and Stewart Avenue and the intersection of Meridian and Stewart Avenue, which are both predicted to operate at LOS D with mitigation.

The 4th Street NW/5th Street NW and Stewart Avenue intersection is currently operating at an LOS of "C" and is predicted to decline to an LOS of "E" without the project by the year 2035. However, with the project and the proposed traffic mitigation measures, the intersection is predicted to have an LOS of "D" in 2035, with a notable reduction in congestion. Similarly, the Meridian and Stewart Avenue intersection is currently operating at an LOS of "D" and is expected to remain at that level with the project and the proposed traffic mitigation measures; however, there is a predicted increase in delay of 1 second, which is not predicted to have a measurable effect on CO concentrations.

The project would provide a total of 601 additional parking spaces in the parking garage and surface lot. This would replace an existing surface lot and current street-side parking for patrons accessing the Sounder Station. Based on the number of parking spaces, and the fact that patrons using the station would access high-capacity transit instead of potentially commuting by private vehicle, the total greenhouse gases (GHGs) from this station improvement would be well below the 10,000 metric ton recommended limit for a qualitative GHG analysis. Therefore, no further review or evaluation of GHGs was conducted for this project and no GHG impacts are predicted.

The project would not affect the overall air quality in the station area; moreover, the overall air quality in the area would continue to improve in the future due to improvements in automobile engine technology and the effectiveness of the EPA air quality programs. Additionally, the project would improve access to transit, which would result in the decrease in vehicle miles traveled in the area due to more people using the Sounder train. The project, with the proposed traffic mitigation measures, is not predicted to cause any new air quality impacts or worsen the severity of any

existing air impact and, therefore, is in conformance with the Puget Sound Clean Air Agency (PSCAA) maintenance program.

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

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

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

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

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

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

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

Some of the measures that are typically considered for mitigating construction impacts, such as wheel washers for trucks exiting the construction site, wind fencing to prevent dust transport, and phased development were examined and found not applicable for this project due to the relatively small amount of earth-moving involved.

There would be no adverse impacts during project operations; therefore, mitigation is not proposed.

3. Water

a. Surface Water:

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

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

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

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

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

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

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

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

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

The project would not require surface water withdrawals or diversions.

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

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

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

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

b. Ground Water:

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

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

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

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

c. Water runoff (including stormwater):

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

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

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

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

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

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

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

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

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

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

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

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

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

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

4. Plants

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

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

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

__X__ **shrubs**

__X__ **grass**

____ **pasture**

____ **crop or grain**

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

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

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

____ **other types of vegetation**

The project area is located in a heavily developed urban area, most of which currently consists of impervious surfaces. Areas within the project footprint that are not currently covered by impervious

surfaces are dominated by low-growing vegetation, such as maintained lawns and patches of weedy vegetation.

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

Low-growing vegetation, such as lawn and patches of weedy vegetation, are present in the areas that are not covered in impervious surface. Approximately 0.3 acre of pervious surface, including vegetated areas, would be removed. On completion of the project, there would be less pervious surface, but the project design would include areas landscaped areas with vegetation.

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

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

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

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

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

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

5. Animals

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

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

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

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

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

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

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

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

Endangered: Gray wolf (*Canis lupus*); marsh sandwort (*Arenaria paludicola*)

Threatened: Marbled murrelet (*Brachyramphus marmoratus*); yellow-billed cuckoo (*Coccyzus americanus*); streaked horned lark (*Eremophila alpestris strigata*); bull trout (*Salvelinus confluentus*); Oregon spotted frog (*Rana pretiosa*); Canada Lynx (*Lynx canadensis*); grizzly bear (*Ursus arctos horribilis*); Roy Prairie pocket gopher (*Thomomys mazama glacialis*); golden paintbrush (*Castilleja levisecta*); water howellia (*Howellia aquatilis*)

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

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

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

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

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

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

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

6. Energy and natural resources

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

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

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

The parking garage would cast a shadow on adjacent properties as the sun moves across the sky. The location of the parking garage (which would be the tallest component of the project at about 4.5 stories tall) is surrounded by a baseball field and tennis court to the south, train tracks to the north, parking lots to the west, and a large building that houses a door manufacturing company to the east. The duration of the shading may affect the potential use of solar energy by adjacent properties.

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

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

use of LED lights in areas requiring 24-hour lighting, reuse of stormwater, and use of recycled or non-potable water in construction.

7. Environmental health

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

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

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

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

- Parcel 1, Johnson Oil: Petroleum concentrations exceeding cleanup levels were present in soil and groundwater as recently as 2010 due to leaking underground storage tanks (LUSTs) and aboveground storage tanks (ASTs) on site. Cleanup activities were ongoing since 1994 with no No Further Action (NFA) status assigned by Ecology.
- Parcel 2, Eagles property parking: An EDR search generated no database information on the parcel. However, the potential that petroleum contamination from the adjacent Johnson Oil site has affected this parcel is moderate.
- Parcel 3, Eagles property parking: An EDR search generated no database information on the parcel. However, the potential that petroleum contamination from the adjacent Johnson Oil site (Parcel 1 above) or the Snider Oil property (Parcel 4 below) has affected this parcel is moderate.
- Parcel 4, Snider Oil: A chemical spill was listed at the site in 2004, with no other information regarding cleanup activities. Environmental concerns at this parcel also include potential impacts from adjacent properties, including Historic Cooksey's Auto Repair to the north, Vancouver Doors Company with known LUST to the east, and Puyallup School District Former State Site Cleanup to the south. The potential for petroleum concentrations to still be present beneath this parcel is moderate to high.
- Parcel 5, Eagles Building: An EDR search generated no database information on the parcel. However, the potential of petroleum contamination from the adjacent Vancouver Door Company (Parcel 7 below) and Puyallup School District sites appears to be low to moderate, while potential impacts from the former Snider Oil site (Parcel 4 above) seem more likely.
- Parcel 6, City Right of Way: An EDR search generated no database information on the parcel. However, the parcel is still likely to have petroleum-affected soil and groundwater due to the adjacent eastern property, Vancouver Door Company. Also, the potential of petroleum contamination from the north adjacent property, Snider Oil, appears to be relatively high.
- Parcel 7, Vancouver Door Company: Petroleum concentrations exceeding cleanup levels were present in soil and groundwater as recently as 2007 due to LUSTs and ASTs on site. A hydraulic spill is also listed at the site in 2001 with an NFA assigned in 2006 by Ecology.

Cleanup activities have been ongoing since 1998 with no NFA status assigned by Ecology. Despite the numerous releases associated with this parcel, Ecology files indicate that the majority of impacts were located beneath the parking lot located east of the Vancouver Door facility and not in proximity to this parcel. Based on this information, the likelihood that soil and groundwater impacts are located beneath this parcel appears to be low.

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

The project would include removal of a natural gas line and structure that connects to the parcel on which the Eagles building sits.

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

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

4) Describe special emergency services that might be required.

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

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

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

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

b. Noise

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

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

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

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

During construction, the project would create noise from heavy equipment, clearing, building demolition, and garage construction. Construction equipment at the site could include cement mixers, concrete pumps, cranes, haul trucks, loaders, pavers, and soil compactors. The loudest activities would include demolition, base preparation, and construction of structures. Noise levels

for these activities can be expected to range from 70 to 92 dBA at 50 feet from the activities. These noise levels, although temporary, can be annoying, and would be noticeable at the closest residences. Most residences are located more than 50 feet from the site and are shielded from the parking garage by existing buildings. Due to the shielding provided by these buildings, these residences would have notably lower noise levels.

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

There are no operational vibration criteria applicable to this project. Most vibration associated with the general construction activities is caused by excavation equipment, bulldozers, pile driving, and soil compactors. As described above, construction activities that may cause high levels of vibration, such as pile driving and soil compacting, could be noticeable at nearby structures.

During operation, there would be no noise impacts identified under FTA or City of Puyallup noise impact criteria.

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

During operations, there are no noise impacts predicted under either the FTA or the City of Puyallup criteria; therefore, no mitigation is necessary.

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

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

If construction activities were to be performed during the nighttime hours of 10 pm to 7 am, the contractor would be required to either meet the noise-level requirements or obtain a noise variance from the City of Puyallup.

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 use of the project site is the Fraternal Order of Eagles, Daffodil Aerie 2308 meeting hall and two associated parking lots. The project site also includes two parcels of land that are not actively used, which contain some abandoned structures.

The project would not affect current land uses on nearby or adjacent properties. The project site is surrounded by train tracks to the north, a baseball field and tennis courts to the south, the Vancouver Door Company factory to the east, and parking lots to the west. The existing Sounder Station and associated parking is located immediately to the east of the Vancouver Door Company property; as a result, this project would fit with the current land uses of the area.

Sound Transit would acquire five private properties and one parcel of city right-of-way, and obtain a permanent easement for one property. See Figure 4 for the location of these properties.

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

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

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

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

c. Describe any structures on the site.

The project site currently contains:

- Two fuel storage tanks surrounded by a concrete enclosure.
- A one-story wooden structure (1,983 square feet).
- A one-story wooden structure (930 square feet).
- A one-story wooden structure (320 square feet).
- A two-story masonry structure (16,328 square feet). This is building is currently owned and used by the Fraternal Order of Eagles, Daffodil Aerie 2308.

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

All the structures listed in 8c above would be demolished.

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

The zoning of the parcels that comprise the project site is CG – General Commercial. Permitted uses in this zone are those that promote a pedestrian shopping environment that minimizes the dependency on the automobile and encourages the use of mass transit by clustering a mix of uses that are accessible on foot (Puyallup Municipal Code 20.30.029).

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

The City of Puyallup's Comprehensive Plan Future Land Use Map has the site designated as AOC – Auto Oriented Commercial.

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

The project site is outside of the shoreline master program.

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

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

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

No one would reside or work in the completed project.

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

The completed project would displace the Fraternal Order of Eagles, Daffodil Aerie 2308 meeting hall. The Eagles report an estimated 5,000 registered members, although their various activities at the building typically draw around 300 members at one time.

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

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

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

The project is consistent with the City of Puyallup's Comprehensive Plan.

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

There are no nearby commercially significant agricultural or forested lands with which to be compatible.

9. Housing

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

This project would not provide any housing units.

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

No housing units would be eliminated.

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

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

10. Aesthetics

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

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

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

Foreground and middle-distance views from residential and commercial areas as well as views available to travelers would be altered by the new parking garage and pedestrian bridges. The project's visual character, however, would be generally compatible with the visual character of the existing rail corridor, the commercial core of the community, and public buildings to the east, resulting in a low-to-moderate visual impact. In the future, additional higher intensity development (a use consistent with the City's current Comprehensive Plan and zoning) in the vicinity would reduce the contrast of the project with the scale of surrounding buildings, and the impact would be low. The major feature of scenic views to the east during clear weather would continue to be the distant view of Mount Rainier, which dominates views in Puyallup. This view would not be altered or obstructed. See the Visual Quality Assessment for more information about how this project might affect aesthetics in the study area.

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

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

11. Light and glare

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

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

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

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

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

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

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

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

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

12. Recreation

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

There are properties to the south of the project site and across the street that provide recreation. They are owned by the Puyallup School District and contain a baseball field and tennis courts.

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

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

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

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

Section 4(f) Evaluation

Across the street from the proposed project site are a baseball field and tennis courts owned by the Puyallup High School. The school's primary purpose is education and not a public park. Substantial use of these recreational uses is limited to the students and is not open to the public during normal operating hours. Further, the City's Parks, Recreational and Open Space Plan acknowledges that school facilities "support" the City's recreational plan and are not readily open to the community for use. Given the limitation of using these recreational facilities by the public, these facilities are not subject to Section 4(f) regulations.

Section 6(f)

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

13. Historic and cultural preservation

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

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

The consultant conducted a reconnaissance-level cultural resources inventory and evaluation of historic era resources within one tax parcel of the proposed garage and pedestrian overpasses. The consultant identified 15 building, structure, and/or object within the APE that were constructed during the historic era and had not yet been evaluated by the State Historic Preservation Office (SHPO) at the Washington Department of Archaeology and Historic Preservation (DAHP) for eligibility to the National Register of Historic Places (NRHP). As part of the study, the consultant completed historic property inventory forms (HPIs) for each resource in the Washington Information

System for Architectural and Archaeological Records Data (WISAARD), as per DAHP guidelines. The Cultural Resources Technical Report prepared for this project is an attachment to this document.

The following summarizes FTA's consultation with Department of Archaeology and Historic Preservation (DAHP):

- May 4, 2015: DAHP concurred with FTA's proposed definition of the Area of Potential Effect
- May 14, 2015: DAHP concurred with FTA's preliminary determination that the Eagles Hall is "not eligible for listing in the National Register of Historic Places.
- December 3, 2015: DAHP concurred with FTA's preliminary determination that BNSF resources are non-contributing elements to a possible, larger NRHP eligible resource.
- January 20, 2016: DAHP concurred with FTA's preliminary determination of "no historic properties affected for 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.

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

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

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

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

FTA sought government-to-government consultation with the Puyallup Tribe, Nisqually Tribe, Muckleshoot Indian Tribe, and Confederated Tribes and Bands of the Yakima Nation. Consultation regarding the Puyallup Access Improvement project. The Tribes has identified no information

regarding Traditional Cultural Places that the project would affect. FTA will continue to consult with tribal governments throughout duration of the Project in accordance with Section 106. The Cultural Resources Technical Report is included as an attachment to this document.

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

There is a high probability for identifying archaeological resources within the APE. Since the area is paved, an archaeological inventory was not possible at this time. In lieu of an inventory, the consultant observed sediments from geotechnical boring samples that are indicative of a relatively low-energy depositional environment, thereby increasing the probability for intact archaeological materials. The structural foundation design for the Puyallup Station is currently not known but may include ground disturbing excavation as deep as 15 feet below surface and pilings or geopiers as deep as 80 feet below surface to support this facility. As a result, the consultant recommends the following:

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

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

14. Transportation

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

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

The project area is served by a network of roadways consisting of principal arterials, minor arterials, collector streets, and local streets. The S. Meridian Street (southbound) and 2nd Street/3rd Street (northbound) couplet is a principal arterial through the study area, with two lanes in each direction. W. Pioneer Avenue is a principal arterial with two lanes west of S. Meridian Street, and three lanes, including a center-turn lane, east of S. Meridian Street. W. Stewart Avenue is a minor arterial that parallels the railroad tracks to the north. 5th Street (west) is a north-south minor arterial. Other streets that serve the station area are W. Main Avenue, 7th Street NW, and 3rd Avenue NW.

See Figure 1 for the local streets serving the site.

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

Pierce Transit and Sound Transit both have bus routes in the area, which serve the Puyallup Station. Sound Transit also has commuter rail that serves the Puyallup Station.

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

The current number of dedicated parking spaces for the Puyallup Station is 651. The number of additional parking spaces provided by the project is 601, which includes 503 spaces in the new garage and 98 new spaces in the existing surface lot. On completion of the project, the total Puyallup Station dedicated parking spaces would be 1,252.

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

In addition to the new parking garage, the project would build other non-motorized improvements, such as signal modifications, bicycle facilities, curb ramps, flashing beacons, street lighting, and two optional pedestrian bridges. The proposed bicycle lane on W Stewart Avenue would be striped and use existing pavement. Figure 1 shows these proposed improvements.

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

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

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

The project would generate approximately 1,200 vehicle daily trips. The estimated daily trips was conservatively calculated by multiplying the estimated number of new parking spaces added at the station by 2 (one car in and out of the station).

Peak traffic volumes occur between 4:45 pm and 5:45 pm. None of the site-generated trips is forecasted to be trucks.

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

As shown in the table below, three of the study area intersections are forecast to operate below the City's LOS performance threshold in 2035 for the No Build Alternative. The three intersections include the two-way stop-controlled (TWSC) intersection of 7th Street NW at Stewart Avenue (Intersection No. 1), the signalized intersection of 4th Street NW/5th Street NW at Stewart Avenue (Intersection No. 10), and the TWSC intersection of 2nd Street NW/North Lot Driveway (east) at Stewart Avenue (Intersection No. 17). Of these three intersections, only Intersection No. 1 would have a substantial increase in delay with the Build Alternative. The LOS and delay would be the same at Intersections No. 10 and No. 17 for the No Build and Build alternatives. Also, the signalized intersection of Meridian at Stewart Avenue (Intersection No. 21) is forecast to operate close to the LOS D/LOS E threshold.

2035 No Build Alternative and Build Alternative PM Peak Hour LOS

Intersection		Intersection Control	Existing		2035 No Build Alternative		2035 Build Alternative	
No	Name		LOS	Delay (sec./ vehicle)	LOS	Delay (sec./ vehicle)	LOS	Delay (sec./ vehicle)
1	**7th Street NW and Stewart Avenue**	**TWSC**	C	15	**F**	**68**	**F**	**110**
2	**7th Street NW and 3rd Avenue**	**TWSC**	A	7	A	8	**F**	**93**
3	7th Street SW and Main	TWSC	A	6	A	6	A	7
4	7th Street SW and Pioneer	TWSC	B	14	C	24	C	23
5	Eagles Lot Driveway (exit) and 3rd Avenue NW	TWSC	A	6	A	7	D	33
6	**6th Street NW and 3rd Avenue NW**	**TWSC**	A	7	A	6	**E**	**39**
7	**6th Street NW and 2nd Avenue NW**	**TWSC**	A	6	A	6	**E**	**49**
8	6th Street NW and Main	TWSC	A	6	A	6	A	8
9	6th Street SW and Pioneer	TWSC	B	11	B	14	B	14
10	**4th Street NW/5th Street NW and Stewart Avenue**	**Signal**	C	26	**E**	**64**	**E**	**66**
11	5th Street NW and 3rd Avenue (removed in Build)	TWSC	B	11	C	18	NA	NA
12	5th Street NW and 2nd Avenue	TWSC	B	12	B	12	C	21
13	5th Street (west) and Main	Signal	B	11	D	36	C	30
14	5th Street SW and Pioneer	Signal	C	24	D	36	C	31
15	Stewart Avenue and North Lot Driveway (west)	TWSC	B	11	B	14	B	13
16	Stewart Avenue and North Lot Driveway (center)	TWSC	A	10	D	32	D	28
17	**Stewart Avenue and 2nd Street NW/North Lot Driveway (east)**	**TWSC**	C	15	**E**	**42**	**E**	**42**
18	Main and Station Lot Driveway (west)	TWSC	A	8	D	26	D	29
19	Main and 3rd Street SW/Station Lot Driveway (east)	TWSC	A	9	C	20	D	28
20	2nd Street SW and Pioneer	TWSC	B	12	C	17	C	20
21	**Meridian and Stewart Avenue**	**Signal**	D	36	D	53	**E**	**56**
22	Meridian and Main	Signal	B	18	C	21	C	24
23	Meridian and Meeker	Signal	B	10	B	16	B	18
24	Meridian and Pioneer	Signal	B	15	C	21	C	20
25	2nd Street NE/Stewart Avenue/Main	Signal	B	19	C	24	C	25
26	**2nd Street NE/3rd Street SE and Main/Spring Street**	**TWSC**	C	24	C	25	**E**	**44**
27	3rd Street SE and Pioneer	Signal	C	20	C	23	C	22

Note: Cells highlighted in grey and with **bold** text exceed the City's LOS standards (are below LOS D).

TWSC = two-way stop-controlled

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

Five additional intersections are forecast to operate below the City's LOS performance threshold in 2035 for the Build Alternative (as shown in the table above). The five additional intersections include the four TWSC intersections of 7th Street NW at 3rd Avenue (Intersection No. 2), 6th Street NW at 3rd Avenue NW (Intersection No. 6), 6th Street NW at 2nd Avenue NW (Intersection No. 7), 2nd Street NE/3rd Street SE at Main/Spring Street (Intersection No. 26) and one signalized intersection, and Meridian at Stewart Avenue (Intersection No. 21).

The TWSC intersections of 7th Street NW at 3rd Avenue (Intersection No. 2), 6th Street NW at 3rd Avenue (Intersection No. 6), and 6th Street NW at 2nd Avenue (Intersection No. 7) are in the immediate vicinity of the new parking garage. Congestion on Stewart Avenue at 4th Street NW/5th Street NW (Intersection No. 10) causes traffic to back up on the local streets, resulting in long delays at the stop-controlled approaches.

For the signalized intersection of Meridian at Stewart Avenue (Intersection No. 21), some movements are over capacity in the No Build Alternative, and the intersection is close to the LOS E threshold with 53 seconds of delay. The additional traffic volume from the new parking garage adds 3 seconds of delay and causes the intersection to exceed the 55-second LOS E threshold by one second.

The 2nd Street NE/3rd Street SE at Main/Spring Street intersection (Intersection No. 26) is adjacent to the rail crossing and the forecast intersection delay is heavily influenced by train traffic, and the adjacent signalized intersections along 2nd Street NE/3rd Street SE, which causes vehicles to back up on 2nd Street NE/3rd Street SE. In addition, Sounder passengers parked along Spring Street cross 2nd Street NE/3rd Street SE at this intersection, which also causes vehicles to back up on 2nd Street NE/3rd Street SE. Additional Sounder-related traffic on the eastbound approach results in increased delay at this intersection.

Sound Transit has mitigation measures proposed as part of the project to improve LOS at all these intersections to meet the City's performance threshold, except for the unsignalized intersection of 2nd Street NE/3rd Street SE and Main/Spring Street; this intersection would be an LOS E, but this impact is not significant and could be addressed through the measures described below.

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

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

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

Sound Transit would provide mitigation measures that would improve LOS to D or better at all study area intersections, except for the unsignalized intersection of 2nd Street NE/3rd Street SE and Main/Spring Street. The proposed mitigation measures are: (1) install a traffic signal at the intersection of 7th Street NW and Stewart Avenue (Intersection No. 1) with a left-turn pocket on each approach, and (2) construct a right-turn pocket on the eastbound approach of the Meridian/Stewart Avenue intersection (Intersection No. 21).

While 2nd Street NE/3rd Street SE (Intersection No. 26) exceeds the City's performance threshold, the impact is not expected to be significant. The northbound congestion from 2nd Street NE at Stewart Avenue/Main (Intersection No. 25) backs up into this study intersection, which results in limited gaps for traffic to turn from the Main/Spring Street intersection onto 2nd Street NE/3rd

Street SE. It is anticipated that drivers will shift to parallel roadways if the delay on the stopped approach becomes undesirable. Potential improvements for the 2nd Street NE/3rd Street SE at Main/Spring intersection include signal timing modifications at adjacent intersections to provide gaps in the traffic to allow Main/Spring Street traffic to enter 2nd Street NE/3rd Street SE. Another potential improvement could include adding a left turn pocket on Main Street.

Sound Transit would provide the proposed improvements identified or other improvements as agreed to with the City of Puyallup. In lieu of constructing the improvements identified, Sound Transit could instead contribute to a City project to improve intersection performance where the No Build Alternative would already be below standards, as agreed to with the City. Final mitigation for all traffic impacts would be determined in conjunction with the City.

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

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

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

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

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

16. Utilities

a. Circle utilities currently available at the site:

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

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

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

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

C. SIGNATURE

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

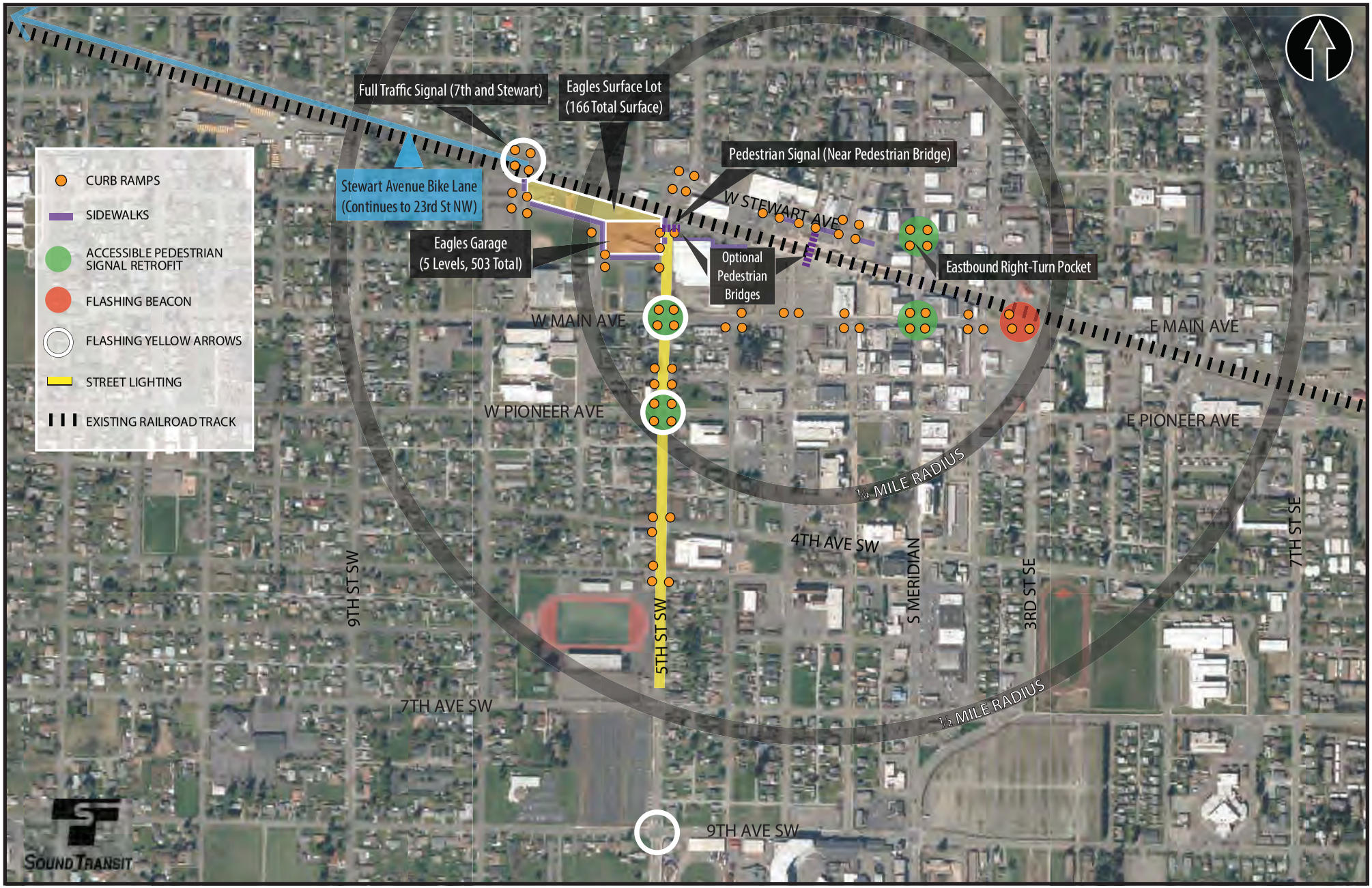
Signature: Maya Hunnewell

Name of Signee Maya Hunnewell

Position and Agency/Organization Environmental Planner, Parametrix

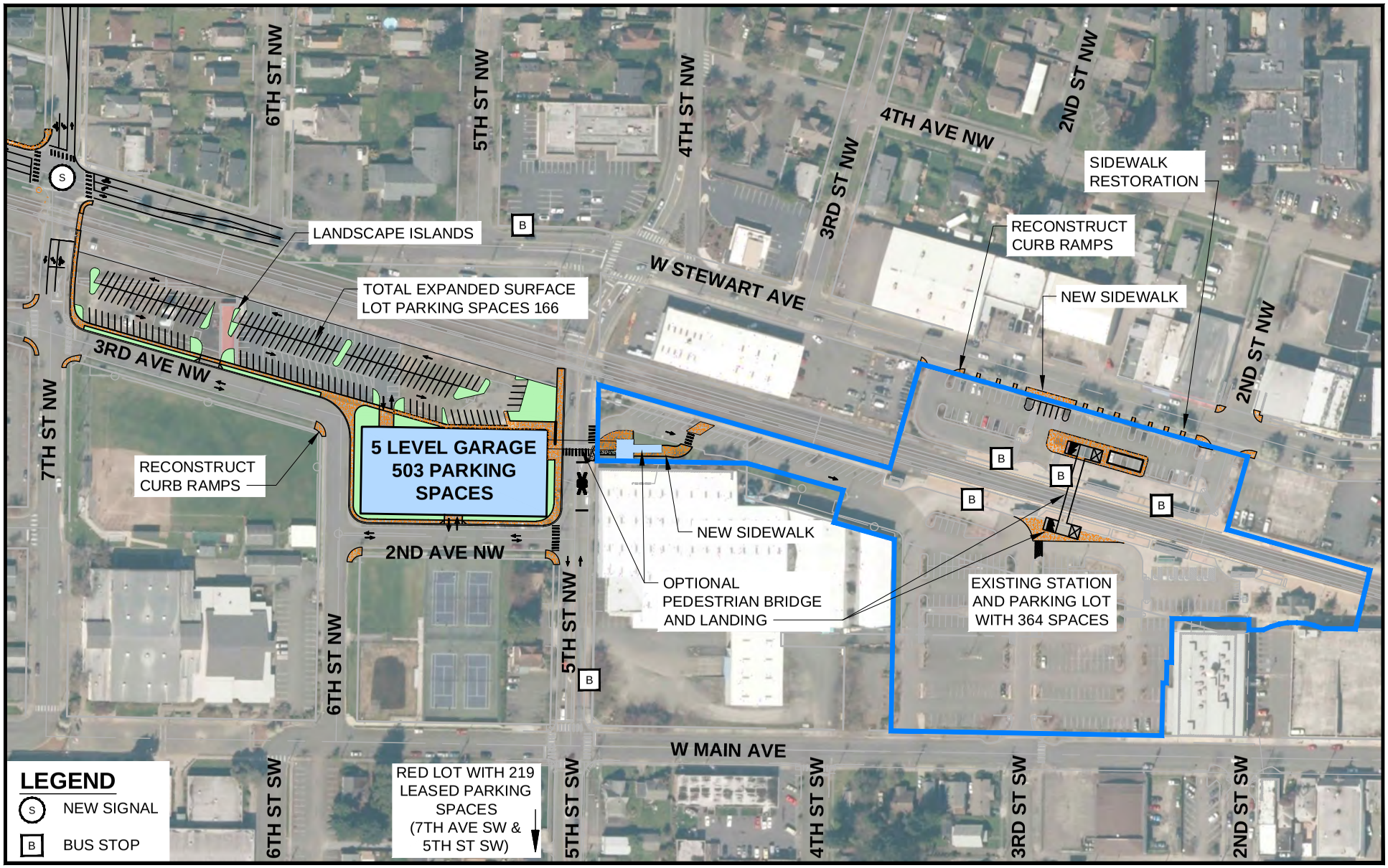
Date Submitted: February 17, 2016

Figures



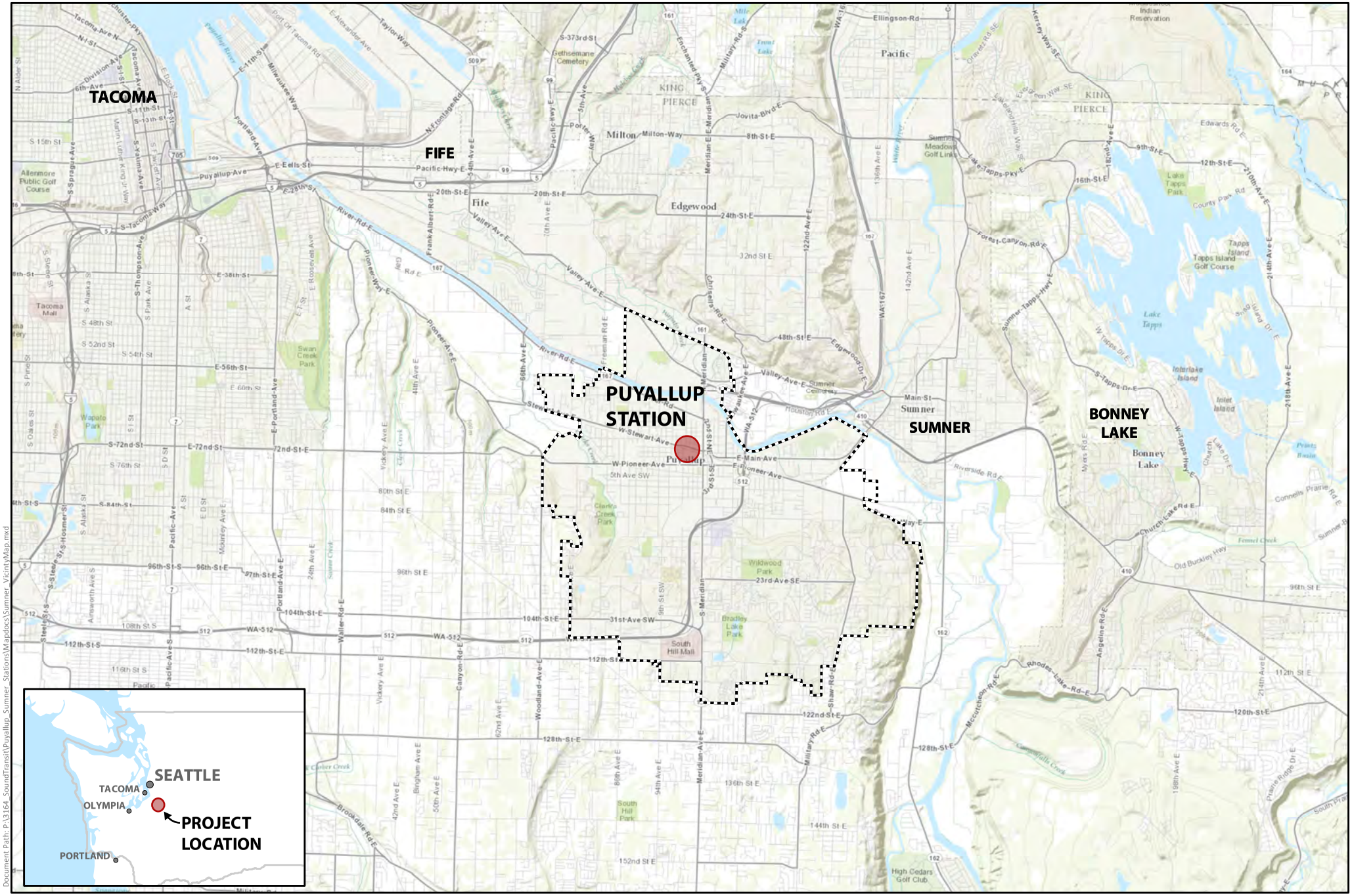
Puyallup Station Access Improvements Project

Figure 1.
Summary of Proposed Improvements



Parametrix DATE: January 6, 2016 FILE: PS3164041-PUY-SP

Figure 2.
Puyallup Station Site Plan
Sound Transit



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

Station

Puyallup City Limits

0 1.25 2.5 Miles

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

Figure 3. Vicinity Map

Puyallup Station Access Improvements

Figure 4.
Proposed Acquisitions

NOTE: All potential improvements are subject to change or elimination to reconcile costs with project budget.

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: C. WOODCOCK
DRAWN BY: K. TAYLOR
CHECKED BY: X. XXXXXX
APPROVED BY: X. XXXXXX

Parametrix
ENGINEERING . PLANNING . ENVIRONMENTAL SCIENCES

SUBMITTED BY:
DATE:
REVIEWED BY:
DATE:

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SCALE: NONE
FILENAME: PS3164041-PG3
CONTRACT No.:
DATE: 04/27/15

DRAWING No.: G-03
LOCATION ID:
SHEET No.: 3
REV:

04/28/15 | 12:01 PM | TAYLOKAT
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