
Attachment H

Cumulative and Indirect Impacts

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Briefly describe any cumulative and indirect impacts resulting from the proposed project.

The primary cumulative impacts are associated with the recent and proposed site development of the Sounder Century Yard. These impacts focus on increased employment at the site considering the site has been in railroad use for decades. The Sounder Yard Expansion Project, to be completed in late 2017, would employ an estimated 45 employees who are included in the baseline for traffic analysis. The proposed Sounder Yard and Shops Facility Project would add approximately 31 more employees working at the site upon its completion in 2021.

Vehicular trips generated at the completion of the proposed shops facility was evaluated and peak hour delays are expected to be low to moderate for all nearby intersections. Analysis included additional vehicle trips from the Sounder Yard Expansion Project in the baseline. No significant traffic impacts to overall intersection delay or level of service are expected as a result of the proposed project. The analysis of vehicular traffic impacts from increased nighttime train crossings and resulting blockages of 100th Street SW determined that the overall signal cycle length provides sufficient capacity to discharge queues in either direction within two signal cycles, and impacts to traffic due to nighttime crossings would be minimal.

Public transit in the project area is provided by Pierce Transit and includes bus routes along Steilacoom Boulevard SW, South Tacoma Way, and 100th Street SW. For the Pierce Transit Route 48 along 100th Street SW, minor delays may be caused by train switching activity. The service hours end at approximately 9 PM, while train switching would likely occur between 8 PM and 4 AM. As such, bus route delays of up to approximately 3 minutes to approximately 12 times per night may occur due to train switching movements. During weekday evening hours, a number of deadheading buses (non-revenue service trips) also use 100th Street SW to return to the Pierce Transit bus maintenance base on 96th Street SW. Similar to the Route 48, these buses would be directly affected by delays due to rail switching activity. Sound Transit's Route 574, operated by Pierce Transit, currently departs the Pierce Transit maintenance facility in the early morning hours and could be affected by the train movements. Potential future increases in bus service levels and/or evening deadheading activity would also be affected by train switching across 100th Street SW during overlapping hours of operation. However, these blockages are not anticipated to substantially delay or add travel time and alternative routing is available to further minimize delays.

Train switching maneuvers across 100th Street SW may cause temporary delays to freight using 100th Street SW. Given the short duration of the blockage of 100th Street SW and alternative routing available via Steilacoom Boulevard SW and Lakeview Avenue SW, these disruptions would not have an appreciable effect on overall freight mobility and capacity in the area. Similar to freight and transit, train switching maneuvers across 100th Street SW may cause temporary delays to emergency services using 100th Street SW. Police and fire services have alternative routes, so impacts would be minimal.

Multiple transportation-related noise sources and other urban noise sources already exist in the project area, generating an existing 60 to 62 dBA L_{dn} . Independent of the Sounder Yard and Shops Facility Project, noise levels would increase compared to existing conditions between 4 AM and 7 AM and between

5 PM and 8 PM based on the future operation schedule. Project noise would result in cumulative noise levels between 61 and 64 dBA L_{dn} , which would result in moderate noise impacts under the FTA criteria at 12 multi-family units and 4 single-family residences. The project would not have a cumulative effect on vibration levels at any vibration-sensitive locations.

No additional cumulative impacts were identified that could affect the adjacent light industrial land uses, visual quality, noise sensitive land uses, historic and archaeological, or natural resources. Moreover, no other proposed projects are known in the project vicinity.

Indirect impacts are those impacts that occur at a different time or place as a result of the proposed Sounder Yard and Shops Facility Project. As maintenance of the Sounder trains is currently performed by others at an Amtrak facility in the SODO area of Seattle, the primary indirect effect of the proposed project would be the shift of those maintenance activities from the SODO facility to the new maintenance building proposed at the Century Yard. These maintenance activities are performed by third-party contractors to Sound Transit, so it is not known if the number of employees would be reduced at the SODO facility or if potential displaced employees associated with the SODO facility would transfer to the Century Yard facility. As the SODO facility is a major regional facility serving trains operating throughout the region, it is not expected that the change in level of maintenance activities and associated impacts to land use, neighborhoods, employees, traffic, air and noise, or natural resources would be substantial.