Attachment E

Environmental Justice Evaluation Memorandum

Auburn Station Parking and Access Improvements

Environmental Justice Evaluation Memorandum

SOUNDTRANSIT
401 South Jackson Street
Seattle, WA 98104-2826

January 2020

Table of Contents

List of Figures

List of Tables

List of Acronyms and Abbreviations

City	City of Auburn
EO	Executive Order
FTA	Federal Transit Administration
Project	Auburn Station Parking and Access Improvements Project
Sound Transit	Central Puget Sound Regional Transit Authority
STart	Sound Transit Public Art Program
USDOT	U.S. Department of Transportation

1.0 Project Introduction

The Auburn Station Parking and Access Improvements Project (Project) consists of a new parking garage and pedestrian, bicycle, and transit amenities serving patrons of the Sounder South Rail system at the Auburn Station in Auburn, Washington. The site of the proposed garage (project site) is owned by the City of Auburn (City) and is in use as a surface parking lot for the One East Main Street Building. Sound Transit would purchase the property from the City; the 120 parking spaces would be replaced with spaces at the proposed garage. The project site is bounded by 1st Street NW on the south, an alleyway on the north, BNSF Railway on the west, and A Street NW on the east. The current design includes five levels with a partial half level for a total height of 58 feet. The proposed garage would provide approximately 675 parking spaces for a total revised capacity of 1,146 transit spaces to meet existing and projected demand.

The following pedestrian, bicycle, and transit amenities are proposed adjacent to and near the project site to enhance overall access to the Auburn Station.

- Adjacent to the project site, amenities include painted crosswalks, signals, lighting, and signage.
- At the intersection of W Main Street and B Street NW, the following amenities would improve pedestrian safety and traffic calming:
    - Rechannelizing the W Main Street approach to B Street NW and installing a curb extension and concrete median curb.
    - Implementing a bicycle left-turn pocket to accommodate bicycle access from westbound W Main Street into the station.
    - Installing a rapid flashing beacon at the W Main Street crossing just east of B Street NW.
- At the Auburn Station, planned bicycle improvements include modifications to prepare for future increases in bicycle storage options; smart lockers provide opportunities for commuters to pay and reserve lockers.
- At five existing bus stops along the routes that connect with the Auburn Station, new bus shelters would be installed.

Details of these amenities would be finalized as part of final design and in collaboration with the City.

The Project would acquire the project site property. Temporary construction easements near the project site would be required to facilitate construction of the proposed improvements. These include a staging area for temporary storage of construction materials, areas where utility relocation would occur and where construction equipment and materials would be transported to and from the project site, and areas where overhead airspace would be required for the movement of cranes. All temporary construction easements would be restored to original conditions when construction of the proposed improvements is completed.

In support of sustainability, Sound Transit is committed to environmentally sustainable features in the design and building of its parking garages—such as charging stations for electric vehicles, photovoltaic panels/arrays, and sustainable materials—which may be included in the design or added in the future. Landscaping, including screening of the parking garage, would be incorporated into the site design and would integrate with its surroundings. Sound Transit is committed to the communities within its service area and sets aside construction dollars for public art. The Sound Transit Public Art Program (STart) would manage the integration and maintenance of art into the new facility. The Project would provide stormwater runoff control and treatment per the City's applicable design standards. Low-impact development (LID) facilities (e.g., biofiltration, amended soils, tree planting) would also be implemented where feasible. The final control method would be determined during the final design phase.

2.0 Purpose of Evaluation

The purpose of an environmental justice evaluation is to comply with the requirements of Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice to Minority Populations and Low-Income Populations*, which was issued by President William Clinton on February 11, 1994. The intended purpose of EO 12898 is to ensure that minority and low-income populations are not subjected to "disproportionately high and adverse" impacts and are able to provide input regarding the Project. A disproportionately high and adverse impact is defined as one that (1) is predominantly borne by an environmental justice (i.e., minority and/or low-income) population; or (2) would be experienced by an environmental justice population to a degree that is appreciably more severe or greater in magnitude than that which would be experienced by the non-environmental justice population.[1] EO 12898 also includes directives to ensure that minority and/or low-income populations that may be affected by a proposed project and are afforded adequate access to information about the proposed project, as well as the ability to provide input to project proponents.

3.0 Regulatory Framework

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

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

Definitions

The following definitions regarding minority and low-income populations are taken from FTA's *Environmental Justice Policy Guidance for Federal Transit Administration Recipients* (Circular FTA C 4703.1).

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

4.0 Approach and Methodology

For this evaluation, Sound Transit reviewed 2016 Census demographic data (U.S. Census Bureau 2016) within a 0.5-mile radius (study area) of the location of the proposed parking garage[2] to determine the presence of minority and low-income populations near the project site. This study area encompasses the anticipated construction and operational impacts of the Project and includes the area where the greatest benefits would accrue. Census data for the City are available at the census block group level. The block group boundaries are illustrated in **Figure 1**.

The percentage of minority and low-income representation in the study area was compared to an appropriate reference population. Sound Transit typically uses the Sound Transit District as the reference population. The Sound Transit District includes the most populated areas of King, Pierce, and Snohomish counties, and the boundaries generally follow the urban growth boundaries created by each county in accordance with the state Growth Management Act and electoral precincts as established in 1996. The Sound Transit District is where major transit investments, such as commuter rail and light rail, would be located.

In addition to the demographic data review, a neighborhood inventory was conducted to better determine the presence of potential environmental justice populations, and businesses and services that support them, within 0.25 mile of the project site (neighborhood inventory area).

To determine the potential for the Project to result in disproportionately high and adverse impacts on environmental justice populations, all potential impacts that may occur as a result of the construction and operation of the Project in the study area were identified. Impacts in each

[2] The parking garage location was used as the center of the 0.5-mile radius because the construction and nearby operation of that facility would be the source of potential impacts on the surrounding community and the environment. The proposed pedestrian, bicycle, and transit amenities also occur within the study area.

resource area were evaluated for their potential to be considered "high and adverse" and also whether mitigation would reduce them below this threshold. Consistent with DOT Order 5610.2, the benefits of the Project were also considered when determining the potential for disproportionately high and adverse effects.

If high and adverse impacts were identified, effects on the identified environmental justice communities were evaluated and compared to the effects on the overall population to determine if potential high and adverse effects would be borne disproportionately by the environmental justice communities. This process was used in this environmental justice evaluation, and the *Conclusions* section of this technical memo describes any disproportionately high and adverse impacts that were identified.

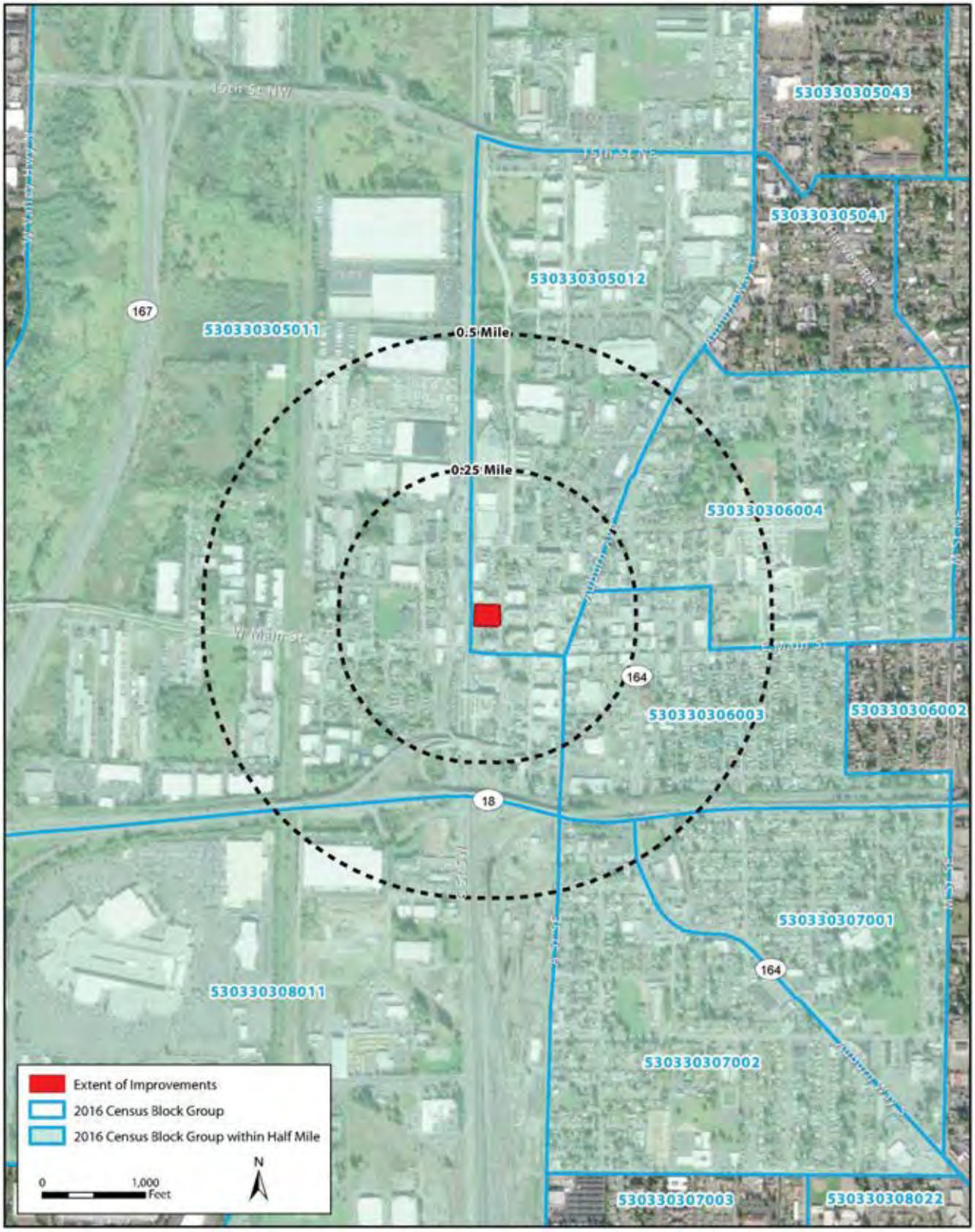

Figure 1 Environmental Justice Study Area Boundaries

Project Study Area Context

Census data were reviewed and a site visit to the study area was conducted to identify land uses and environmental justice populations in the project vicinity. Land uses in the study area and neighborhood inventory area are described below.

Study Area (0.5-Mile Radius)

Land use in the northwest quadrant of the study area is predominantly non-residential, with downtown urban and industrial properties. West Auburn High School is located in this area. The northeast quadrant of the study area is predominantly residential land use with some commercial uses. It includes historic Main Street and much of the downtown center of the City. Single- and multi-family residences can be found in this quadrant, as well as City Hall, the Auburn Police Station, Washington Elementary School, Plaza Park, B Street Plaza Park, and Veterans Memorial Park. A concentration of medical and dental facilities are in the northeast quadrant of the study area. The southeast quadrant of the study area consists mostly of residential and commercial properties; it also includes Bicentennial Park. The southwest quadrant of the study area consists of residential, commercial, and industrial properties.

Neighborhood Inventory Area (0.25-Mile Radius)

Apartment buildings, duplexes, and single-family residences make up approximately 16% of the 0.25-mile neighborhood inventory area. Approximately 80% of the neighborhood inventory area consists of commercial and industrial properties. Warehouses, residences, retail shops, grocers, restaurants, banks, government service buildings, a high school, medical facilities, parking structures, a daycare center, and office buildings comprise the majority of buildings along W Main Avenue, E Main Avenue, A Street NW, A Street SW, A Street SE, and Auburn Avenue. Notable entities that may work with or assist low-income or minority populations include West Auburn High School, Auburn City Hall, the U.S. Post Office, MultiCare Auburn Medical Center, VMC - Valley Women's Healthcare Clinic, Christ Community Free Clinic, Recovery Garage, and Safeway. Two low-income apartment buildings were also identified in the neighborhood inventory area. Gustaves Manor, with 35 subsidized housing units, is approximately 150 feet south of the project site (King County Housing Authority 2019). Buena Vista Apartments, with 17 income-restricted housing units, is approximately 30 feet north of the project site (King County Department of Assessments 2019).

Figure 2 shows the locations of businesses, schools, parks, apartment complexes, and services for low-income and minority populations in the neighborhood inventory area.

Minority and Low-Income Populations

Table 1 compares the minority and low-income populations in the study area, the City, and the Sound Transit District. Census block groups that are partially inside the study area are included in the study area for this analysis.

Table 1 Minority and Low-Income Populations at Auburn Study Area (0.5 Mile)

Area (Census Block Groups)	Percentage Minority[a]	Percentage Low-Income[b]
Project Study Area	40.9%	50.1%
City of Auburn	31.6%	15.8%
Sound Transit District	31.8%	25.5%

Source: U.S. Census Bureau 2016.

[a] Reflects the percentage of the population in the census block groups identifying as American Indian and Alaska Native, Asian, Black or African American, Hispanic or Latino, and Native Hawaiian and other Pacific Islander.

[b] Reflects the percentage of the population in the census block groups with household annual incomes at or below two times the U.S. federal poverty level.

The census block groups in the study area (**Figure 1**) have a higher percentage of both minority and low-income populations than the City, as a whole. Minority populations make up 40.9% of the study area, but only 31.6% of the City; low-income populations make up 50.1% of the study area, but only 15.8% of the City.

Data from the Washington State Office of the Superintendent of Public Instruction (Office of Superintendent of Public Instruction 2018) were reviewed for West Auburn High School and Washington Elementary School. Both West Auburn High School and Washington Elementary School have a higher percentage of minority students when compared to the minority composition of the City, as a whole. Those students eligible for free or reduced-price meals is about 52% at West Auburn High School and 69% at Washington Elementary School.

In addition to the City and the study area, data were compiled for the Sound Transit District. As described in the *Purpose of Evaluation*, the Sound Transit District is the reference population used to identify minority and/or low-income representation of the population in the study area. The Sound Transit District includes 31.8% minority population and 25.5% low-income population. The study area has a higher proportion of minority and low-income populations than the Sound Transit District or the City.

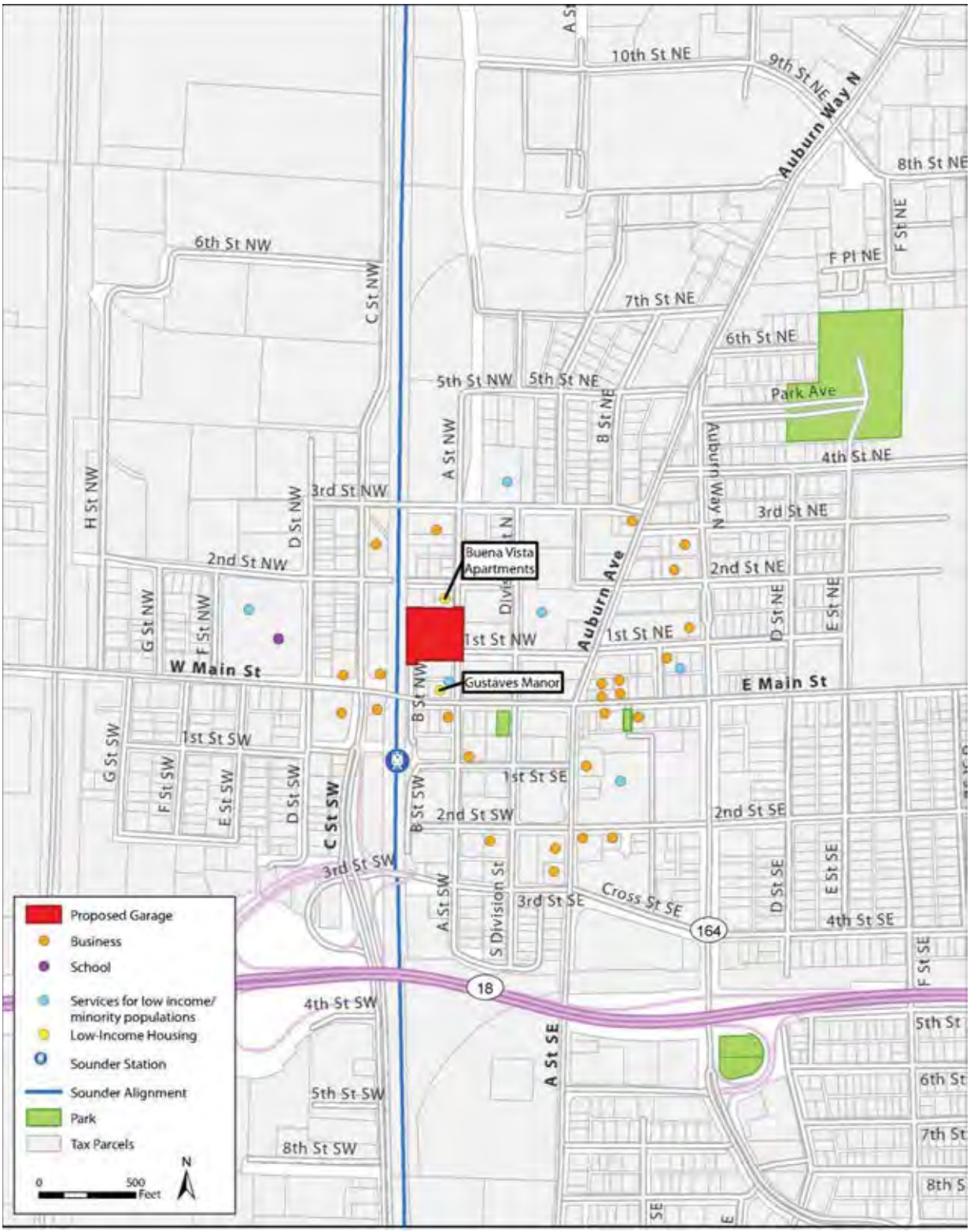

Figure 2 Neighborhood Inventory Area

5.0 Project Impacts

Based on the study area demographics, impacts and benefits of the Project may be experienced by low-income and minority populations. This section summarizes the impacts and benefits of the Project. The potential for high and adverse impacts to disproportionately affect environmental justice populations is evaluated in the *Conclusion* section of this memorandum.

Construction Impacts

Potential impacts on the area surrounding the project site during project construction are described below.

Transportation impacts during project construction would include increased congestion, traffic diversions caused by temporary road closures and detours, increased truck traffic associated with construction activity, trips and parking generated by construction employees, and temporary changes in roadside characteristics of streets and alleys adjacent to the project site. Impacts could also result from the diversion of non-local traffic into residential areas as a result of temporary street closures and traffic detours, disruptions to vehicular and pedestrian access, and the temporary loss of on-street or off-street parking. Sound Transit and the City would work to minimize the duration and magnitude of these impacts for all populations using a Maintenance of Traffic Plan, including best management practices to reduce congestion and minimize safety hazards associated with increased congestion and traffic. Refer to the *Auburn Station Parking and Access Improvements Project Transportation Technical Report* for additional information.

The assessment of potential construction noise levels was based on the FTA Noise and Vibration Impact Assessment Manual. While the manual does not specify standardized criteria for construction noise impacts, it provides guidelines that can be considered reasonable criteria for assessing adverse community reaction. Noise levels during construction are anticipated to exceed the FTA daytime construction noise impact guidelines at noise-sensitive receivers within 180 feet of the project site during impact pile driving and within 60 feet during use of non-impact equipment. If nighttime construction occurs,[3] use of non-impact equipment could exceed the FTA nighttime construction noise impact guidelines within 200 feet of the project site. The nearest residential receivers are the two apartment buildings located approximately 30 feet to the north of the project site. One of these buildings—Buena Vista Apartments—is a low-income apartment building. The next closest residential receivers are approximately 180 feet from the project site, including a single-family residence on 2nd Avenue N north of the project site and Gustaves Manor (a low-income apartment building) south of the project site.

Vibration levels during construction could exceed the applicable FTA criterion for building damage at a distance of up to 100 feet, assuming the upper end of vibration levels from pile driving. The apartment buildings north of the project site, would have a high potential for building damage, as well as negative community reaction from groundborne vibration during construction.

These potential construction noise and vibration impacts would be experienced on an intermittent and temporary basis. To address potential noise and vibration impacts during

[3] Pile driving would not occur during nighttime hours.

construction, Sound Transit would prepare an updated Noise and Vibration Analysis and Control Plan. This plan would include best practices for reducing noise and vibration for all populations and would be in place prior to construction. With implementation of mitigation measures, noise and vibration impacts during construction would not be adverse. Refer to the *Auburn Station Parking and Access Improvements Project Noise Technical Analysis Memorandum* for additional information.

Exhaust emissions from construction vehicles and equipment would temporarily affect air quality in the study area. Air quality may also be affected during construction from workers commuting, vendor trucks, paved road dust, and fugitive dust near the project site, including the Buena Vista Apartments adjacent to the north edge of the project site. Best available control measures and best management practices to limit emissions for all populations would be implemented, such as measures to prevent and suppress dust and maintain vehicle and equipment engines in good mechanical condition. These impacts are not expected to present health hazards.

Soils in portions of the project site were identified as containing contaminants in excess of regulated levels. During excavation of potentially contaminated soils and loading of soils for off-site transport, measures would be implemented to minimize exposure to people and the environment, including environmental justice populations adjacent to and north of the project site. By handling all potentially hazardous materials in accordance with all state and federal requirements, impacts related to hazardous materials would not be adverse for all populations.

Operation Impacts

Potential impacts on the area surrounding the project site during project operation are summarized below.

The Project would result in potential impacts at two transportation study area intersections near the project site: 3rd St SE/A St SE intersection and C Street SW/eastbound SR 18 ramps. Mitigation would be implemented to minimize these impacts. Refer to the *Auburn Station Parking and Access Improvements Project Transportation Technical Report* for additional information.

There would be no noise or vibration impacts related to operation of the proposed garage using FTA and City criteria. Refer to the *Auburn Station Parking and Access Improvements Project Noise* Technical Analysis Memorandum for additional information.

The proposed parking garage would represent a change in views to the southward facing apartments in the adjacent three-story Buena Vista Apartments, as well as the Gustaves Manor apartments located approximately 165 feet south of the Project, separated by 1st Street NW and a parking lot. In addition, the proposed parking garage would reduce daylight and solar access to the adjacent Buena Vista Apartments. The Project would be implemented in compliance with the City's Municipal Code and the DUC Design Standards, which govern development at the site. Implementation of architectural features and screening in accordance with the City's codes and design standards would add visual interest and screening of the proposed parking garage interior from the adjacent and nearby buildings. The visual quality impacts on the viewing population would be neutral to moderate and would not result in a substantive change in the visual character or quality at the project site. Refer to the *Auburn Station Parking and Access Improvements Project Visual Impact Assessment* for additional information.

6.0 Project Benefits

The main benefit of the Project to the greater community, including low-income and minority populations in the study area and throughout the Sound Transit service area, would be increased and improved access to the Sounder commuter train station through more parking and other means of access and associated enhanced accessibility throughout the system. Those living and working in the immediate station area would also benefit from the Project, as it would result in pedestrian safety and traffic calming and would improve amenities for pedestrians and bicyclists in and around the project site. This could also enhance accessibility to local area goods and services.

7.0 Outreach to Minority and Low-Income Populations

Sound Transit conducted a number of specific outreach activities to promote inclusion of low-income and minority populations in the Project, including, but not limited to, the National Environmental Policy Act review period.

Public outreach activities targeted to reach the broader public including environmental justice populations during the conceptual engineering and environmental review phase included the following.

- Project website
- Project email listserv
- Project fact sheet
- Tabling at community fairs and festivals
- Project briefings and updates to community organizations and affected parties
- An in-person open house with an online participation component

Notification methods of the above activities included postcard invitations, electronic invitations (emailed to project listserv), display ads in local media, posters around the community, and translated information.

The in-person open house was held on October 30, 2018, and the online open house was open October 15 through November 2, 2018. Over 175 people participated either in-person or online, resulting in over 80 written comments. This outreach shared early concepts for the new garage, as well as potential bicycle, bus, and pedestrian improvements and gathered feedback from the community.

Outreach activities specific to environmental justice communities included a briefing to social service providers at the Auburn Area Roundtable on September 7, 2018, and tabling/direct engagement at community locations, including the Auburn Farmers Market and Auburn Library. Flyers and postcards distributed about the fall outreach events included translated information in Spanish and Russian. Sound Transit will conduct additional specific outreach activities to

promote inclusion of minority and low-income populations throughout the Project's planning and construction process.

Key project information was translated into Spanish and Russian. Demographic data indicate Spanish as the most commonly spoken language (spoken by over 17% of the population) other than English within the study area. Russian is reported as a highly requested language by librarians at the Auburn Library and social service providers in the area.

8.0 Conclusion

Sound Transit has assessed the potential for the Project to have disproportionately high and adverse impacts on environmental justice populations. Based on findings of impacts described in this memorandum and the other environmental technical memoranda produced for the Project and considering the mitigation measures and other improvements identified and their efficacy in reducing impacts on all populations, project impacts on minority and low-income populations would not be high and adverse.

The Project would benefit all populations in the study area, including minority and low-income populations. The Project would provide increased access to Sounder commuter service connecting north to Seattle and south to Lakewood, as well as to seven Sounder station locations in between. Additionally, pedestrian, bicycle, and transit access improvements surrounding the station would benefit commuter rail riders and non-riders using the station area.

For these reasons, project operations would not result in a disproportionately high and adverse effects on environmental justice populations, within the meaning of EO 12898 and its subsequent implementing orders.

9.0 References

King County Housing Authority. 2019. Property Details-Gustaves Manor. Available: https://www.kcha.org/housing/property.aspx?PropertyID=47. Accessed: March 16, 2019.

King County Department of Assessments. 2019. Property Details for Buena Vista Apartments. Available: https://blue.kingcounty.com/Assessor/eRealProperty/Detail.aspx?ParcelNbr=0492000236. Updated: January 29, 2019. Accessed: March 16, 2019.

U.S. Census Bureau. 2016. 2012–2016 American Community Survey 5-year estimates. Available: https://www.census.gov/acs/www/data/data-tables-and-tools/data-profiles/2016/. Accessed: November 09, 2018.

Washington State Office of the Superintendent of Public Instruction. 2018. OSPI Website. Available: http://www.k12.wa.us/. Accessed: November 09, 2018.

Attachment F

Noise Technical Analysis Memorandum

Auburn Station Parking and Access Improvements

Noise Technical Analysis Memorandum

SOUNDTRANSIT
401 South Jackson Street
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January 2020

Table of Contents

Figures

List of Tables

List of Acronyms and Abbreviations

City	City of Auburn
CNEL	community noise equivalent level
dB	decibels
dBA	A-weighted decibels
FTA	Federal Transit Administration
FTA Manual	FTA Transit Noise and Vibration Impact Assessment
Hz	Hertz
kHz	kilohertz
L_{dn}	day/night level
L_{eq}	equivalent sound level
L_{max}	maximum sound level
L_{xx}	percentile-exceeded sound level
mPa	micropascals
PPV	peak particle velocity
Project	Auburn Station Parking and Access Improvements Project
SPL	sound pressure level
VdB	vibration decibels
WAC	Washington Administrative Code

Section 1 Introduction

Summary

This report evaluates noise levels associated with construction and operation the Auburn Station Parking and Access Improvements Project (Project). Improvements include a new parking garage and pedestrian, bicycle, and transit amenities adjacent to and near the project site to enhance overall access to the Auburn Station. The analysis found that operation of the Project would not exceed Federal Transit Administration (FTA) or City of Auburn (City) noise thresholds. Construction of the Project has the potential to exceed the FTA noise impact guidelines and the FTA building damage criterion for groundborne vibration. To address these potential impacts during construction, a noise and vibration control plan is recommended to be in place prior to construction, which would include best practices to reduce construction noise and vibration levels at sensitive receivers. Construction during nighttime hours would require an approval from the City in accordance with the City's administrative approval process.

Introduction

The purpose of this report is to describe the existing noise environment in the area and evaluate potential noise and vibration impacts based on construction and operation of the Project. Based on findings of the impact assessment, recommendations for noise and vibration abatement measures are discussed.

The FTA Transit Noise and Vibration Impact Assessment Manual (FTA Manual) (Federal Transit Administration 2018) provides FTA guidance for assessment of noise and vibration impacts from construction and operation of transit, parking, and associated facilities. The City regulations and the Sound Transit Design Criteria Manual were also used in the analysis.

Project Description

The Project consists of a new parking garage and pedestrian, bicycle, and transit amenities serving patrons of the Sounder South Rail system at the Auburn Station in Auburn, Washington. The site of the proposed garage (project site) is owned by the City and is in use as a surface parking lot for the One East Main Street Building. The project site is bounded by 1st Street NW on the south, an alleyway on the north, BNSF Railway on the west, and A Street NW on the east. The current design includes five levels with a partial half level for a total height of 58 feet. The proposed garage would provide approximately 675 parking spaces.

The following pedestrian, bicycle, and transit amenities are proposed adjacent to and near the project site to enhance overall access to the Auburn Station.

- Adjacent to the project site, amenities include painted crosswalks, signals, lighting, and signage.
- At the intersection of W Main Street and B Street NW, the following amenities would improve pedestrian safety and traffic calming:

  - Rechannelizing the W Main Street approach to B Street NW and installing a curb extension and concrete median curb.
  - Implementing a bicycle left-turn pocket to accommodate bicycle access from westbound W Main Street into the station.
  - Installing a rapid flashing beacon at the W Main Street crossing just east of B Street NW.
- At the Auburn Station, planned bicycle improvements include modifications to prepare for future increases in bicycle storage options.
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Details of these amenities would be finalized as part of final design and in collaboration with the City.

The Project would acquire the project site property. Temporary construction easements near the project site would be required to facilitate construction of the proposed improvements. These include a staging area for temporary storage of construction materials, areas where utility relocation would occur and where construction equipment and materials would be transported to and from the project site, and areas where overhead airspace would be required for the movement of cranes. All temporary construction easements would be restored to original conditions when construction of the proposed improvements is completed.

In support of sustainability, Sound Transit is committed to environmentally sustainable features in the design and building of its parking garages—such as charging stations for electric vehicles, photovoltaic panels/arrays, and sustainable materials—which may be included in the design or added in the future. Landscaping, including screening of the parking garage, would be incorporated into the site design and would integrate with its surroundings. Sound Transit is also committed to the communities in its service area and sets aside construction dollars for public art. The Sound Transit Public Art Program (STart) would manage the integration and maintenance of art into the new facility. The Project would provide stormwater runoff control and treatment per the City's applicable design standards. Low-impact development (LID) facilities (e.g., biofiltration, amended soils, tree planting) would also be implemented where feasible. The final control method would be determined during the final design phase.

Section 2 Fundamental Concepts of Noise

Sound, Noise, and Acoustics

Sound can be described as what is heard when a vibrating object generates pressure waves through a liquid or gaseous medium (e.g., air). Noise is defined as loud, unexpected, or annoying sound. In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receiver, and the propagation path between the two. The perceived loudness of the noise source and the obstructions or atmospheric factors that affect the propagation path to the receiver

determine the sound level and characteristics of the noise perceived by the listener. The field of acoustics deals primarily with the propagation and control of sound.

Frequency

Sound can be described by frequency (pitch) and amplitude (perceived loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or Hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz (kHz), or thousands of Hz. The audible frequency range for humans is generally between 20 and 20,000 Hz.

Sound Pressure Levels and Decibels

The amplitude of pressure waves generated by a sound source determines the perceived loudness of that source. Sound pressure amplitude is measured in micropascals (mPa). One mPa is approximately one-hundred billionth (0.00000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of sound environments can range from less than 100 to 100,000,000 mPa. Because of this huge range of values, sound is rarely expressed in terms of mPa. Instead, a logarithmic scale is used to describe the sound pressure level (SPL) in terms of decibels (dB). The threshold of hearing for young people is about 0 dB, which corresponds to 20 mPa.

Addition of Decibels

Because dBs are logarithmic units, SPL cannot be added or subtracted through ordinary arithmetic. Under the dB scale, a doubling of sound energy corresponds to a 3 dB increase. In other words, when two identical sources are each producing sound of the same perceived loudness, the resulting sound level at any given distance would be 3 dB higher than a single source under the same conditions. For example, if one automobile produces an SPL of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB—rather, they would combine to produce 73 dB. Under the dB scale, three sources of equal perceived loudness together produce a sound level 5 dB louder than one source.

A-Weighted Decibels

The dB scale alone does not adequately characterize how humans perceive sound. The dominant frequencies of a sound have a substantial effect on human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the perceived loudness or human response is determined by the characteristics of the human auditory system.

Human hearing is limited in its range of audible frequencies as well as the way in which it perceives the SPL in that range. In general, people are most sensitive to the frequency range of 1,000 to 8,000 Hz and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. To approximate the response of the human auditory system, sound levels of individual frequency bands are weighted, depending on human sensitivity to those frequencies. Then, an “A-weighted” sound level can be computed based on this information.

The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people judge the relative loudness or annoyance of a sound, their judgments correlate well with A-weighted sound levels of those sounds. Other weighting networks (e.g., B, C, and D scales) have been devised to address high noise levels or other special problems, but these scales are rarely used in conjunction with transit- or highway-related noise. Noise levels for technical reports related to transit or traffic noise are typically reported in terms of A-weighted decibels (dBA). **Table 1** describes typical A-weighted noise levels for various noise sources.

Table 1 Typical A-Weighted Noise Levels

Common Outdoor Activities or Conditions	Noise Level (dBA)	Common Indoor Activities or Locations
	— 110 —	Rock band
Jet flying at 1,000 feet		
	— 100 —	
Gas lawn mower at 3 feet		
	— 90 —	
Diesel truck at 50 feet at 50 mph		Food blender at 3 feet
	— 80 —	Garbage disposal at 3 feet
Noisy urban area, daytime		
Gas lawn mower, 100 feet	— 70 —	Vacuum cleaner at 10 feet
Commercial area		Normal speech at 3 feet
Heavy traffic at 300 feet	— 60 —	
		Large business office
Quiet urban daytime	— 50 —	Dishwasher next room
Quiet urban nighttime	— 40 —	Theater, large conference room (background)
Quiet suburban nighttime		
	— 30 —	Library
Quiet rural nighttime		Bedroom at night, concert
	— 20 —	
		Broadcast/recording studio
	— 10 —	
Lowest threshold of human hearing	— 0 —	Lowest threshold of human hearing

Source: California Department of Transportation 2013

Human Response to Changes in Noise Levels

As discussed under *Addition of Decibels*, a doubling of sound energy results in a 3 dB increase in sound.

Under controlled conditions in an acoustical laboratory, the trained, healthy human auditory system can discern 1 dB changes in sound levels when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000 to 8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people can begin to detect sound-level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase,

and a 10-dB increase is generally perceived as a doubling of loudness. Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3-dB increase in sound would generally be perceived as barely detectable.

Noise Descriptors

Noise in our daily environment fluctuates over time. Various noise descriptors have been developed to describe time-varying noise levels. The following are the noise descriptors most commonly used in transit noise analysis.

- **Equivalent Sound Level (L_{eq})** L_{eq} represents an average of the sound energy occurring over a specified period. In effect, L_{eq} is the steady-state sound level containing the same acoustical energy as the time-varying sound that actually occurs during the same period. The 1-hour A-weighted equivalent sound level, or $L_{eq}(h)$, is the energy average of A-weighted sound levels occurring during a 1-hour period.
- **Percentile-Exceeded Sound Level (L_{xx}):** L_{xx} represents the sound level exceeded for a given percentage of a specified period (e.g., L_{10} is the sound level exceeded 10% of the time, and L_{90} is the sound level exceeded 90% of the time).
- **Maximum Sound Level (L_{max}):** L_{max} is the highest instantaneous sound level measured during a specified period.
- **Day/Night Level (L_{dn}):** L_{dn} is the energy average of A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to A-weighted sound levels occurring during nighttime hours between 10 p.m. and 7 a.m.
- **Community Noise Equivalent Level (CNEL):** Similar to L_{dn}, CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10 dB penalty applied to A-weighted sound levels occurring during the nighttime hours between 10 p.m. and 7 a.m. and a 5 dB penalty applied to the A-weighted sound levels occurring during evening hours between 7 p.m. and 10 p.m.

Sound Propagation

When sound propagates over a distance, it changes in level and frequency content. The manner in which noise reduces with distance depends on the following factors.

Geometric Spreading

Sound from a localized source (i.e., a point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Roadways consist of several localized noise sources on a defined path and, hence, can be treated as a line source, which is essentially the effect of numerous point sources forming a line. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source.

Ground Absorption

The propagation path of noise from a roadway to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, excess attenuation has been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 feet. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees between the source and the receiver), an excess ground-attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance.

Atmospheric Effects

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lower noise levels. Sound levels can increase at large distances (e.g., more than 500 feet) from a roadway because of atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors, such as air temperature, humidity, and turbulence, can also have significant effects.

Shielding by Natural or Human-Made Features

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver for the specific purpose of reducing noise. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dB of noise reduction. Taller barriers provide increased noise reduction. Vegetation between a roadway and receiver is rarely effective in reducing noise because it does not create a solid barrier.

Section 3 Fundamental Concepts of Vibration

This section describes basic concepts related to groundborne vibration. In contrast to airborne sound, groundborne vibration is not a phenomenon that most people experience every day. The background vibration velocity level in residential areas is usually much lower than the threshold of human perception. Most perceptible indoor vibration is caused by sources within buildings, such as mechanical equipment while in operation, people moving, or doors slamming. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads.

Construction activity can result in varying degrees of ground vibration, depending on the equipment and method used. Equipment such as air compressors, light trucks, and hydraulic loaders generate little or no ground vibration. Pile drivers, vibratory compactors, and demolition

equipment have the potential to generate substantial vibration, which may present a concern if close to buildings (Federal Transit Administration 2018).

Dynamic construction equipment, such as pile drivers, can create vibrations that radiate along the surface and downward into the earth. These surface waves can be felt as groundborne vibration. Vibration can result in effects that range from annoyance to structural damage. Variations in geology and distance result in different vibration levels with different frequencies and displacements. In all cases, vibration amplitudes decrease with increased distance from the vibration source.

As vibration waves travel outward from a source, they excite the particles of rock and soil through which they pass and cause them to oscillate. The actual distance that these particles move is usually only a few ten-thousandths to a few thousandths of an inch. The rate or velocity (in inches per second) at which these particles move is the commonly accepted definition of vibration amplitude, referred to as peak particle velocity (PPV).

Groundborne vibration can also be expressed in terms of root-mean-square vibration velocity to evaluate human response to vibration levels. Root-mean-square is defined as the average of the squared amplitude of the vibration signal. The vibration amplitude is expressed in terms of vibration decibels (VdB), which use a reference level of 1 micro-inch per second. Typical outdoor background groundborne vibration levels are 50 VdB or lower. The threshold of perception for most people is around 65 VdB. Intermittent vibration levels in the 70 to 80 VdB range are often noticeable but acceptable, while a level of 88 VdB begins to annoy most people. Typically, vibration levels must exceed 100 VdB before building damage occurs. Historic structures, however, may have a damage threshold as low as 90 VdB, depending upon individual structural characteristics and materials.

The potential for annoyance and physical damage to buildings from vibration are the two primary issue associated with groundborne vibration. The human response to continuous groundborne vibration is shown in **Table 2**.

Table 2 Human Response to Continuous Vibration

Peak Particle Velocity (inches/second)	Approximate Maximum Vibration Level (VdB)	Human Response
0.4–0.6	100–104	Unpleasant
0.2	94	Annoying
0.1	88	Begins to annoy
0.08	86	Readily perceptible
0.006–0.019	64–74	Threshold of perception

Source: Whiffen and Leonard 1971
VdB = root-mean-square velocity in decibels (1 micro-inch/second)

The damage potential thresholds associated with vibration generated by construction activities are shown in **Table 3**. For the Project, the adjacent structures are assumed to be *non-engineered timber and masonry buildings* for the purposes of vibration analysis.

Table 3 Maximum Vibration Levels for Preventing Damage to Buildings

Building Category	Limiting Velocity (PPV in inches/ second)	Approximate Maximum Vibration Level (VdB)
Reinforced concrete, steel, or timber (no plaster)	0.5	102
Engineered concrete and masonry (no plaster)	0.3	98
Non-engineered timber and masonry buildings	0.2	94
Buildings that are extremely susceptible to vibration damage	0.12	90

Source: Federal Transit Administration 2018
PPV = peak particle velocity; VdB = root-mean-square velocity in decibels (1 micro-inch/second)

Section 4 Regulatory Setting

FTA Noise Guidance

FTA has separate guidance for construction and operation noise.

Noise—Construction

FTA has developed methods for evaluating construction noise levels and noise-limit guidelines for sensitive land uses to describe levels that could result in a negative community reaction. These are discussed in Chapter 7 of the FTA Manual. Based on FTA's general assessment methodology for residences, the guideline is 90 dBA L_{eq} (1-hour) during daytime hours (7:00 a.m. to 10:00 p.m.) and 80 dBA L_{eq} (1-hour) during nighttime hours (10:00 p.m. to 7:00 a.m.).

Noise—Operation

Noise impacts associated with operation of the Project are evaluated based on guidance in the FTA Manual. The FTA Manual describes noise impact guidelines that have been adopted to assess noise contributions and potential impacts on the existing environment from transit and associated noise sources. The impact guidelines defined in the FTA Manual are based on an objective that calls for maintaining a noise environment that is considered acceptable for noise-sensitive land uses.

For assessing noise from transit operations, FTA defines three land use categories.

- **Category 1:** Tracts of land where quiet is an essential element of their intended purpose, such as outdoor amphitheaters, concert pavilions, and national historic landmarks with significant outdoor use.
- **Category 2:** Residences and buildings where people normally sleep, including homes, hospitals, and hotels.
- **Category 3:** Institutional land uses that are typically available during daytime and evening hours (e.g., schools, places of worship, libraries). Other uses in this category can include medical offices, conference rooms, recording studios, concert halls, cemeteries, monuments, museums, historical sites, parks, and recreational facilities.

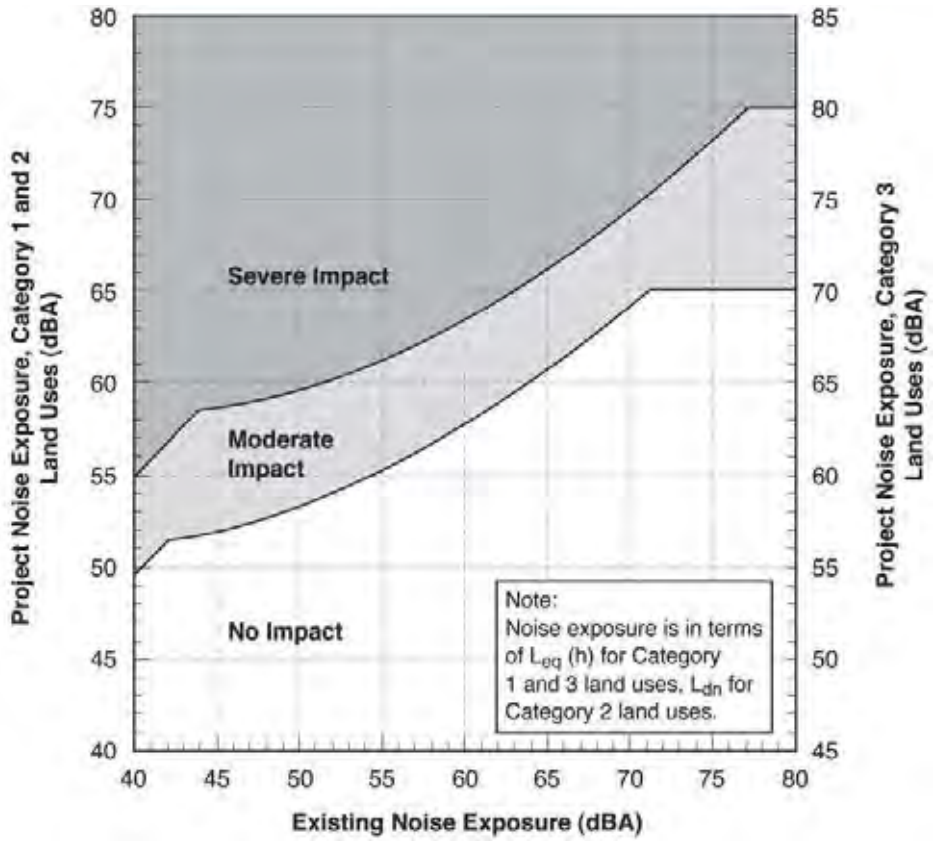
Noise exposure values are reported as the L_{dn} average sound level for residential land uses (Category 2) or L_{eq}, the equivalent sound level over 1 hour, for other land uses (Categories 1 and 3).

In the FTA Manual, the noise impact guidelines for operation of transit facilities consider a project's contribution to existing noise levels using a sliding scale according to the land uses affected. The guidelines correspond to potential for increased community annoyance due to the introduction of a new transit facility relative to existing ambient noise conditions.

Noise impacts are assessed by comparing existing outdoor exposures with future project-related outdoor noise levels, as illustrated in **Figure 1**. The guideline for each degree of impact is based on a sliding scale that is dependent on the existing noise exposure and the increase in noise exposure due to a project.

The noise impact categories are as follows.

- **No Impact:** Project-generated noise is not likely to cause community annoyance. Noise projections in this range are considered acceptable by FTA and mitigation is not required.
- **Moderate Impact:** Project-generated noise in this range is considered to cause impact at the threshold of measurable annoyance. Moderate impacts serve as an alert to project planners for potential negative impacts and complaints from the community.
- **Severe Impact:** Project-generated noise in this range is likely to cause a high level of community annoyance. The project sponsor should first evaluate alternative locations/alignments to determine whether it is feasible to avoid severe impacts altogether.



Source: Federal Transit Administration 2018

Figure 1 FTA Noise Impact Guidelines

Note that a project's contribution relative to the existing noise levels shown in **Figure 1** differs according to the level of existing noise exposure. For example, a project contribution of 59 dBA L_{dn} would be considered a severe impact at a Category 2 receiver that has an existing noise exposure of up to 50 dBA L_{dn} (a difference of 9 dB), whereas a project contribution of 69 dBA L_{dn} would result in a severe impact at a Category 2 receiver with an existing noise exposure of up to 70 dBA L_{dn} (a difference of 1 dB). The justification for the sliding scale depicted in these figures recognizes that people who are already exposed to high levels of noise in the ambient environment are expected to tolerate smaller increases in noise in their community according to the level of their existing noise exposure.

FTA Vibration Thresholds

Vibration impact thresholds are discussed in Chapter 6 of the FTA Manual. A vibration impact due to construction occurs when vibration levels from construction equipment are perceptible at a receiving land use (i.e., a level of 75 VdB, described as the annoyance impact criterion for "occasional events"). A vibration impact potentially resulting in building damage could occur at a PPV of 0.20 inch per second. This is based on the FTA criterion for non-engineered timber and masonry buildings. Certain types of precision scientific or medical equipment may have a low tolerance for groundborne vibration, and may be evaluated for potential vibration impacts, based on sensitivity during operation of the equipment. The FTA Manual specifies a range of 42 to 72

VdB as impact thresholds for equipment, depending on precision tolerances for operation (Federal Transit Administration 2018).

Sound Transit Vibration Performance Standards

Sound Transit projects have vibration performance standards, which are outlined in the Design Criteria Manual (Sound Transit 2018). For groundborne vibration, construction activities are required to be conducted so as not to exceed vibration limits in Sound Transit Construction Specification 01 57 15. The specification indicates that transient vibration from construction (less than 1 hour per day) is not permitted to exceed a PPV level of 0.12 inch per second.

State Regulations and Local Noise Ordinances

Washington Administrative Code

Noise

Maximum permissible environmental sound levels are set forth in Washington Administrative Code (WAC) Section 173-60, shown in **Table 4**.

Table 4 Washington Administrative Code Maximum Allowable Sound Levels

Source of Noise	Receiver of Noise (Maximum Allowable Sound Level, dBA)		
	Residential	Commercial	Industrial
Residential	55[a]	57	60
Commercial	57[a]	60	65
Industrial	60[a]	65	70

[a] During nighttime hours of 10:00 p.m. to 7:00 a.m. maximum allowable levels are reduced by 10 dBA.
dBA = A-weighted decibels

WAC Section 173-60 further sets limits of short-term exceedances of maximum allowable levels in **Table 1**. Allowable short-term exceedances are shown in **Table 5**.

Table 5 Allowable Short-Term Exceedances of Maximum Allowable Levels

Minutes per Hour	Adjustment to Maximum Allowable Levels
15	+ 5 dBA
5	+ 10 dBA
1.5	+ 15 dBA

dBA = A-weighted decibels

The proposed parking and access improvements are consistent with commercial use; as such, noise source limits associated with commercial use in **Table 4** would be relevant to this Project.

WAC Section 173-60-050 (3)(a) indicates that construction activity is exempt from WAC noise limits specified in **Table 4**, except for residential uses between the hours of 10:00 p.m. and 7:00 a.m. (nighttime hours).

WAC Section 173-60-050 (4)(a) indicates that operation of motor vehicles is exempt from WAC noise limits.

Vibration

There are no vibration limits specified in the WAC.

Auburn City Code

Noise

Section 8.28 of the City code does not specify numerical noise limits; therefore, WAC Section 173-60 would be used as the applicable standard during hours when noise is regulated by the city. As such, maximum allowable noise levels would be specified by noise produced by a commercial source and received by a residential source. Based on **Table 1** the limits would be 57 dBA during daytime hours and 47 dBA during nighttime hours.

The code regulates construction noise occurring outside of daytime hours, defined in the code as 7:00 a.m. to 7:00 p.m., Monday through Friday, and 9:00 a.m. to 6:00 p.m., Saturday and Sunday. Construction noise is exempt from regulation during daytime hours.

Vibration

Groundborne vibration from highway vehicles, trains, aircraft or construction activities is exempt in the City under Section 18.31.180 (K).

Section 5 Environmental Setting

Existing Noise Environment in the Project Area

The garage and associated access improvements would be in a developed area with commercial and residential uses. The garage would be sited adjacent to the track on the eastern side between 1st Street NW and 2nd Street NW, about 750 feet to the north of the Auburn Station. Existing noise sources in the area consist of freight and commuter trains, and automobiles and buses on local roads, including the existing park and ride facilities at the station. Near the garage site there are at-grade crossings where the tracks cross Main Street and 3rd Street NW. Trains are required to sound their horns as they pass within 0.25 mile of each crossing. During train passbys, horns are substantially louder than other surrounding noise sources, overshadowing local traffic. Existing noise sources in the project area consist primarily of car and truck traffic on local streets. Aircraft overflights also contribute to the noise environment in the area.

Surrounding Noise- and Vibration-Sensitive Land Uses

The garage site is in a densely populated urban setting. Land use surrounding the parking and access improvements areas consist of commercial, residential, mixed use, institutional, and hospital use. FTA defines residential and mixed use as Category 2 land uses. Institutional and hospital uses are Category 3 land uses. None of the sensitive receivers in this analysis were identified as Category 1 land uses. Land use adjacent to the garage site consists of a mix of residential apartments and industrial uses to the north and south sides of the site. There is a single-family residential neighborhood with outdoor use areas approximately 250 feet to the west of the garage site. The Auburn Regional Medical Plaza (which is part of the broader MultiCare Auburn Medical Center) is across the street to the east of the project site and a hospital

is further to the east. The medical center includes oncology and neurological clinics that use precision equipment for diagnosis and treatment of patients. The equipment types used in the building include a linear accelerator for radiation oncology and a CT scanner (Duvall pers. comm.). These types of equipment are highly sensitive to groundborne vibration and were considered in the vibration impact analysis.

Noise Monitoring Results and Existing Noise Levels

Long-term monitoring was conducted at three locations near the proposed garage site. Monitoring at each of these locations was done for a minimum of 48 hours to document day-night trends in traffic noise levels within the project area. Long-term monitors were mounted on utility poles about 10 feet above the ground. Long-term sound level data were collected from Monday, December 3, to Thursday, December 6, 2018. Monitoring data are provided in **Appendix A**. Day-night average noise levels had a maximum value of 83 L_{dn} and a minimum value of 75 L_{dn}. These levels are high for an urban environment and are primarily due to horn soundings at the station. Measured levels are up to 28 dBA higher in terms of L_{dn}, compared to typical ambient noise levels of a "normal" urban setting (Cowan 1994). Average measured daytime hourly L_{eq} values ranged from 70 to 75 dBA one-hour L_{eq} (L_{eq}[1-hour]) and nighttime hourly L_{eq} values ranged from 66 to 72 dBA L_{eq}(1-hour). Noise monitoring results are summarized in **Table 6**. The locations of the measurement sites are shown in **Figure 2**.

Table 6 Summary of Noise Monitoring

Measurement Site	Location	Dates	Total Duration of Measurement	Peak Hour Noise Level, dBA L_{eq} (1-hour)	Peak Hour	Average L_{dn}	Average Daytime L_{eq}/ Nighttime L_{eq} dBA
LT-1	Corner of 2nd Street NW and A Street NW	December 3–6, 2018	70 hours	77	11:00 a.m., (December 4, 2018)	75	70/66
LT-2	A Street NW between 1st Street NW and 2nd Street NW	December 3–6, 2018	70 hours	80	9:00 p.m., (December 5, 2018)	80	71/70
LT-3	1st Street NW between A Street NW and B Street NW	December 3–6, 2018	70 hours	83	9:00 p.m., (December 5, 2018)	83	75/72

dBA = A-weighted decibel; L_{eq} (1-hour) = 1-hour equivalent sound level; LT = long-term

Section 6 Noise and Vibration Impact Analysis

This section describes the potential noise and vibration impacts of the Project on sensitive receivers, and describes thresholds used to determine whether an impact would result based on FTA's and local jurisdiction's guidelines and criteria. Applicable mitigation measures to reduce levels of noise and vibration are discussed following the impact analysis.

Analysis Methods

The process of assessing noise impacts associated with a proposed project starts by establishing thresholds at which potential impacts are considered to occur. Next, noise levels associated with project-related activities are predicted and compared to thresholds. An impact is considered to occur when a predicted noise level exceeds a threshold.

Operation Noise

Operation of the Project would include use of the parking garage and the pedestrian, bicycle, and transit amenities adjacent to and near the project site. Existing noise from bus service and vehicles accessing park and ride lots would continue. Noise from the parking garage is based on number of vehicles accessing the garage during peak hours. Noise impacts from parking garage operation are based on FTA impact assessment of noise levels from the Project. To calculate worst-case hourly noise emissions from the garage, noise level predictions assumed that future PM peak-hour traffic volumes on roadway segments of 1st Street NW and A Street NW would access corresponding entry points of the garage. As such, FTA noise impact guidelines in terms of L_{dn} for Category 2 land use and hourly L_{eq} for Category 3 land use describe worst-case noise levels from the Project. The project-related increase in noise levels is compared to L_{dn} and average daytime hourly L_{eq} values obtained from monitoring as applicable. The lowest average day-night level of 75 dBA L_{dn} at Category 2 uses and hourly level of 70 dBA L_{eq} (1-hour) at Category 3 uses were applied to receivers in the project area as a conservative assumption. Project noise levels are also evaluated using City noise thresholds for residential exposure from commercial use. An impact is considered to occur if project noise levels exceed FTA noise increase thresholds or allowable noise levels under City standards for noise from a commercial to a residential use.

Construction Noise and Vibration

The assessment of potential construction noise levels was based on the general assessment methodology developed by FTA (2018). In the manual, FTA acknowledged that the guidelines do not specify standardized criteria for construction noise impacts. Rather, the manual provides guidelines for evaluating a project's potential construction noise impacts, which is provided in this report. Potential effects associated with construction of the Project would be temporary and intermittent. **Table 7** summarizes noise levels produced by commonly used construction equipment. Individual types of construction equipment are expected to generate maximum noise levels ranging from 80 to 101 dBA at a distance of 50 feet. The construction noise level at a given receiver location depends on the type of construction activity and the distance and shielding between the activity and noise-sensitive receivers.

Table 7 Commonly Used Construction Equipment Noise Emission Levels

Equipment	Typical Noise Level (dBA) 50 Feet from Source
Impact Hammer Pile Driver	101
Vibratory Hammer Pile Driver	95
Truck	88
Loader	80
Crawler crane	80
Roller	80
Skid steer	85

Equipment	Typical Noise Level (dBA) 50 Feet from Source
Auger drill rig (for drilled piles)	85
Crane, derrick	88
Excavator	85
Paver	89
Air compressor	81
Pump	76
Grader	89

Source: Federal Transit Administration 2018
dBA = A-weighted decibel

Construction would primarily involve the use of crawler cranes, rollers, and haul trucks. The source level is based on equipment emission levels developed by FTA.

The use of high-impact equipment types such as impact-hammer pile drivers may be used during construction of the Project. Alternative pile driving methods such as vibratory-hammer pile driving or pre-drilling holes for column installation may also be used.

To characterize the source level of the worst-case noise condition during a given phase of construction, the two loudest pieces of equipment were assumed to operate simultaneously at a perimeter location at a receiver distance of 50 feet. For residences, impacts would occur if equipment noise levels exceed 90 dBA L_{eq} (1-hour) during daytime hours (7:00 a.m. to 7:00 p.m.) or 80 dBA L_{eq} (1-hour) during nighttime hours (7:00 p.m. to 7:00 a.m.)

Groundborne vibration during project construction was analyzed using the methodology discussed in Chapter 7 of the FTA Manual. The vibration source levels for typical construction equipment types, as shown in **Table 8**, are expressed in terms of PPV in inches per second at a reference distance of 25 feet from the source and root-mean-square VdB at 25 feet. Among equipment types to be used for project construction, impact pile drivers produce the highest levels of vibration, at up to 1.518 inch per second PPV. For this analysis, a vibratory roller (source vibration level of 0.210 inch per second PPV) was identified as the piece of non-impact equipment that would potentially produce the highest vibration levels.

Table 8 Typical Construction Equipment Vibration Levels

Equipment		PPV at 25 feet (inches/second)	Vibration level at 25 feet, VdB (approx)[a]
Pile Driver (Impact)	Upper range	1.518	112
	Typical	0.644	104
Pile Driver (Vibratory)	Upper range	0.734	105
	Typical	0.170	93
Vibratory Roller	—	0.210	94
Hoe Ram	—	0.089	87
Large Bulldozer	—	0.089	87
Caisson Drilling	—	0.089	87
Loaded Trucks	—	0.076	86

Equipment		PPV at 25 feet (inches/second)	Vibration level at 25 feet, VdB (approx)[a]
Jackhammer	—	0.035	79
Small Bulldozer	—	0.003	58

Source: Federal Transit Administration 2018

[a] Root mean square VdB reference of 1 micro-inch per second.

PPV = peak particle velocity; VdB = velocity in decibels

Sound Transit's Design Criteria Manual provides that a reasonable threshold for annoyance from groundborne vibration should be developed on a project-specific basis. This threshold considers the type of land use, the nature of the construction activities, and the time of day.

Impact Analysis

Operation Noise

For the purposes of this analysis, the model assumes an average peak hour volume of 564 vehicles during the PM peak hour under worst-case future Project conditions. Noise analysis results are shown in **Table 9**. The highest predicted noise level due to the Project would occur at receiver R1, where project noise levels would be about 56 dBA L_{dn}. However, this would be overshadowed by the existing daytime ambient level of 75 dBA L_{dn} resulting in an overall increase of about 0 dB. The Project would result in a noise level increase of about 0 dB at other surrounding receivers and would not exceed FTA noise impact guidelines for moderate impact. Locations of noise-sensitive receivers and land uses are shown in **Figure 2**. **Table 10** shows project noise levels compared to the City code impact threshold. Under future worst-case conditions, project noise levels are predicted to be equal to, but would not exceed the City maximum allowable level for residential noise exposure from commercial use. Therefore, there would be no impact related to operation of the parking garage.

The proposed pedestrian, bicycle, and transit amenities adjacent to and near the project site are not anticipated to be a substantial source of operation noise and would not result in an exceedance of FTA noise impact guidelines or City thresholds.

Table 9 FTA Noise Impact Assessment of Operation of the Proposed Garage

Receiver No.	Location	Land Use Category	Existing Measured Ambient Level [a]	Project Noise Level [a]	Existing Plus Project Noise Level [a]	Existing Plus Project Increase over Existing, dB	Moderate Impact Project Noise Exposure Threshold[a]	Severe Impact Project Noise Exposure Threshold[a]	FTA Impact Category[b]
R1	Buena Vista/Sierra Vista Apartments, A Street NW (25 units)	Category 2	75 dBA L_{dn}	56 dBA L_{dn}	75 dBA L_{dn}	0	66 dBA L_{dn}	73 dBA L_{dn}	No Impact
R2	Auburn Regional Medical Plaza, A Street NW	Category 3	70 dBA L_{eq}	49	70 dBA L_{eq}	0	70 dBA L_{eq}	74 dBA L_{eq}	No Impact
R3	Apartments, 107 Main Street NW (35 units)	Category 2	75 dBA L_{dn}	40 dBA L_{dn}	75 dBA L_{dn}	0	66 dBA L_{dn}	73 dBA L_{dn}	No Impact
R4	Residences, 2nd Street NW	Category 2	75 dBA L_{dn}	38 dBA L_{dn}	75 dBA L_{dn}	0	66 dBA L_{dn}	73 dBA L_{dn}	No Impact
R5	Residences, C Street NW	Category 2	75 dBA L_{dn}	34 dBA L_{dn}	75 dBA L_{dn}	0	66 dBA L_{dn}	73 dBA L_{dn}	No Impact

[a] Project noise levels and thresholds are based on FTA noise impact guidelines for Category 2 (L_{dn}) or Category 3 (L_{eq}) Allowable Project Noise Exposure Allowed by Criteria for Project Transit Sources, shown in Figure 1.
[b] No Impact: A project, on average, will result in an insignificant increase in the number of instances where people are "highly annoyed" by new noise. Moderate Impact: The change in cumulative noise is noticeable to most people but may not be enough to cause strong negative community reactions.
L_{dn} = day-night average sound level; L_{eq} = hourly average sound level; dB = decibel; FTA = Federal Transit Administration

Table 10 City of Auburn Code Impact Assessment of Operation of the Proposed Garage

Receiver No.	Location	Project Noise Level, Hourly L_{eq}	City Code Impact Threshold[a], Hourly L_{eq}	Impact?
R1	Buena Vista/Sierra Vista Apartments, A Street NW	57	57	No Impact
R2	Auburn Regional Medical Plaza, A Street NW	52	57	No Impact
R3	Apartments, 107 Main Street NW	44	57	No Impact
R4	Residences, 2nd Street NW	43	57	No Impact
R5	Residences, C Street NW	36	57	No Impact

[a] Project thresholds are based on City of Auburn criteria for maximum allowable level for residential noise exposure from commercial use.
L_{eq} = Hourly Average sound level

Figure 2 Noise Monitoring and Receptor Locations

Operation Vibration

Rubber-tired vehicles are not a source of substantial vibration. Transit projects that involve rubber-tired vehicles rarely show potential for vibration impacts. Vehicles accessing the garage are not anticipated to generate perceptible levels of vibration at surrounding land uses. As such, no vibration impacts are anticipated during operation of the Project.

Operation Mitigation Measures

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

Construction Noise

Potential noise levels resulting from construction of the Project were evaluated by combining the noise levels of the two loudest pieces of equipment that would likely operate at the same time to characterize a worst-case operating condition. Estimated sound levels from construction activities as a function of distance are shown in **Table 11**, based on calculated point-source attenuation over hard (i.e., acoustically reflective) ground. Project construction noise would be temporary and intermittent and would cease once construction is complete.

The nearest sensitive receivers are in the Buena Vista Apartments (17 units) and Sierra Vista Apartments (8 units), approximately 30 feet north of the project site. As shown in **Table 11,** the combined worst-case noise level—use of impact-hammer pile driver during operation of a truck—could exceed the FTA daytime noise impact guideline of 90 dBA L_{eq} (1-hour) up to about 180 feet from the project site and could be up to 105 dBA L_{eq} (1-hour) at the nearest sensitive receivers. Worst-case noise levels during use of non-impact equipment, such as simultaneous use of a grader and a truck, could exceed the daytime FTA noise impact guideline of 90 dBA L_{eq} (1-hour) at up to about 60 feet from the project site and could be up to 96 dBA L_{eq} (1-hour) at the nearest sensitive receivers. Other sensitive receivers within 180 feet of the garage site include single-family residences on 2nd Street NW, the Auburn Regional Medical Plaza on N Division Street, City Hall on A Street NW (chamber meetings are held during day and night hours), and an apartment building on Main Street NW (35 units). None of these locations appear to include outdoor areas of frequent human use; however, equipment noise would potentially be audible inside of buildings during construction.

Pursuant to City codes, construction noise is exempt from noise limits between the hours of 7:00 a.m. and 7:00 p.m., Monday to Friday, and 9:00 a.m. and 6:00 p.m., Saturday and Sunday. However, depending on site conditions, construction outside of these hours (nighttime construction) may be necessary. Approval from the City in accordance with its administrative approval process would be required for construction during regulated nighttime hours. Pile driving would not occur during nighttime hours. However, residences located within 200 feet of the project site during use of non-impact equipment may be exposed to worst-case noise levels exceeding the FTA nighttime guideline of 80 dBA L_{eq} (1-hour) as shown in **Table 11**.

Table 11 Predicted Noise Levels from Construction Activities

Distance Between Source and Receiver (feet)	Construction Noise Levels during Pile Driving, Calculated dBA L_{eq} (1-hour)	Construction Noise Levels during use of non-impact equipment, Calculated dBA L_{eq} (1-hour)
30	105	96
50	101	92
100	95	86
180	90	81
200	89	80
300	85	76
400	83	73
500	81	72
550	80	71
750	77	68
1000	75	66
1500	71	62
2000	69	59

Calculations are based on FTA methodology (Federal Transit Administration 2018). Calculations do not include the effects, if any, of local shielding from walls, topography, or other barriers that may reduce sound levels further.

L_{eq} (1=hour) = hourly-equivalent sound level (over 1 hour); dBA = A-weighted decibel; FTA = Federal Transit Administration

On an intermittent and temporary basis, construction noise levels are expected to exceed FTA daytime and nighttime noise impact guidelines at noise-sensitive receivers, resulting in noise impacts on residences within 200 feet of the garage site. Best practices and noise control methods identified in an updated Noise and Vibration Analysis and Control Plan would reduce construction noise impacts. With implementation of the Noise and Vibration Analysis and Control Plan, construction noise impacts would not be adverse.

Construction Vibration

Construction of the Project would result in temporary vibration from the use of heavy equipment and machinery. The Project may use impact pile driving methods during construction, which would potentially produce the highest levels of vibration at sensitive receivers, depending on the locations of pile installations. Vibration levels from construction activities were estimated using the equipment data provided in **Table 8**. Potential vibration levels from construction equipment are shown in **Table 12**.

Table 12 Construction Equipment Vibration Levels by Distance

Distance (feet)	Impact Hammer (upper range)		Impact Hammer (typical)		Bulldozer		Vibratory Roller		Truck	
	VdB[a]	PPV[b]	VdB[a]	PPV[b]	VdB[a]	PPV[b]	VdB[a]	PPV[b]	VdB[a]	PPV[b]
10	124	6.000	116	2.546	99	0.352	106	0.830	98	0.300
15	118	3.266	111	1.386	94	0.191	101	0.452	92	0.164
20	114	2.121	107	0.900	90	0.124	97	0.293	88	0.106
25	112	1.518	104	0.644	87	0.089	94	0.210	86	0.076
30	109	1.155	102	0.490	85	0.068	92	0.160	83	0.058
35	107	0.916	100	0.389	83	0.054	90	0.127	81	0.046
40	105	0.750	98	0.318	81	0.044	88	0.104	79	0.038
50	103	0.537	95	0.228	78	0.031	85	0.074	77	0.027
60	100	0.408	93	0.173	76	0.024	83	0.056	74	0.020
75	97	0.292	90	0.124	73	0.017	80	0.040	71	0.015
85	96	0.242	88	0.103	71	0.014	78	0.033	70	0.012
100	94	0.190	86	0.081	69	0.011	76	0.026	68	0.010
135	90	0.121	82	0.051	65	0.007	72	0.017	64	0.006
150	88	0.103	81	0.044	64	0.006	71	0.014	62	0.005

[a] Root-mean-square velocity level re 1 micro-inch/second.
[b] Damage assessment criterion based on non-engineered timber and masonry buildings.
Calculations based on Federal Transit Administration 2018.
VdB = velocity in decibels; PPV = peak particle velocity

As shown in **Table 12**, vibration levels from an impact hammer pile driver may vary depending on equipment used and ground conditions. Vibration levels may exceed the FTA building damage criterion of 0.20 inch per second PPV between 55 feet (for typical conditions) and 100 feet (worst-case conditions) from the project site. Four buildings are located with 100 feet of the project site and, therefore, would have a high potential for vibration impacts (i.e., building damage): Buena Vista Apartments (30 feet away), Sierra Vista Apartments (30 feet away), Auburn Regional Medical Plaza (60 feet away), and Battlefield Coffee House (80 feet away). The Battlefield Coffee House has been determined eligible for listing in the National Register of Historic Places.

Vibration-sensitive medical equipment is used on a regular basis in the Auburn Regional Medical Plaza. The auxiliary building on the western façade of the medical plaza contains a linear accelerator used for oncology treatments. While vibration limits for the equipment at the medical center are not known, similar equipment of this type has a vibration tolerance of approximately 0.001 in/sec (25 micrometers/sec) PPV, which corresponds to a level of 60 VdB, assuming no vibration isolation is attached to the equipment (Hindmarsh 2018). Vibration from pile driving would exceed this level at a distance of over 500 feet; therefore, measures to avoid this level of vibration would be required during operation of the equipment.

Vibration from non-impact equipment may be intermittently perceptible at the nearest sensitive receiver locations. However, the potential for negative community reaction for occupants of nearby building structures is unlikely during use of non-impact equipment and would potentially

occur only during short intervals when equipment is operated at the northern boundary of the garage site. Groundborne vibration from use non-impact equipment is not expected to cause building damage.

Measures identified in an updated Noise and Vibration Analysis and Control Plan would reduce vibration impacts during construction. With implementation of the Noise and Vibration Analysis and Control Plan, vibration impacts would not be adverse.

Construction Mitigation Measures

With implementation of the following measures, construction noise and vibration impacts would not be adverse.

Prior to construction as part of final design, Sound Transit will revise the noise and vibration analysis with updated design and construction information. The revised analysis will be presented as part of an updated Noise and Vibration Analysis and Control Plan, which will specify methods that the contractor will implement to minimize construction equipment noise and vibration levels at sensitive receivers.

If the updated analysis indicates a potential exceedance of FTA noise impact guidelines, measures and best practices will be identified in the updated Noise and Vibration Analysis and Control Plan and implemented to minimize noise levels. These measures could include but would not be limited to the following.

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

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

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

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

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

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

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

Section 7 References

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Appendix A Noise Measurements

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Table A-1 LT-1: Corner of 2nd Street NW and A Street NW (Ldn = 75.1)

Date/time	Leq (1-hour)
12/3/18 12:00 PM	69.7
12/3/18 1:00 PM	72.1
12/3/18 2:00 PM	68.8
12/3/18 3:00 PM	70.8
12/3/18 4:00 PM	69.6
12/3/18 5:00 PM	72.2
12/3/18 6:00 PM	74.1
12/3/18 7:00 PM	64.1
12/3/18 8:00 PM	66.9
12/3/18 9:00 PM	70.1
12/3/18 10:00 PM	68.5
12/3/18 11:00 PM	60.2
12/4/18 12:00 AM	69.5
12/4/18 1:00 AM	71.5
12/4/18 2:00 AM	64.6
12/4/18 3:00 AM	60.4
12/4/18 4:00 AM	66.7
12/4/18 5:00 AM	67.1
12/4/18 6:00 AM	69.1
12/4/18 7:00 AM	71.7
12/4/18 8:00 AM	71.6
12/4/18 9:00 AM	70.0
12/4/18 10:00 AM	70.8
12/4/18 11:00 AM	76.9
12/4/18 12:00 PM	69.0
12/4/18 1:00 PM	72.2
12/4/18 2:00 PM	72.4
12/4/18 3:00 PM	69.9
12/4/18 4:00 PM	71.5
12/4/18 5:00 PM	69.3
12/4/18 6:00 PM	68.3
12/4/18 7:00 PM	71.4
12/4/18 8:00 PM	72.5
12/4/18 9:00 PM	60.8
12/4/18 10:00 PM	61.7
12/4/18 11:00 PM	67.7
12/5/18 12:00 AM	68.8
12/5/18 1:00 AM	57.1
12/5/18 2:00 AM	66.8
12/5/18 3:00 AM	69.1
12/5/18 4:00 AM	64.3

Date/time	Leq (1-hour)
12/5/18 5:00 AM	72.0
12/5/18 6:00 AM	69.0
12/5/18 7:00 AM	73.5
12/5/18 8:00 AM	69.6
12/5/18 9:00 AM	72.5
12/5/18 10:00 AM	66.6
12/5/18 11:00 AM	68.9
12/5/18 12:00 PM	64.9
12/5/18 1:00 PM	70.9
12/5/18 2:00 PM	67.6
12/5/18 3:00 PM	67.5
12/5/18 4:00 PM	69.2
12/5/18 5:00 PM	70.9
12/5/18 6:00 PM	70.5
12/5/18 7:00 PM	69.3
12/5/18 8:00 PM	67.9
12/5/18 9:00 PM	72.6
12/5/18 10:00 PM	71.6
12/5/18 11:00 PM	68.4
12/6/18 12:00 AM	58.3
12/6/18 1:00 AM	67.9
12/6/18 2:00 AM	58.2
12/6/18 3:00 AM	61.3
12/6/18 4:00 AM	68.0
12/6/18 5:00 AM	74.8
12/6/18 6:00 AM	68.0
12/6/18 7:00 AM	68.2
12/6/18 8:00 AM	70.6
12/6/18 9:00 AM	67.4
12/6/18 10:00 AM	66.2
12/6/18 11:00 AM	68.1

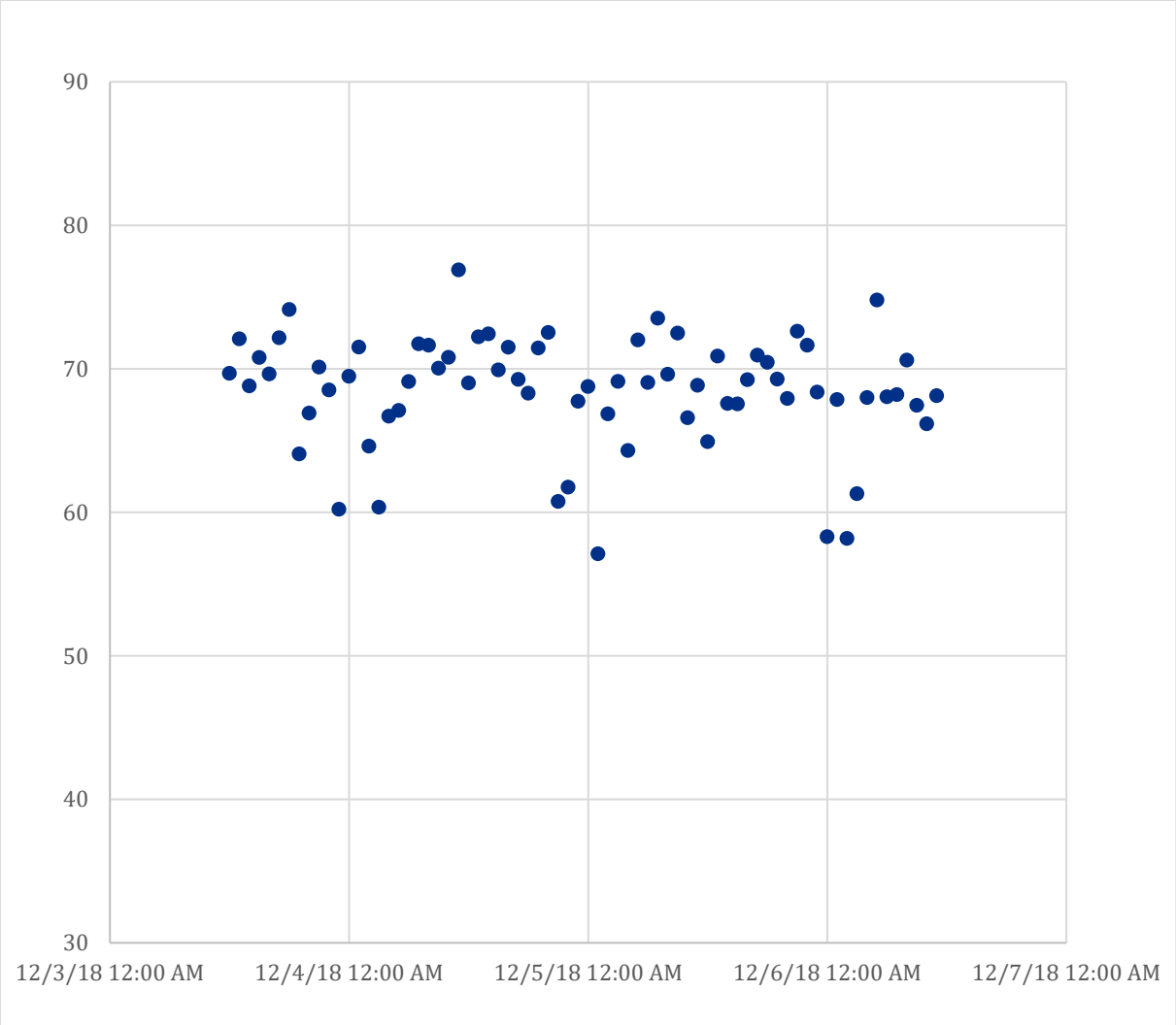

Figure A-1 LT-1: Corner of 2nd Street NW and A Street NW (Ldn = 75.1)

Table A-2 LT-2: A Street NW between 1st Street NW and 2nd Street NW (Ldn = 79.6)

Date/time	Leq (1-hour)
12/3/18 1:00 PM	71.7
12/3/18 2:00 PM	67.8
12/3/18 3:00 PM	68.9
12/3/18 4:00 PM	69.5
12/3/18 5:00 PM	76.6
12/3/18 6:00 PM	74.1
12/3/18 7:00 PM	61.1
12/3/18 8:00 PM	72.8
12/3/18 9:00 PM	75.0
12/3/18 10:00 PM	72.7
12/3/18 11:00 PM	60.6
12/4/18 12:00 AM	76.4
12/4/18 1:00 AM	76.4
12/4/18 2:00 AM	68.9
12/4/18 3:00 AM	61.1
12/4/18 4:00 AM	69.2
12/4/18 5:00 AM	69.7
12/4/18 6:00 AM	69.5
12/4/18 7:00 AM	77.9
12/4/18 8:00 AM	73.4
12/4/18 9:00 AM	67.0
12/4/18 10:00 AM	71.9
12/4/18 11:00 AM	77.8
12/4/18 12:00 PM	71.6
12/4/18 1:00 PM	71.6
12/4/18 2:00 PM	78.5
12/4/18 3:00 PM	69.2
12/4/18 4:00 PM	71.6
12/4/18 5:00 PM	71.6
12/4/18 6:00 PM	69.3
12/4/18 7:00 PM	72.7
12/4/18 8:00 PM	71.5
12/4/18 9:00 PM	58.5
12/4/18 10:00 PM	64.3
12/4/18 11:00 PM	73.0
12/5/18 12:00 AM	75.0
12/5/18 1:00 AM	57.8
12/5/18 2:00 AM	71.2
12/5/18 3:00 AM	72.3
12/5/18 4:00 AM	70.4
12/5/18 5:00 AM	75.6

Date/time	Leq (1-hour)
12/5/18 6:00 AM	70.0
12/5/18 7:00 AM	78.8
12/5/18 8:00 AM	70.5
12/5/18 9:00 AM	74.1
12/5/18 10:00 AM	67.0
12/5/18 11:00 AM	68.5
12/5/18 12:00 PM	62.2
12/5/18 1:00 PM	76.5
12/5/18 2:00 PM	64.7
12/5/18 3:00 PM	69.1
12/5/18 4:00 PM	72.2
12/5/18 5:00 PM	75.3
12/5/18 6:00 PM	70.8
12/5/18 7:00 PM	76.6
12/5/18 8:00 PM	75.0
12/5/18 9:00 PM	80.2
12/5/18 10:00 PM	72.8
12/5/18 11:00 PM	79.7
12/6/18 12:00 AM	59.8
12/6/18 1:00 AM	71.5
12/6/18 2:00 AM	58.7
12/6/18 3:00 AM	59.7
12/6/18 4:00 AM	76.4
12/6/18 5:00 AM	79.1
12/6/18 6:00 AM	68.6
12/6/18 7:00 AM	67.5
12/6/18 8:00 AM	76.9
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12/6/18 11:00 AM	69.8

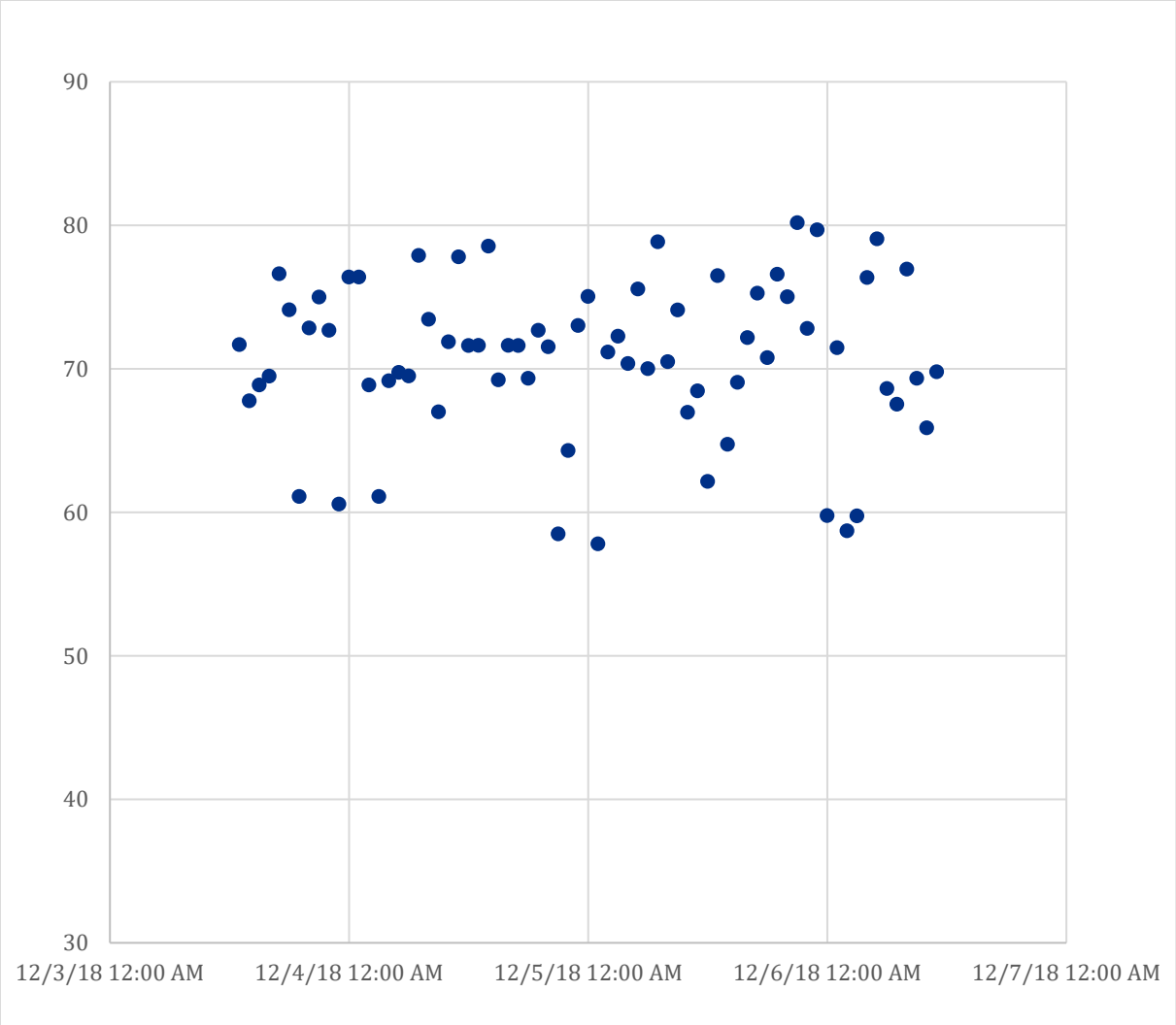

Figure A-2 LT-2: A Street NW between 1st Street NW and 2nd Street NW (Ldn = 79.6)

Table A-3 LT-3: 1st Street NW between A Street NW and B Street NW (Ldn = 82.7)

Date/time	Leq (1-hour)
12/3/18 1:00 PM	75.6
12/3/18 2:00 PM	73.5
12/3/18 3:00 PM	74.5
12/3/18 4:00 PM	74.1
12/3/18 5:00 PM	82.2
12/3/18 6:00 PM	78.2
12/3/18 7:00 PM	68.9
12/3/18 8:00 PM	76.1
12/3/18 9:00 PM	79.2
12/3/18 10:00 PM	77.0
12/3/18 11:00 PM	60.8
12/4/18 12:00 AM	79.2
12/4/18 1:00 AM	80.6
12/4/18 2:00 AM	71.2
12/4/18 3:00 AM	62.1
12/4/18 4:00 AM	76.0
12/4/18 5:00 AM	71.5
12/4/18 6:00 AM	71.7
12/4/18 7:00 AM	79.9
12/4/18 8:00 AM	77.0
12/4/18 9:00 AM	68.2
12/4/18 10:00 AM	75.3
12/4/18 11:00 AM	80.6
12/4/18 12:00 PM	75.5
12/4/18 1:00 PM	73.1
12/4/18 2:00 PM	81.9
12/4/18 3:00 PM	73.7
12/4/18 4:00 PM	74.9
12/4/18 5:00 PM	77.2
12/4/18 6:00 PM	75.2
12/4/18 7:00 PM	77.2
12/4/18 8:00 PM	73.9
12/4/18 9:00 PM	59.3
12/4/18 10:00 PM	66.4
12/4/18 11:00 PM	78.2
12/5/18 12:00 AM	77.2
12/5/18 1:00 AM	59.5
12/5/18 2:00 AM	75.7
12/5/18 3:00 AM	76.7
12/5/18 4:00 AM	73.3
12/5/18 5:00 AM	77.0

Date/time	Leq (1-hour)
12/5/18 6:00 AM	71.6
12/5/18 7:00 AM	81.4
12/5/18 8:00 AM	74.1
12/5/18 9:00 AM	77.2
12/5/18 10:00 AM	70.4
12/5/18 11:00 AM	72.9
12/5/18 12:00 PM	64.7
12/5/18 1:00 PM	82.5
12/5/18 2:00 PM	68.4
12/5/18 3:00 PM	72.4
12/5/18 4:00 PM	77.2
12/5/18 5:00 PM	79.0
12/5/18 6:00 PM	76.1
12/5/18 7:00 PM	81.5
12/5/18 8:00 PM	78.5
12/5/18 9:00 PM	82.8
12/5/18 10:00 PM	75.3
12/5/18 11:00 PM	82.3
12/6/18 12:00 AM	57.8
12/6/18 1:00 AM	76.1
12/6/18 2:00 AM	58.4
12/6/18 3:00 AM	60.3
12/6/18 4:00 AM	76.5
12/6/18 5:00 AM	81.8
12/6/18 6:00 AM	71.9
12/6/18 7:00 AM	70.5
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12/6/18 11:00 AM	75.9

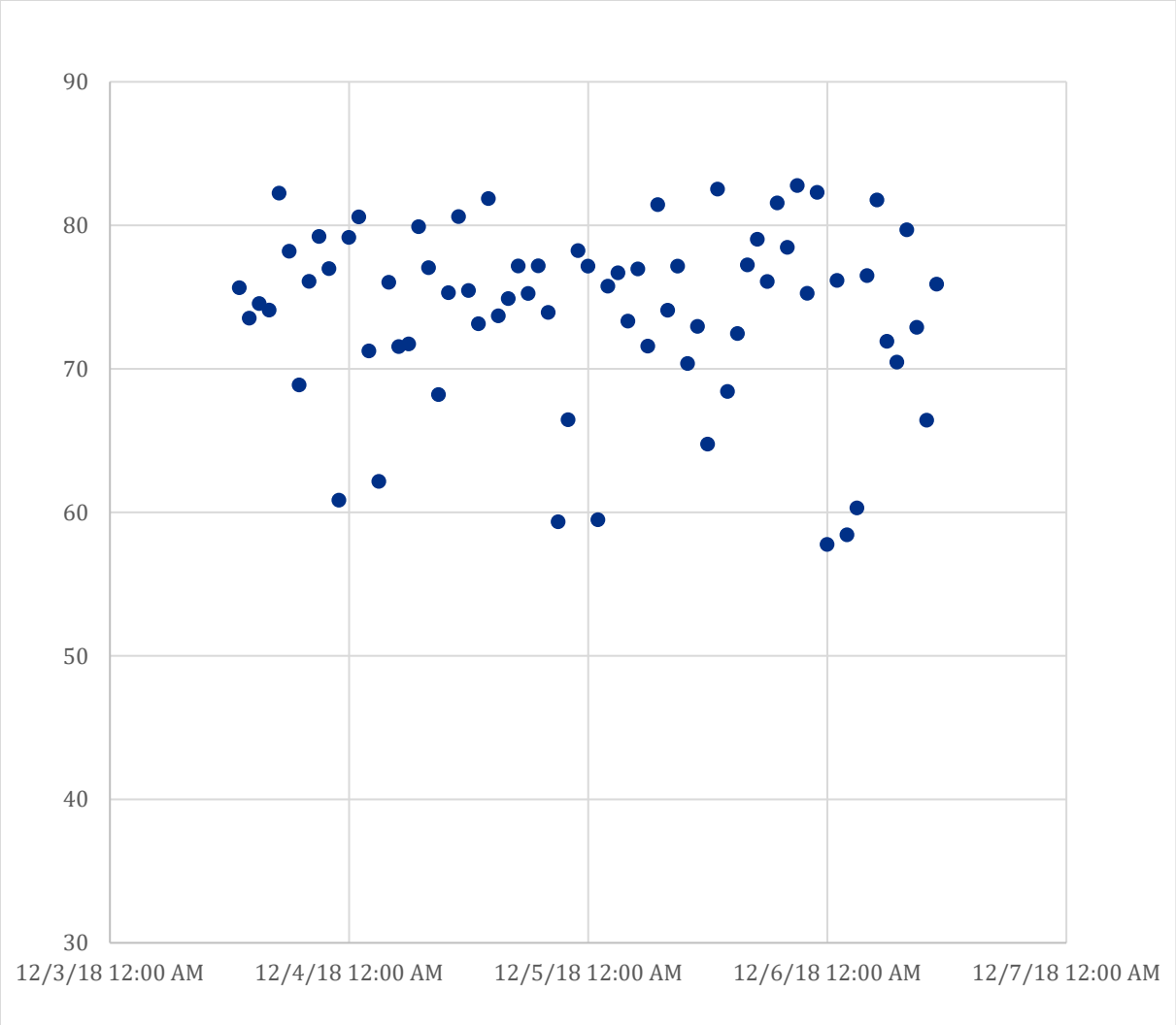

Figure A-3 LT-3: 1st Street NW between A Street NW and B Street NW (Ldn = 82.7)

Attachment G

Cultural Resources Technical Report

CULTURAL RESOURCES REPORT COVER SHEET

Author: January Tavel, MHP; Tait Elder, MA; Andrea Dumovich, MA; Mathew Sisneros; Yuka Oiwa.

Title of Report: Auburn Station Parking and Access Improvements Cultural Resources Technical Report

Date of Report: January 2020

County(ies): King County Section: 13 Township: 21N Range: 4EE/W

Quad: _____ Acres: 25

PDF of report submitted (REQUIRED) ☒ Yes

Historic Property Export Files submitted? ☐ Yes ☒ No

Archaeological Site(s)/Isolate(s) Found or Amended? ☐ Yes ☒ No

TCP(s) found? ☐ Yes ☒ No

Replace a draft? ☐ Yes ☒ No

Satisfy a DAHP Archaeological Excavation Permit requirement? ☐ Yes # ☒ No

DAHP Archaeological Site #:

_____
_____
_____
_____
_____
_____
_____
_____

- Submission of PDFs is required.
- Please be sure that any PDF submitted to DAHP has its cover sheet, figures, graphics, appendices, attachments, correspondence, etc., compiled into one single PDF file.
- Please check that the PDF displays correctly when opened.

Auburn Station Parking and Access Improvements

Cultural Resources Technical Report

SOUNDTRANSIT
401 South Jackson Street
Seattle, WA 98104-2826

January 2020

Table of Contents

List of Figures

List of Tables

Appendices

List of Acronyms and Abbreviations

ACC	Auburn City Code
APE	Area of Potential Effects
BP	before present
CFR	Code of Federal Regulations
DAHP	Washington State Department of Archaeology and Historic Preservation
FTA	Federal Transit Administration
HPI	Washington State Historic Property Inventory
IDP	Inadvertent Discovery Plan
KCC	King County Code
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
RCW	Revised Code of Washington
SEPA	Washington State Environmental Policy Act
Sound Transit	Central Puget Sound Regional Transit Authority
WAC	Washington Administrative Code
WHR	Washington Heritage Register
WISAARD	Washington Information System for Architectural and Archaeological Records Database
WSAPM	Washington Statewide Archaeology Predictive Model

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Executive Summary

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing the Auburn Station Parking and Access Improvements Project (Project), consisting of a new parking garage and pedestrian, bicycle, and transit amenities serving patrons of the Sounder South Rail system at the Auburn Station in Auburn, Washington. The site of the proposed garage (project site or project footprint) is in use as a surface parking lot and is bounded by 1st Street NW on the south, an alleyway on the north, BNSF Railway on the west, and A Street NW on the east. The proposed garage would have five levels with a partial half level for a total height of 58 feet and would provide approximately 675 parking spaces. As part of the environmental analysis for the Project, and as required under the National Environmental Policy Act (NEPA) and Section 106 of the National Historic Preservation Act (NHPA), this report has been prepared to support the Federal Transit Administration's (FTA) evaluation, in consultation with the Department of Archaeology and Historic Preservation (DAHP), regarding the Project's potential effects on historic properties.

Sound Transit conducted a landscape history analysis, literature reviews, geotechnical monitoring, archaeological sensitivity analysis, and reconnaissance-level built environment survey of the Area of Potential Effect (APE). The purpose of this analysis was to identify archaeological and built environment resources within the APE, analyze the Project's potential impacts on such resources, and assess the potential for encountering as-yet undocumented archaeological resources. Project-related ground-disturbing activities appear to have low probability for encountering as-yet undocumented archaeological sites within the APE. One previously documented archaeological resource (45KI498) is located within the APE but outside of the area of direct ground disturbance. This resource was previously recommended not eligible for listing in the National Register of Historic Places (NRHP).

To further determine the potential for encountering archaeological resources, geotechnical boring samples were observed within the area of direct ground disturbance. No buried archaeological deposits or terrestrial surfaces warranting additional inspection were identified (**Figure 7-1**). Therefore, Project-related ground-disturbing activities appear to have low probability for encountering as-yet undocumented archaeological sites within the project footprint.

A 2017 alternatives analysis included a cultural resources record search and reconnaissance-level built environment survey, which identified and documented four historic-age properties in the APE. None of the four historic-age properties surveyed during the alternatives analysis was previously determined eligible for listing in the NRHP or the Washington Heritage Register (WHR). FTA proposed that two of these properties are not eligible for the NRHP and that one property (the Battlefield Coffee House at 129 A Street NW, Auburn, Washington) is eligible for the NRHP (Table 8-1) and DAHP concurred. FTA proposed that the fourth property, the BNSF Railway Segment (Parcel 1321049022, HPI Property ID 717084), is not eligible for listing in the NRHP, but DAHP did not concur (Table 8-1).

As part of project design refinements, three additional historic-age properties were included within the APE. A second reconnaissance-level built environment survey was conducted to

document and evaluate these three properties. None of the three additional historic-age properties were previously determined eligible for listing in the NRHP or the WHR. FTA proposed that these three additional properties are not eligible for listing in the NRHP and DAHP concurred (Table 8-1).

Neither construction activities nor operations would result in changes to the Battlefield Coffee House's physical character-defining features or setting such that it would lack sufficient integrity to convey its historic significance and no longer be considered eligible for listing in the NRHP. Vibration levels from pile driving would have the potential to exceed the FTA's threshold of 0.2 inch per second peak particle velocity at a distance of up to 100 feet, which could be sufficient to represent a potential impact on the Battlefield Coffee House. Best practices and mitigation measures identified in the *Auburn Station Parking and Access Improvements Noise and Vibration Technical Memorandum* would reduce the potential for building damage to occur. If physical damage from project construction vibration where to occur to the building, repairs would be made that are consistent with the U.S. Secretary of the Interior's standards for the Treatment of Historic Properties. With implementation of the updated Noise and Vibration Analysis and Control Plan, construction vibration impacts would not be adverse and no adverse effects on historic properties are anticipated.

Section 1
Introduction and Project Description

The Central Puget Sound Regional Transit Authority (Sound Transit) is proposing the Auburn Station Parking and Access Improvements Project (Project), consisting of a new parking garage and pedestrian, bicycle, and transit amenities serving patrons of the Sounder South Rail system at the Auburn Station in Auburn, Washington. The site of the proposed garage (project site or project footprint) is owned by the City of Auburn (City) and is in use as a surface parking lot. The project site is bounded by 1st Street NW on the south, an alleyway on the north, BNSF Railway on the west, and A Street NW on the east. The current design includes five levels with a partial half level for a total height of 58 feet. The proposed garage would provide approximately 675 parking spaces.

The depths of Project-related ground-disturbance activities would vary. Construction of the stormwater detention vault below the parking structure would result in ground disturbance at a depth of approximately 8 feet, construction of the sand filter vault below the parking structure would result in ground disturbance at a depth of approximately 4 feet, and installation of approximately 300 piles or piers for the garage foundation may result in ground disturbance at a depth of approximately 70 feet. Portions of street rights-of-way would be used for utility relocation in areas where the soil has already been disturbed. Similarly, ground disturbance associated with the pedestrian, bicycle, and transit amenities, including bus shelters, is expected to be a depth of approximately 3 feet in locations where the soil has already been disturbed.

The following pedestrian, bicycle, and transit amenities are proposed adjacent to and near the project site to enhance overall access to the Auburn Station.

- Adjacent to the project site, amenities include painted crosswalks, signals, lighting, and signage.
- At the intersection of W Main Street and B Street NW, the following amenities would improve pedestrian safety and traffic calming:
    - Rechannelizing the W Main Street approach to B Street NW and installing a curb extension and concrete median curb.
    - Implementing a bicycle left-turn pocket to accommodate bicycle access from westbound W Main Street into the station.
    - Installing a rapid flashing beacon at the W Main Street crossing just east of B Street NW.
- At the Auburn Station, planned bicycle improvements include modifications to prepare for future increases in bicycle storage options; smart lockers provide opportunities for commuters to pay and reserve lockers.

- At five existing bus stops along routes that connect with the Auburn Station, new bus shelters would be installed.

Details of these amenities would be finalized as part of final design and in collaboration with the City.

The Project would acquire the project site property. Temporary construction easements near the project site would be required to facilitate construction of the proposed improvements. These include a staging area for temporary storage of construction materials, areas where utility relocation would occur and where construction equipment and materials would be transported to and from the project site, and areas where overhead airspace would be required for the movement of cranes. All temporary construction easements would be restored to original conditions when construction of the proposed improvements is completed.

In support of sustainability, Sound Transit is committed to environmentally sustainable features in the design and building of its parking garages—such as charging stations for electric vehicles, photovoltaic panels/arrays, and sustainable materials—which may be included in the design or added in the future. Landscaping, including screening of the parking garage, would be incorporated into the site design and would integrate with its surroundings. Sound Transit is committed to the communities within its service area and sets aside construction dollars for public art. The Sound Transit Public Art Program (STart) would manage the integration and maintenance of art into the new facility. The Project would provide stormwater runoff control and treatment per the City's applicable design standards. Low-impact development (LID) facilities (e.g., biofiltration, amended soils, tree planting) would also be implemented where feasible. The final control method would be determined during the final design phase.

1.1 Purpose of Technical Report

The purpose of the cultural resources investigations presented in this report is to record and evaluate cultural resources within the Area of Potential Effects (APE). This technical report presents environmental and cultural contexts, the methods and findings of the cultural resources studies, and archaeological recommendations regarding next steps under applicable regulations.

1.2 Regulatory Context

Federal, state, and local agency regulations recognize the public's interest in cultural resources and the public benefit of preserving these resources. These laws and regulations require analysts to consider how a project might affect significant cultural resources and to take steps to avoid, minimize or mitigate potential damage. In general, a cultural resource is any building, structure, object, site, landscape, or district associated with human manipulation of the environment. These resources are often valued by a particular group of people (monetarily, aesthetically, or religiously), and can be historic in character or date to the prehistoric past (i.e., the time prior to written records). Resource types referred to in this report include archaeological resources, historic resources, and culturally significant properties.

The Project is applying for funding from FTA and is, therefore, a federal undertaking and must comply with Section 106 of the NHPA (and its implementing regulations at 36 Code of Federal Regulations [CFR] 800), NEPA, and Section 4(f) of the Department of Transportation Act. The

Project is also subject to the State of Washington and the City's cultural resources laws and regulations. The applicable federal, state, and local laws and regulations are described in this section.

1.2.1 Federal

1.2.1.1 Section 106 of the National Historic Preservation Act

As a federal undertaking, the Project must be conducted in compliance with Section 106 of the NHPA. Section 106 requires federal agencies to consider the effects of funded or approved undertakings that have the potential to affect historic properties. A historic property is any district, site, building, structure, or object that is listed in or eligible for listing in the NRHP. Under Section 106, the lead federal agency must provide an opportunity for the State Historic Preservation Officer, affected tribes, and other stakeholders to comment. The Section 106 process consists of five steps (36 CFR 800).

1. Initiate the process by coordinating with other environmental reviews, consulting with the State Historic Preservation Officer, identifying and consulting with interested parties, and identifying points in the process to seek input from the public and to notify the public of proposed actions.

2. Identify potential historic properties, and evaluate them for NRHP eligibility (the process for which is explained in Section 1.2.1.2, *National Register of Historic Places*), resulting in the identification of historic properties.

3. Assess effects of the Project on historic properties.

4. Consult with the State Historic Preservation Officer and interested parties regarding any adverse effects on historic properties.

5. If necessary, develop an agreement that addresses the treatment of these properties (e.g., a Memorandum of Agreement).

1.2.1.2 National Register of Historic Places

First authorized by the Historic Sites Act of 1935, the NRHP was established by the NHPA as "an authoritative guide to be used by federal, state, and local governments; private groups; and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." The NRHP recognizes properties that are significant at the national, state, and local levels. According to the NRHP guidelines, the quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association; and that meet any of the following criteria.

- **Criterion A.** A property is associated with events that have made a significant contribution to the broad patterns of our history.

- **Criterion B.** A property is associated with the lives of persons significant in our past.

- **Criterion C**. A property embodies the distinctive characteristics of a type, period, or method of construction, or represents the work of a master, or possesses high artistic value, or represents a significant and distinguishable entity whose components may lack individual distinction.
- **Criterion D**. A property yields, or may be likely to yield, information important in prehistory or history.

The NRHP requires that a resource not only meet one of these criteria, but that it must also possess integrity. Integrity is the ability of a property to convey historical significance. The evaluation of a resource's integrity must be grounded in an understanding of that resource's physical characteristics and how those characteristics relate to its significance. The NRHP recognizes seven aspects or qualities that, in various combinations, define the integrity of a property, including location, design, setting, materials, workmanship, feeling, and association. To be considered a significant historic property, a resource must possess several, and usually retain most, of these aspects of integrity, depending on the context and the reasons the property is judged to be significant (Andrus and Shrimpton 1995:44). The National Park Service's National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation (Andrus and Shrimpton 1995:44–45), discusses the aspects of integrity as follows.

- **Location.** The place where the historic property was constructed or the place where the historic event took place.
- **Design.** The combination of elements that create the form, plan, space, structure, and style of a property.
- **Setting.** The physical environment of a historic property.
- **Materials.** The physical environments were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- **Workmanship.** The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- **Feeling.** A property's expression of the aesthetic or historic sense of a particular period of time.
- **Association.** The direct link between an important historic event or person and a historic property.

An adverse effect on a historic property is found when an activity may alter, directly or indirectly, any of the characteristics of the historic property that render it eligible for inclusion in the NRHP.

1.2.1.3 National Environmental Policy Act

NEPA requires federal agencies to consider effects that plans and programs may have on important historic, cultural, and natural aspects of our national heritage by considering the unique characteristics of the vicinity of a plan or program area. These unique characteristics can include proximity to cultural resources (40 CFR 1508.27 [b][3]) and the degree to which actions

may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the NRHP (40 CFR 1508.27 [b][8]).

1.2.1.4 Section 4(f) of the U.S. Department of Transportation Act

Under Section 4(f) of the U.S. Department of Transportation Act of 1966, the Secretary of Transportation may approve a transportation program or project requiring the use of the land of an historic site of national, state, or local significance only if (1) there is no prudent and feasible alternative to using that land; and (2) the program or project includes all possible planning to minimize harm to the historic site resulting from the use (U.S. Government Publishing Office 2011). For purposes of 4(f) the term *historic site* includes any publicly or privately owned "prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register" and also includes "properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization that are included in, or are eligible for inclusion in, the National Register" (23 CFR 774.17). The law, now codified in 49 U.S. Code (U.S.C.) §303 and 23 U.S.C. §138, is implemented by the FTA through regulation 23 CFR 774. For historic sites, a *de minimis* impact means that FTA has determined (in accordance with Section 106 of the NHPA) that the project will have no adverse effect on the historic property. The Section 4(f) evaluation is provided under question M of the FTA Region 10 Documented Categorical Exclusion Worksheet.

1.2.2 State

The Project must be performed in compliance with the Washington State Environmental Policy Act (SEPA) and other state and local cultural resources requirements, as appropriate. The key applicable laws and regulations are described in this section.

1.2.2.1 State Environmental Policy Act

SEPA (Chapter 43.21C Revised Code of Washington [RCW]) requires that project effects on historic properties must be considered in weighing the overall effect of the project on the environment. SEPA requires the consideration of significant impacts on cultural and historic resources and requires that effects on cultural and historic resources be taken into account in the threshold determination process (Washington Administrative Code [WAC] 197-11-330).

Under SEPA, the Washington State Department of Archaeology and Historic Preservation (DAHP) is the specified agency with special expertise relating to archaeological and historic resources. DAHP functions as Washington's State Historic Preservation Office.

1.2.2.2 Washington Heritage Register

The Washington Heritage Register (WHR) is an official listing of historically significant sites and properties found throughout the state. The list is maintained by DAHP and includes districts, sites, buildings, structures, and objects that have been identified and documented as being significant in local or state history, architecture, archaeology, engineering, or culture. To qualify for placement on the WHR, the resource must meet the following criteria.

- A building, site, structure, or object must be at least 50 years old. If newer, the resource should have documented exceptional significance.

- The resource should have a high to medium level of integrity; i.e., it should retain important character defining features from its historic period of construction.
- The resource should have documented historical significance at the local, state, or federal level.
- Advisory Council on Historic Preservation review and listing requires the consent of the owner.

In addition, WHR recognizes nine areas of significance (Washington State Department of Archaeology and Historic Preservation 2017). A property can be listed in the WHR if:

- The property belongs to the early settlement, commercial development, or original native occupation of a community or region.
- The property is directly connected to a movement, organization, institution, religion, or club which served as a focal point for a community group.
- The property is directly connected to specific activities or events which have had a lasting impact on the community or region.
- The property is associated with legends, spiritual or religious practices, or lifeways which are uniquely related to a piece of land or to a natural feature.
- The property displays strong patterns of land use or alterations of the environment which occurred during the historic period (cultivation, landscaping, industry, mining, irrigation, recreation).
- The property is directly associated with an individual who made an important contribution to a community or to a group of people.
- The property has strong artistic, architectural, or engineering qualities, or displays unusual materials or craftwork belonging to a historic era.
- The property was designed or built by an influential architect, or reflects the work of an important artisan.
- Archaeological investigation of the property has increased or will increase our understanding of past cultures or life ways.

Sites listed on the NRHP are automatically added to the WHR; hence, a separate nomination form does not need to be completed.

1.2.2.3 Other State Laws

Other state laws regarding archaeological resources include the following.

- **RCW 27.44, Indian Graves and Records,** provides protection for Native American graves and burial grounds, encourages voluntary reporting of said sites when they are discovered, and penalizes disturbance or desecration of such sites.

- **RCW 27.53, Archaeological Sites and Resources,** governs the protection and preservation of archaeological sites and resources and establishes DAHP as the administering agency for these regulations.
- **RCW 68.60, Abandoned and Historic Cemeteries and Historic Graves,** provides for the protection and preservation of abandoned and historic cemeteries and historic graves, including human remains interred outside formal cemeteries.

1.2.3 Local

King County Code (KCC) provides for the protection and preservation of recognized cultural resources, including designated buildings, sites, objects, and districts (Title 20.62) through a Historic Preservation Program and a Landmarks Commission. The city of Auburn incorporated King County historic preservation provisions, including sections of KCC 20.62. The King County Landmarks Commission is designated to oversee and maintain landmarks for the city of Auburn, Washington. One Auburn resident may be appointed by the mayor to serve on the King County Landmarks Commission (Auburn City Code (ACC) 15.76 and KCC 20.62). The City includes municipal code for how to appeal a commission designation or rejection (ACC 15.76.030).

Properties may only be considered for King County landmark designation through a formal nomination process (KCC 20.62.050). Properties that are more than 40 years old may be considered. Designation Criteria for King County landmarks are similar to those of NRHP, but a property may also be designated "because it is an easily identifiable visual feature of a neighborhood or the county and contributes to the distinctive quality or identify of such neighborhood or county or because of its association with significant historical events or historic themes, association with important prominent persons in the community or county or recognition by local citizens for substantial contribution to the neighborhood or community" (KCC 20.62.040). Under ACC 15.76.040, any person aggrieved by a decision of the King County Landmarks and Heritage Commission designating or rejecting a nomination for designation of a landmark or issuing or denying a certificate of appropriateness may engage in an appeal process.

1.3 Area of Potential Effects

The Project would occur on City-owned property currently in use as a paved surface parking lot located on parcels 0492000460, 0492000461, and 0492000463, which measure approximately 1 acre in size within the city of Auburn, Washington (Township 21N, Range 4E, SE corner of NE corner of Section 13) (**Figure 1-1**).

The APE has been horizontally delineated by parcel (**Figure 1-2**). Parcels and adjacent locations in the public right-of-way have been included in the APE if they meet the following criteria.

- The parcel or location in the public right-of-way intersects with the proposed project footprint or locations of other proposed improvements, with the potential to have direct impacts on historic properties or cultural resources.
- The parcel or location in the public right-of-way is adjacent to a proposed project activity with the potential to have indirect impacts on historic properties or cultural resources.

In addition, the APE has been delineated to include the locations where pedestrian, bicycle, and transit amenities are proposed. These include locations of pedestrian safety and traffic calming measures at the at the intersection of W Main Street and B Street NW; bicycle improvements at Auburn Station; and public right-of-way for bus shelters.

All the areas identified within the APE are outside an established historic district. Therefore, the improvements would not represent a potential to affect any historic features that contribute to a historic district.

The Project's current foundation design includes pile driving for more than 300 piles that may result in ground disturbance at a depth of approximately 70 feet. Construction of the stormwater detention vault below the parking structure would result in ground disturbance at a depth of approximately 8 feet, and construction of the sand filter vault below the parking structure would result in ground disturbance at a depth of approximately 4 feet. Portions of street rights-of-way would be used for utility relocation in areas where the soil has already been disturbed. Similarly, ground disturbance associated with the pedestrian, bicycle, and transit amenities, including bus shelters, would be at a depth of approximately 3 feet in locations where the soil has already been disturbed. As part of the geotechnical borings, an Inadvertent Discovery Plan (IDP) was prepared in the event of the discovery of archaeological deposits or human remains during geotechnical borings work (**Appendix E**). As part of final design, Sound Transit would prepare an IDP for project construction, incorporating updates to the project design and extent of ground disturbance.

Figure 1-1 Project Location Map

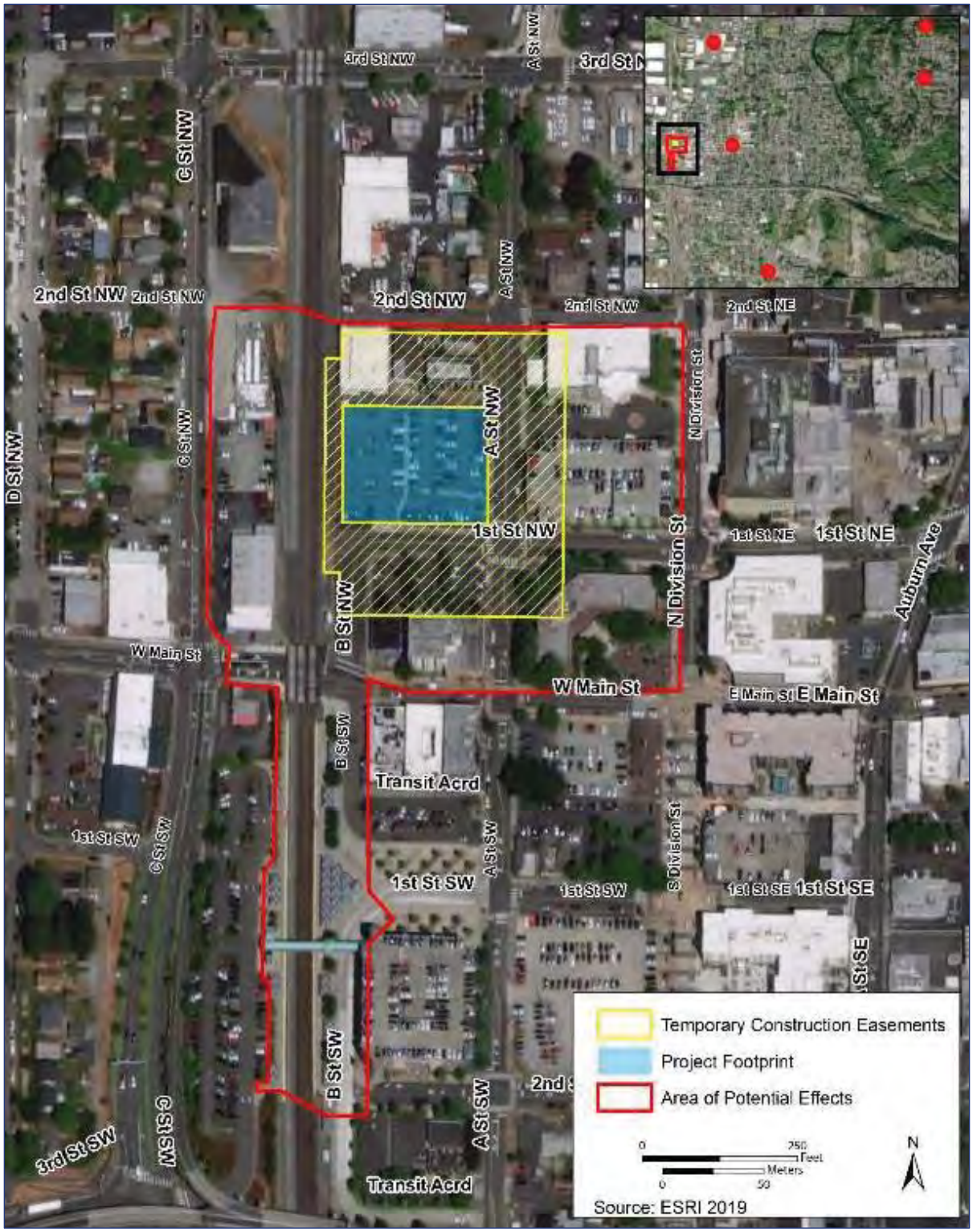

Figure 1-2 Area of Potential Effects, Sheet 1

Figure 1-2 Area of Potential Effects, Sheet 2

Figure 1-2 Area of Potential Effects, Sheet 3

Figure 1-2 Area of Potential Effects, Sheet 4

Figure 1-2 Area of Potential Effects, Sheet 5

Figure 1-2 Area of Potential Effects, Sheet 6

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Section 2
Consultation

2.1 State Historic Preservation Officer and Other Consulting Parties

In accordance with Section 106 of the NHPA, FTA is the lead federal agency that determines whether a resource is eligible for listing in the NRHP, and affords DAHP an opportunity to comment. Other consulting parties include the City and interested and affected Native American Tribes (discussed in Section 2.2, *Tribes*).

Phase 1 historic property analysis included preparation of 13 historic property inventory (HPI) forms. This included nine properties in Kent and four properties in Auburn. All four of the Auburn properties are within the current APE. The 13 Phase 1 HPIs for properties in Kent and Auburn were submitted to DAHP via the Washington Information System for Architectural and Archaeological Records Database (WISAARD) to obtain informal feedback on NRHP eligibility findings. This consultation was documented in correspondence from FTA to DAHP dated August 10, 2017, and in a response from DAHP to FTA dated August 16, 2017. Both letters are included in **Appendix A**. Opportunity to comment on this technical report and associated historic property documentation was included in the formal consultation process. That consultation was documented in correspondence from FTA to DAHP dated August 27, 2019, and in a response from DAHP to FTA dated September 10, 2019. These letters are also included in **Appendix A**.

2.2 Tribes

As part of the environmental review process, Section 106 process, and government-to-government responsibilities, FTA will engage in consultation with interested and affected Native American Tribes, including the Muckleshoot Indian Tribe, Nisqually Tribe, Puyallup Tribe of Indians, and Confederated Tribes and Bands of the Yakama Nation.

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Section 3
Archival Research

3.1 Methods and Materials Reviewed

Available WISAARD records, historic maps and documents, and the DAHP Washington Statewide Archaeology Predictive Model (WSAPM) were reviewed. A desktop-based buried archaeological site sensitivity analysis was conducted to identify previously documented archeological and historic resources within 0.25 mile of the APE. WISAARD contains all cultural resources records and reports written since 1995 that are on-file with DAHP. The findings of this research are presented in Section 3.2, *Results*.

3.2 Results

3.2.1 Previous Cultural Resource Studies

The WISAARD search identified six previous cultural resource studies within the APE. The studies included a historic properties survey initiated by the King County Landmarks and Heritage Program (Sundberg 1997), a construction project for the Auburn Rail Station garage that started in March of 2001 (LaTourneau 2001a), a continuation of that same project through April of 2001 (LaTourneau 2001b), a street improvement project (Schwab 2007), a reconstruction project of the S. Division Promenade (Montgomery and Chambers 2009), and the continuation of the same S. Division Promenade project during construction (Phillips 2011). Only the LaTourneau studies (1339889 and 1339893) recorded an archaeological site within the APE; however, this site is located outside of the area of project direct ground disturbance. LeTourneau (2001a) recommended the site not eligible for listing in the NRHP due to its substantially disturbed condition.

One additional study is present within 0.25 mile of the APE. The study is a street extension project conducted in 2007 (Chobot et al. 2007), which did not report any new or previously recorded archaeological sites.

Table 3-1 summarizes the key attributes of each of the studies and their findings as recorded in WISAARD.

Table 3-1 Cultural Resources Studies Conducted within 0.25 miles of the APE

Reference	NADB Number	Title	Distance to APE Location	Cultural Materials Identified
LaTourneau 2001a	1339889	*Results of Archaeological Field Inspection and Testing at Auburn Commuter Rail Station Garage*	Within APE	Yes, historic and intact prehistoric cultural materials within a heavily disturbed site.
LaTourneau 2001b	1339893	*Results of Archaeological Testing and Monitoring at Auburn Commuter Rail Station Garage (45KI498)*	Within APE	Yes, historic and possible prehistoric cultural materials within a heavily disturbed site.
Montgomery and Chambers 2009	1354439	*Cultural Resources Assessment for the S. Division Street Promenade Project, Auburn, King County, Washington*	Within APE	None
Phillips 2011	N/A	*Archaeological Monitoring for the S. Division Street Promenade Project, Auburn, King County, Washington*	Within APE	None
Schwab 2007	1349151	*West Main Street Improvement Project Cultural Resources Survey*	Within APE	None
Sundberg 1997	1349947	*Historic Resources Survey and Inventory Update for the city of Auburn*	Within APE	Inventoried 45 historic-era properties.
Chobot et al 2007	1350650	*Cultural Resources Survey for the A Street NW Extension Project, Auburn, King County, Washington*	0.25 miles from APE	None

N/A = not applicable; APE = Area Of Potential Effects

3.2.2 Previously Recorded Cultural Resources

One previously recorded archaeological resource (KI00498) is located in the APE, but outside of the area of direct ground disturbance. Situated between 1st and 2nd Streets SW and between A and B Streets SW, KI00498 is a disturbed historic site with a possible prehistoric lithic scatter identified during monitoring of the construction of the Auburn Station Garage in 2001 (LeTourneau 2001b). The site was recommended not eligible for listing in the NRHP due to the mixed context in which the cultural materials were found.

The WISAARD search also identified one archaeological site previously documented within 0.25 miles of the APE. The site encompasses two recorded segments of the historic Puget Sound Electric Railway grade, KI01254, which are located on the Interurban Trail in Auburn and Algona, Washington. The site consists of a deteriorated railroad grade lacking remaining visible elements such as rails and sleepers. The site was recommended not eligible for listing in the NHRP due to the loss of the railroad grade's historic integrity (Heideman 2016).

Table 3-2 summarizes the key attributes of each of the previously recorded resources and their findings accessed via WISAARD.

Table 3-2 Previously Recorded Archaeological Sites Located within 0.25 miles of the APE

Reference	Site Number	Distance to APE Location	Cultural Materials Identified
LeTourneau 2001b	KI00498	Within the APE	Multi-component site with late 19th century and early 20th century historic artifacts and possible prehistoric lithic flakes, not eligible for NRHP.
Heideman 2016	KI01254	0.25 miles from the APE	Historic Puget Sound Electric Railway grade, not eligible for NRHP.

APE = Area of Potential Effects; NRHP = National Register of Historic Places

3.2.3 Cemeteries

One previously recorded private cemetery was identified within 0.25 mile of the Auburn Station APE. Located at an "old engine house" on 6th Avenue S and A Street SE, site KI00981 is recorded to contain human skeletal remains. The exact dimensions of the area that contains skeletal remains are not well defined in the WISAARD records. The area is located at the southern edge of the 0.25-mile buffer from the Project APE.

The nearest public cemeteries are Mountain View Cemetery, located 1.2 miles from the APE, and the Pioneer Cemetery, located 0.6 mile from the APE. Mountain View Cemetery (KI00850) was established in 1890 with many graves relocated there from the Auburn Pioneer Cemetery; one of the earliest markers is dated 1864. Pioneer Cemetery (KI00851) was platted in 1889 and was active for 20 years, with Japanese burials introduced to the eastern edge of the property in 1917. The graves were reinterred at Mountain View Cemetery in Kent and Hillcrest Burial Park in Kent. Both were recommended eligible for NRHP status (Washington State Department of Archaeology and Historic Preservation 2016).

3.2.4 Historic Maps

General and property-specific archival research was conducted to establish precontact, ethnographic, and historic contexts for the APE. Materials examined included the previous cultural resources studies found during the literature review, as well as primary and secondary resources from local repositories. Existing cultural resources studies performed within or directly adjacent to the APE were reviewed. The methods used for these studies and any possible data gaps were considered. Research materials obtained from the following repositories were also reviewed.

- King County Archives, Records and Licensing Services Collection:
- Sanborn Maps ranging from 1894 to 1943
- Historic Aerials (http://www.historicaerials.com)

3.2.5 Previously Recorded Historic-Age Properties

The WISAARD record search indicated 72 historic-age properties present within 0.25 mile of the APE. Three of the 72 historic-age buildings are listed on the NRHP and the WHR. Of these, only one is locally listed in the King County and City Landmarks List. In addition, one building among the 72 historic-age properties was recorded as eligible for listing in both the WHR and NRHP. A summary of these properties is included in **Appendix B**. None of the properties were located within the APE.

3.2.6 DAHP Predictive Model

The WSAPM, maintained by DAHP, is used to determine whether a given location has sensitivity for containing archaeological sites. The WSAPM correlates several environmental datasets—elevation, slope, aspect (compass direction that a slope faces), distance to water, geology, soils, and landforms—and cultural datasets (archaeological sites recorded with DAHP, archaeological survey locations, General Land Office sites) to generate predictions on where archaeological sites might occur within a landscape. Based on this information, DAHP defines five management categories (very high, high, moderate, low, and very low potential for archaeological sites) to assess the potential for archaeological deposits and the necessity of archaeological survey within Washington State.

The WSAPM identifies the Project APE as very high risk, with the completion of an archaeological survey highly advised (**Appendix C**). This area is primarily identified as high risk because of its low elevation, nearly imperceptible slope, and relative proximity to water. To more precisely determine the need for further archaeological studies, geotechnical bore sampling analysis was performed to consider other factors not included in the WSAPM and to consider the nature of project-related ground-disturbing activities. The findings of this analysis are presented in Section 7, *Geotechnical Bore Sampling Analysis*.

Section 4
Environmental Context

4.1 Topography and Geology

The APE is located within the Puget Lowland geographic province, a north-to-south oriented depression situated between the Olympic mountain range to the west and the Cascade range to the east (Schuster 2009:2). The concave shape of the Puget Lowland is the result of tectonic pressure, caused by the subduction of the Juan De Fuca plate under the North American plate (Haugerud 2004). During the Pleistocene epoch (2.588 million to 12,000 years before present [BP]), the Puget Lowland was intermittently covered by glacial ice, which advanced southward from British Columbia. Each glacial advance scoured and reshaped the topography created by the previous glacial advance and deposited debris. The current topography of the lowland is primarily the result of surface scouring, subglacial trough erosion, and sedimentary deposition from the most recent glacial advance, known as the Vashon stage of the Fraser glaciation (18,750 and 16,950 years ago), followed by the deposition of sediments and channel incision during glacial retreat (16,950 and 16,400 years ago) (Goldstein 1994; Porter and Swanson 1998).

The APE is located on floor of the Duwamish Valley. Prior to around 5,700 years ago, the present-day location of the city of Auburn and the area north of Auburn in the Duwamish Valley was a marine embayment. At that time, the northeastern portion of Mount Rainier's composite crater collapsed. This resulted in a mud and debris flow—termed the Osceola Mudflow—that proceeded down the Duwamish Valley and rapidly infilled the remainder of the embayment, with mudflow deposits extending into the APE vicinity. The availability of new sediment sources, and subsequent smaller mudflows, resulted in the rapid infilling of the remainder of the valley as the river delta prograded (or grew outward)—nearly 22 miles—to its near-present location at the beginning of the 20th century (Dragovich et al. 1994). The ground surface of the APE is currently composed of Holocene-aged alluvial sediments at the ground surface (Washington State Department of Natural Resources 2018). As indicated in Chapter 7 *Geotechnical Bore Sampling and Analysis*, the local depth of these sediments exceeds 40 feet below the ground surface.

4.2 Flora and Fauna

The APE is located in the Puget Sound area subtype of the western hemlock (*Tsuga heterophylla*) vegetation zone. Softwoods such as Douglas fir (*Pseudotsuga menzesii*), western hemlock, and western red cedar (*Thuja plicata*) are the dominant tree species in the region, while hardwoods such as red alder (*Alnus rubra*) and bigleaf maple (*Acer macrophyllum*) are generally subordinate and found near water courses or riparian habitats. Understory shrubs with potential food and resource value in the western hemlock zone include, but are not limited to, swordfern (*Polystichum muritum*), bracken fern (*Pteridium aquilinum*), Oregon grape (*Mahonia aquifolium*), vine maple (*Acer circinatum*), blackberry (*Rubus* spp.), ocean spray (*Holodiscus discolor*), salal (*Gaultheria shallon*), blueberries and huckleberries (*Vaccinium* spp.), and red elderberry (*Sambucus racemosa)*. Wapato (*Sagittaria latifolia*), another traditionally important plant resource, would have been available in wetland areas along stream margins.

Terrestrial faunal resources of value in the region historically include, but are not limited to, mule deer (*Odocoileus hemionus*), elk (*Cervus elaphus*), cougar (*Puma concolor*), wolf (*Canis lupus*), coyote (*Canis latrans*), black bear (*Ursus americanus*), squirrels (*Scirius* sp.), muskrat (*Ondatra* sp.), and raccoon (*Procyon lotor*) (Dalquest 1948). Ducks and geese (Family Anatidae) are seasonally abundant in the area (Kruckeberg 1995).

Section 5
Cultural Context

5.1 Prehistoric Background

Archaeological cultural chronologies of the Pacific Northwest and the Puget Sound area have been summarized by numerous archaeologists (including, but not limited to, Ames and Maschner 1999; Blukis Onat et al. 2001; Greengo and Houston 1970; Kidd 1964; Matson and Coupland 1995; and Nelson 1990). Studies of the archaeology and prehistory of the Puget Sound and surrounding areas typically divide the prehistoric cultural sequence into multiple phases or periods from about 12,500 to 225 BP. These phases are delineated by changes in regional patterns of land use, subsistence, and tool types over time. Archaeological cultural chronologies provide a useful framework for analysis but do not necessarily reflect tribal views of history, cultural boundaries, affiliations, and time. This document uses the archaeological cultural chronology developed by Ames and Maschner (1999) for the Pacific Northwest coast to help describe the patterns in precontact cultural developments in the Puget Sound. The sequence includes the following five periods.

- **Paleo-Indian (prior to 12,500 BP)**. The Paleo-Indian period is characterized by sparse and highly mobile groups that primarily used terrestrial resources. Assemblages include large stone bifaces and bone technology. A majority of Puget Sound sites dated to this period consist of isolated large-fluted stone bifaces attributed to the Clovis culture, and are typically located on upland glacial plains. The use of bone technology in the region during this period was recently confirmed during a recent re-analysis of the Manis mastodon site (45CCA218) assemblage (Waters et al. 2011).

- **Archaic (12,500–6,400 BP)**. The Archaic period is characterized by increased technological diversity relative to the Paleo-Indian period. Typically located on alluvial terraces, assemblages include leaf-shaped bifaces, cobble and cobble-flake tools, and bone tools. Evidence of littoral resource use begins to appear during this period in the larger Pacific Northwest region, but not within the Puget Sound.

- **Early Pacific (6,400–3,800 BP)**. The Early Pacific period is characterized by expanded use of intertidal resources and increased dependence on bone and antler tools relative to the Archaic period. Assemblages include bone points, barbs, and harpoons, ground stone points and celts, and shell middens. Although evidence for the use of upland and riverine resources continued, the earliest evidence for littoral resource use in the Puget Sound also occurs during this period.

- **Middle Pacific (3,800 to 1,800–1,500 BP)**. The Middle Pacific period is characterized by the first evidence of permanent social strata, as well as a shifting emphasis to a storage-based economy, intensification of salmon fishing, an increase in the variety of bone and antler tools, and near-modern art styling. Assemblages include artifacts similar to those associated with the Early Pacific period, as well as plank house remains, wooden boxes,

toggling harpoons, fish hooks, and fish rakes. Sites situated along the littoral zone become prevalent during this period.

- **Late Pacific (1,800–1,500 to around 225 BP)**. The Late Pacific period is characterized by the emergence of extremely large houses, heavy-duty woodworking tools, and a decreased reliance on chipped stone tools. Assemblages include artifacts similar to those associated with the Middle Pacific period. The archaeological record from this period comprises primarily littoral sites and riverine sites.

The APE is located within a riverine environment on a landform that was most likely formed during the late Holocene, which is roughly contemporaneous with the Middle and Late Pacific periods. Several extensively studied riverine archaeological sites are located in the eastern portion of the central Puget Sound, such as the APE, and provide insight into the types of precontact activities that occurred in these environments.

Analysis of the content of two sites from the Middle Pacific period indicates that the precontact peoples of the region used riverine environments to procure and process faunal resources. One of the sites, 45KI11, is situated near the northeastern edge of Lake Washington, along what used to be the Sammamish River. The site contained abundant fire modified rock, calcined bone, and lithic tools, including bifaces, projectile points, scrapers, micro-blades, and a hammerstone. Radiocarbon analysis of charcoal obtained from the site's cultural materials-bearing deposit indicates that it dates to approximately 2,700 years ago. However, patinated lithic materials and obsidian microblades, typically associated with earlier periods, were recovered during excavations (Shong et al. 2007; Shantry et al. 2008). Excavations along Bear Creek at Marymoor (45KI9) yielded similar materials dated to approximately this period as well. Highly fragmented and calcined faunal remains and a high frequency of large choppers, hammerstones, and scrapers suggest the site was used as a processing location (Greengo and Houston 1970).

Analysis of sites from the Late Pacific period provides evidence to indicate that riverine environments were also used for habitation, and that the precontact peoples from this period relied extensively on aquatic resources. Tualdad Altu (Site 45KI59) or "King Salmon's House," located in Renton, was a village that contained several nearly 60-foot longhouses, which were occupied year-round starting 1,500 years ago and ending just a few decades later (Chatters 1987). The site takes its name from a nearby Duwamish fishing location; its location on the Black River floodplain allowed occupants access to Chinook (*O. tshawytscha*) and steelhead (*O. mykiss*), which in typical Northwest Coast fashion they dried and preserved for winter consumption. The site also contains an elaborate modified bone and antler assemblage which includes multivalve harpoon points, unilaterally barbed points, and zoomorphic effigies.

Other riverine sites dated to the Late Pacific period also suggest a heavy reliance on salmon by native peoples. Sbabadid (Site 45KI51, Larson and Lewarch 1995), the Renton High School site (Site 45KI501), and the Allentown and White Lake sites (Site 45KI438 and Site 45KI438A) were used approximately within the last 500 years and are ideally located for salmon exploitation and processing. These sites are dominated by salmon remains and reflect seasonally occupied fishing camps. Such sites would have been necessary to support the subsistence pattern of the area as currently understood and likely provided a great deal of the food for the population that reached its highest density in the region during this late period (Chatters 1987).

5.2 Ethnographic Background

The Native American group and place names discussed in this section are taken from different sources and have slightly variable orthographic recordation and associated translations. Place names offered by Buerge (1984, 1985) have translations that vary slightly from those recorded by Waterman (in Hilbert et al. 2001) and further translated by Hilbert et al. (2001).

Southern Puget Sound is the home of Southern Lushootseed speakers (Hess 1977). The APE is located within lands that are traditionally ascribed to Duwamish peoples, who are commonly associated with Lake Washington. According to Buerge (1985:34) the Duwamish draw their name from the word *Duw* used to describe the rivers now known as the Duwamish, Cedar, and Black rivers. In Southern Lushootseed, *Duw* means "inside" (part of *t-hw-duw* [going up inside]). The peoples who lived in the area were the "people of the inside" of the *du-AHBUSH* (Buerge 1984). However, as with other Puget Sound groups, the name Duwamish is an encapsulating name given to the peoples of the area by European American settlers (Buerge 1984; Castille 1985; Smith 1940).

According to Eells (in Castille 1985) the Duwamish could also be found on the islands of Puget Sound and the group was divided into a number of "bands." These bands included groups such as the Sawamish, Samamish, Skopahmis, Sk'telmist and St'hahmish (Castille 1985:20). The Suquamish are commonly cited as a western extension or very close ally of the Duwamish (Castille 1985; Haeberlin and Gunther 1930).

T.T. Waterman's ethnographic manuscript titled *Geography of Puget Sound*, with recent translations into today's Lushootseed alphabet by Vi Hilbert and Zahir Zalmai, mentions one ethnographic place name within a mile of the APE. North of the APE is t^{3}i'lakwEts, which translates to "strawberries" indicating "the site of the Brandon place south of the town of Auburn" (Waterman 2001:141–142).

5.3 Historic Context

Early Development of Auburn

Pioneers began arriving to the King County region overland across the mountain via Naches and Snoqualmie Passes, settling in areas that included land near the White River (Kent-Auburn) in the 1850s (Payton 2006: 7–8). The town of Auburn was originally platted under the name of Slaughter in 1886 by Levi and Mary Ballard, and the town was incorporated in 1891 (Pittenger 2014: 23). During Auburn's early development years, population growth in the region was spurred by a variety of catalysts. The 1897 Klondike Gold Rush, as well as increased maritime trade, local manufacturing, and hydropower industry resulted in an influx of new residents in the region. Farms of the White River Valley became outfitters, suppliers, and provisioners to aspiring gold miners headed for Alaska (Payton 2010, 2006:12). In addition, new railroad infrastructure offered greater access to eastern and southeastern areas of King County, which facilitated expansion of the agriculture, lumber, and coal industries. This economic growth spurred a boom in population and housing demand (Payton 2010).

The Role of Railroad Infrastructure in Auburn's Early Development

Despite the fertility of land in the valley, population and economic growth was slow in King County until development of local railroads allowed for easier transport of people and goods. The territorial governor Isaac Stevens recognized in 1853 that a northern railroad route was necessary for the expansion of the area (Cameron 1978). Nevertheless, it was not until 1883 that the Northern Pacific Railroad was able to complete its through road to the west, connecting Seattle with the Midwest, and creating the first northern transcontinental railroads (Hubbard 1981:143). That same year, work began on a railroad between Seattle and Tacoma that ran through Auburn. Soon after, however, the Northern Pacific came under new control interested in moving the main hub of transportation from Seattle to Tacoma. Service between Seattle and Tacoma became intermittent and unreliable and the railroad through Auburn became known as the Orphan Line. It was not until King County threatened to revoke the railroad's land grants that the terminus was again moved from Tacoma back to Seattle (Stein 1999). The Northern Pacific Railroad, following the modern BNSF Railway right-of-way, was constructed through Auburn in 1883. However, it was not until 1902 that the Seattle-Tacoma Interurban line began providing consistent service to Seattle and Tacoma (Stein 1999). Only 7 years later, following the panic of 1893, the Northern Pacific Railroad came under receivership for 3 years. During that time, James Hill, owner of the Great Northern Railway, bought all available stock in Northern Pacific and by 1901 had won leading control of the company. The railroad made a recovery under Hill and by the end of that year Northern Pacific stock had risen 200 times from its previous value (Hubbard 1981:142–143). Rail development during this period also included the introduction of the Seattle and Walla Walla and the Seattle, Lakeshore, and Eastern lines in the late 1870 and early 1880s; the opening of a spur line of the Northern Pacific Railroad from Auburn to Kanaskat in 1900; establishment of the Northern Pacific Railroad Western Division Freight Terminus as central transfer points in Auburn; installation of Chicago, Milwaukee, and St. Paul tracks laid to the west of the Northern Pacific rails in 1909; and the introduction of new stops in Auburn by the Union Pacific and Oregon-Washington Railroad and Navigation Company by 1910 (Vine 1990: 51, 56, 62).

Auburn in the Early 20th Century

Modernization during the 1900s included mainstream use of automobiles and increasing demand for a more extensive road system in the region. By 1916 there were 54 miles of paved road in the county, and more than 1,400 miles of gravel or dirt roads (Payton 2006:15–16). Transportation improvements, including auto travel, interurban railways, commuter trains, and improved ferry service during the 1920s spurred residential development in the Shoreline, Eastside, Burien, and Green River Valley areas (Payton 2006:17).

Auburn's Agricultural Production Through World War II

World War I (1914–1918) was the catalyst for increased agricultural production in King County (Payton 2006:15). The local dairy industry grew to national prominence in the 1910s and 1920s. Local packers began to produce agricultural specialties, eggs, poultry, and canned fruits and vegetables for national and world markets during this period (Payton 2006:15). Farm production remained strong during the 1920s as packers shipped from Vashon, the Sammamish Valley, the Green River Valley, and the Snoqualmie Valley. Libby, McNeill & Libby and Stokely Van Camp were among the national distributors operating in King County (Payton 2006:16). During the late

1920s and early 1930s the Kent-Auburn area was known as the "lettuce capital of the world," with trainloads of lettuce being shipped from the Green Valley (Payton 2006:18–19).

Post-World War II Development and Population Growth

While ramifications of the Great Depression were felt throughout the county during the 1930s, the agriculture industry of the Puget Sound region, along with the lumber industry, attracted people fleeing Depression-era dust bowl conditions in the Midwest (Payton 2010). During World War II, defense industry jobs—aviation, shipbuilding, automotive—drew several hundred thousand more people to King County to help with wartime production (Payton 2010, 2006:19). Most of the nation, including King County, experienced economic growth in the years leading up to World War II, as new investments led to further job opportunities. As military contracts expanded, the local shipbuilding industry grew. Embarkation depots, which were used to store military supplies and provide boat slots and docking space for military ships, also formed in Auburn. From the mid-1950s Auburn began its shift from a commercial center to an industrial one, as exemplified by the opening of new Boeing manufacturing facilities in Auburn (Vine 1990), Federal Aviation Administration opening an air traffic control center in Auburn in 1962, and opening of the Auburn Municipal Airport in 1969 (Pittenger 2014:101). Also following the war, Boeing plants located in South Seattle, Renton, and Everett grew as the company became a central employer for King County, which brought in more military defense workers, increasing the county's population (BOLA Architecture + Planning 2017:12).

Post-World War II Era Industry and Transportation in Auburn

The post-war era of 1945–1970s featured road improvement projects in the region, such as construction of Interstate 5, State Route 167, and the Howard Hanson Dam. Increased transportation access, along with the reduction of flood risk in the Green River Valley during this time, resulted in further expansion of residential development, as well as the relocation of industry from Seattle to Tukwila, Auburn, and Kent (Payton 2006:21–22).

Post-war population growth spurred the need for new businesses and commerce. Shopping malls and strip malls that catered to the automobile developed throughout the county during the 1950s and 60s. As noted in *Mid-Century King County: A Context Statement on Post-War Residential Development*, "drive-in everything" became the new commerce building typology in the mid-century era (BOLA Architecture + Planning 2017:13). This development model often included adequate parking on paved surface lots, with stores that catered towards upwardly mobile and affluent customers. Traditional downtown retail shifted to expanding suburban shopping centers during this time. As part of the automobile-focused landscape, gas stations were a necessary building typology at that time.

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Section 6

Expectations for Prehistoric, Ethnographic Period and Historic-Era Archaeological Resources

Review of the background information provided in Sections 3 through 5 revealed the following expectations.

- The APE is located on the floor of the Duwamish Valley, a Holocene-aged alluvial plain. Prior to 5,700 years ago, the APE vicinity would have been submerged as it was a marine embayment. Thereafter, following the Osceola Mudflow, the Duwamish Valley rapidly infilled with alluvial sediments, resulting in the APE becoming subaerially exposed (and available for use or settlement) during the middle to late Holocene. Two expectations can be drawn from this geologic context: (1) human occupation of the landform that the APE is situated upon would only have been possible during the middle to late Holocene period, and (2) the conditions in the APE vicinity are appropriate for the burial of archaeological deposits.
- Review of previous archaeological and ethnographic research indicates that precontact Native Americans inhabited and used the APE vicinity as indicated by the presence of several prehistoric archaeological sites and ethnographically named places on the floor of the Duwamish Valley. Therefore, archaeological deposits associated with precontact land-use activities are possible.
- Review of the local historic context reveals that the APE was subject to widespread development. Agricultural land use, starting in the mid-19th century, transitioned to agricultural production with the accessibility afforded by the Northern Pacific Railroad. Residential areas grew as people moved to Auburn and surrounding areas for work at packaging and processing factories and in the shipbuilding, automotive, and aviation industries. The landscape history suggests that historical archaeological deposits could be present, but due to the extent of development which has occurred in the vicinity, there is also increased likelihood that any intact deposits have been disturbed.

Based on the expectations described above, the conditions are appropriate for finding buried prehistoric sites, likely from the middle to late Holocene periods. However, the local landscape history is such that while it is possible that historical deposits could be present; the nature of the development is such that any near-surface deposits (prehistoric or historical) have limited potential to be in primary depositional context. To more precisely determine the need for further archaeological studies, a geotechnical bore sampling analysis was performed. The findings of this analysis are presented in Section 7, *Geotechnical Bore Sampling Analysis*.

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Section 7
Geotechnical Bore Sampling and Analysis

7.1 Geotechnical Bore Sample Methods

Geotechnical investigations conducted for project design were monitored by an archaeologist to determine depositional context and to look for deeply buried terrestrial surfaces and/or archaeological resources. Geotechnical boring was conducted using a truck mounted drill rig and samples were to be collected every 2.5 feet (0.76 meters) for the first 25 feet (7.6 meters), followed by every 5 feet (1.7 meters) after reaching 25 feet (7.6 meters) below ground surface. Samples were collected using an 18-inch-long (46-centimeter-long) by 4-inch-internal-diameter (10-centimeter-internal-diameter) split-spoon sample tube. The sample tube was advanced into the ground using a 140- or 300-pound auto hammer. A mud augur setup was used once the samples were too saturated to accurately collect. This process involved letting the water equalize before adding the mud shoring tube, changing the drill bit, and adding the basin to catch overflow and screen the excess material exiting the drilling chamber.

A detailed analysis was performed for each sediment sample. Sample attributes—such as color, grain size, gravel angularity, compaction, structure, and notable inclusions—were recorded and used to determine depositional context. These attributes were documented on bore log forms (**Appendix D** Geotechnical Bore Logs) and photographed, and the samples were collected. Upon completion, all boring holes were refilled using a structurally appropriate substrate as directed by the onsite geotechnical engineer. As part of the geotechnical borings, an IDP was prepared in the event of the discovery of archaeological deposits or human remains during geotechnical borings work (**Appendix E**).

7.2 Geotechnical Bore Sample Analysis Results

Archaeological monitoring was conducted for excavation of five geotechnical borings within the APE between July 25 and August 3, 2018 (**Figure 7-1**). All of these borings terminated at depths greater than 40 feet (13 meters) below the ground surface.

No buried terrestrial surfaces or archaeological deposits were identified during the archaeological monitoring effort. Review of the sedimentary and stratigraphic data obtained during the archaeological monitoring effort revealed four types of deposits. These deposits are described in **Table 7-1** in the vertical sequence in which they were encountered.

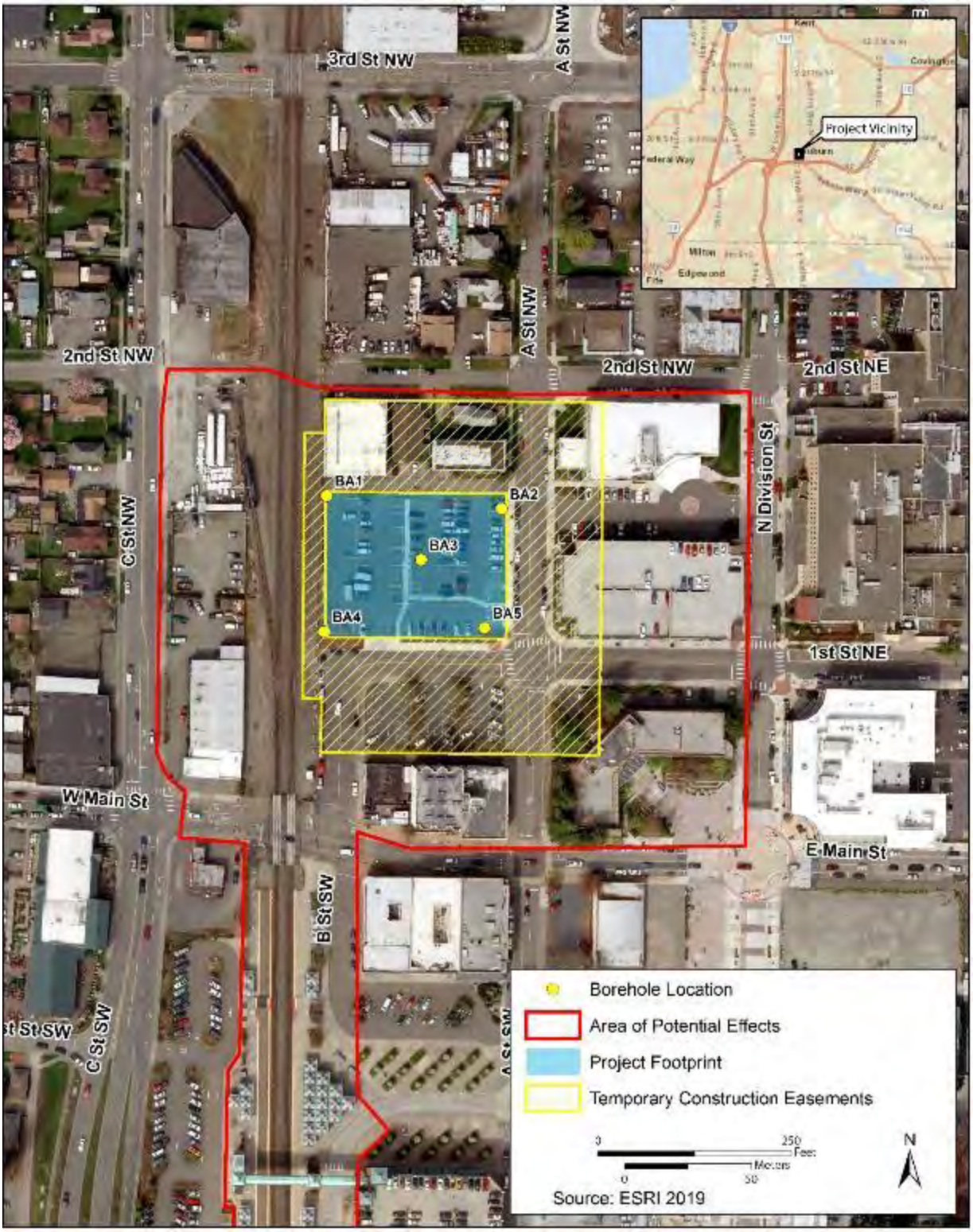

Figure 7-1 Geotechnical Borehole Locations

Table 7-1 Deposits Identified within the APE and Their Inferred Depositional Environment

Field Designation	Description	Inferred Depositional Environment
Artificial Fill (Af)	Loosely compacted brown and reddish brown silty sand with high angular and subangular gravel content.	A combination of mass and regrade filling in the 19th and 20th centuries.
Modified Land (ml)	Fill and/or graded natural deposits that obscure the original depositional environment.	Grading and fill activities from 19th and 20th centuries.
Holocene Alluvium Floodplain (Qa)	Sandy silt with little to no gravel content with loose to moderate compaction. Possible presence of wood, peat moss, and other organic debris.	River and stream flood event where overbank flows and results in settling of fine grained sediments.
Lahar Deposits (Qv)	Black medium gray sand with flecks of red andesite, low gravel content.	Osceola Mudflow and subsequent smaller mudflows.

Artificial Fill was located at the ground surface, beneath the asphalt of the current parking lot, across the APE in every boring. Artificial Fill thickness ranged from 2 feet (0.6 meters) to 6 feet (1.8 meters) and varied across the APE. This pattern was likely a function of previous deep disturbance in the APE for development, or wide range fill sources and methods over time.

Artificial Fill deposits were underlain by Modified Land deposits at three probe locations, spread throughout the APE. It was found at varying depths of 2 feet (0.6 meters) to 5 feet (1.5 meters) below ground surface and had a thickness of approximately 18 inches (46 centimeters), present in only one sample in each boring. Modified Land deposits were found in all borings.

Modified Land deposits were underlain by Holocene Alluvium Floodplain deposits at all borings. This floodplain deposit had thicknesses ranging from 14 feet (4.3 meters) to 28 feet (8.5 meters) across the APE. This pattern is likely a function of various flooding events and the extent of deposition of each of these events.

In one instance the Holocene Alluvium Channel deposit was underlain by a Lahar Deposit. Boring BA3 had the only documentation of Lahar deposit by archaeologists. The thickness of this deposit was approximately 4 feet (1.2 meters). The presence or absence of this deposit was likely a function of the extent of a lahar event and the possible erosion of this deposit by nearby streams and rivers.

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Section 8

Historic-Era Architectural Resources

8.1 Architectural Inventory Methods

Architectural inventory involved identifying, examining, and evaluating all buildings and structures in the APE determined to be 40 years of age or older. The target age of 40 years old was selected to include all resources 50 years old at time of survey, plus any that might become 50 years old through the course of the site development, and to accommodate for the 40-year age-threshold associated with King County landmark eligibility.

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

A parcel-by-parcel field survey of properties in the APE was conducted in two phases. A 2017 alternatives analysis included a reconnaissance-level built environment survey in February and March of that year (phase 1). That survey included 13 properties—four in Auburn and nine in Kent. None of the four historic-age Auburn properties that were identified and documented in the vicinity of the preferred project site as part of the alternatives analysis were previously recorded or evaluated for NRHP or WHR eligibility. For this Cultural Resources Technical Report, three additional historic-age properties were identified within the APE. A second reconnaissance-level built environment survey was conducted in July 2018 to document the three properties (phase 2). None of these were previously recorded, evaluated, or determined eligible for listing in the NRHP,WHR, or local registers.

The seven properties identified as 40 years of age or older and surveyed in 2017 and 2018 were evaluated to determine their eligibility for listing in the NRHP and WHR, and recorded in the Washington State HPI Form Database, per DAHP reporting standards.

8.2 Architectural Inventory Results

Table 8-1 summarizes details for each of the seven historic-age properties documented as part of the 2017 and 2018 field survey efforts, including Map Number (corresponding with **Figure 8-1**), HPI Property ID, Assessor Parcel Number, Property Address, Property Name/Type, Year Built, and FTA Proposed NRHP Eligibility Status. HPI forms are available for public review on DAHP's database: https://dahp.wa.gov/project-review/wisaard-system.

None of these properties are included as contributors within any existing local, state, or nationally recognized historic district. In addition, the cluster of properties evaluated herein do not appear to represent a concentration of sites, buildings, structures, or objects that are unified historically or aesthetically by plan or physical development.

Table 8-1 Architectural Inventory Results

Map No.	HPI Property ID	Assessor Parcel Number	Property Address	Property Name/Type	Year Built	FTA Proposed NRHP Eligibility Status
1	709552	0492000238	116 2nd St. NW, Auburn, WA	Multi-unit apartments/ residential	1966	Not eligible[a]
2	709554	0492000285	122 2nd St. NW, Auburn, WA	Lumber Warehouse and Yard/ Industrial	1965	Not eligible[a]
3	709555	0492000236	125 A St. NW, Auburn, WA	Multi-unit apartments/ residential	c.1914	Not eligible[a]
4	709556	0492000235	129 A St. NW, Auburn, WA	Battlefield Coffee House/ Commercial	c.1905	Eligible[a]
5	51219	0501000035	233 W Main St., Auburn, WA	Automobile gas and service station	1940	Not eligible[a]
6	717084	1321049022	BNSF Railway Segment	Railroad right-of-way	c.1883	Not eligible[b]
7	51220	7816200115	123 W Main St., Auburn, WA	Automobile garage and service station	1902	Not eligible[a]

HPI = Washington State Historic Property Inventory; DAHP = Washington State Department of Archaeology and Historic Preservation; NRHP = National Register of Historic Places

[a] DAHP concurred (Appendix A).

[b] DAHP did not concur (Appendix A).

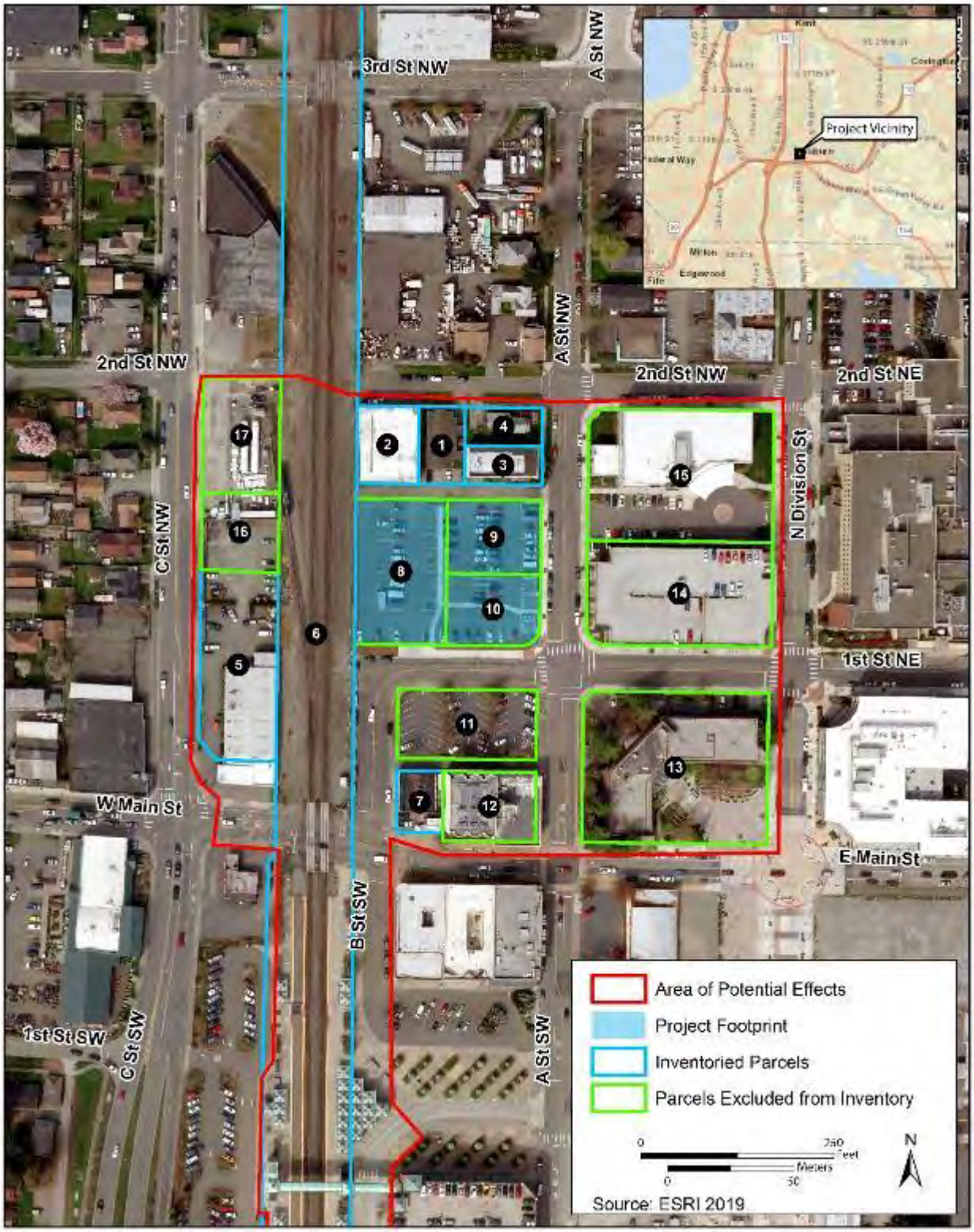

Figure 8-1 Built Historic Resources Study Area

Table 8-2 summarizes parcels in the study area that were not evaluated for NRHP and WHR eligibility. These properties were excluded from eligibility evaluation because one of the following conditions apply.

- The property is historic-age, but there is no potential for proposed project activities to affect the buildings or structures.
- The buildings or structures on the property are not historic-age (less than 40 years old).
- The property does not contain buildings or structures, is used for parking, or is a vacant lot.

Table 8-2 Summary of Parcels Excluded from Architectural Inventory

Map No.	Assessor Parcel Number	Property Address	Property Name/Type	Year Built	Reason for Exclusion
8	0492000460	South of 122 2nd Ave., NW, Auburn, WA	Parking lot	n/a	No building or structure
9	0492000461	South of 125 A St. NW, Auburn, WA	Parking lot	n/a	No building or structure
10	0492000463	South of 125 A St. NW, Auburn, WA	Parking lot	n/a	No building or structure
11	7816200100	11 A St. NW, Auburn, WA	Parking lot	n/a	No building or structure
12	7816200130	107 W Main St., Auburn, WA	Apartment complex	1982	Not historic age
13	7816200060	25 W Main St. NW, Auburn, WA	City Hall	1979	Not historic age
14	0300460000	101 N Division St., Auburn, WA	Parking garage	2010	Not historic age
15	0492000305	121 N Division St., Auburn, WA	Medical/Dental Office	2009	Not historic age
16	5401600260	301 2nd St. NW, Auburn, WA	Aboveground propane tanks	n/a	No building or structure
17	5401600235	South of 301 2nd St. NW, Auburn, WA	Parking lot	n/a	No building or structure

8.3 Architectural Resource Evaluation

Seven historic-age properties within the APE were surveyed and documented (Table 8-1). Based on the architectural resource evaluation, six properties are proposed to be not eligible for listing in the NRHP. These include the following.

- 116 2nd Street NW, Auburn, WA (Parcel 0492000238, HPI Property ID 709552).
- 122 2nd Street NW, Auburn, WA (Parcel 0492000285, HPI Property ID 709554).
- 125 A Street NW, Auburn, WA (Parcel 0492000236, HPI Property ID 709555).

- 233 W Main Street, Auburn, WA (Parcel 0501000035, HPI Property ID 51219).
- BNSF Railway Segment (Parcel 1321049022, HPI Property ID 717084).[1]
- 123 W Main Street, Auburn, WA (Parcel 7816200115, HPI Property ID 51220).

The Battlefield Coffee House, (**Figure 8-2**) located at 129 A Street NW (Parcel 0492000235, HPI Property ID 709556) is proposed to be eligible for listing in the NRHP.

Figure 8-2 Battlefield Coffee House, located at 129 A Street NW

Given the complexity of the eligibility finding for the BNSF Railway segment of the Seattle-Tacoma rail system, discussion of that property is addressed in Section 8.3.1, *Discussion of BNSF Railway Segment*.

[1] FTA's proposal that the BNSF Railway Segment (Parcel 1321049022, HPI Property ID 717084) is not eligible for listing in the NRHP did not receive concurrence from DAHP (Appendix A).

8.3.1 Discussion of BNSF Railway Segment

This section describes the BNSF Railway segment property's significance and integrity and summarizes the its eligibility status.[2]

8.3.1.1 Significance

The BNSF Railway segment was evaluated for significance under NRHP Criteria A, B, C, and D, and related WHR significance areas, as follows.

NRHP Criterion A

Throughout the history of Auburn, the Seattle-Tacoma rail system has played a major part in the city's development and growth. While the entirety of the Seattle-Tacoma rail system has not been formally evaluated for NRHP eligibility, the rail alignment does appear to be historically significant for its role in facilitating early development of Auburn and supporting regional agricultural and industrial commerce from 1883, when the Northern Pacific Railroad was constructed through Auburn, through 1939, which corresponds with the conclusion of Auburn's significance as a center of agricultural protection and processing and the end of the rail's role in facilitating that significant economic activity (Payton 2006:15–19). For the purpose of this study, the alignment is assumed to be eligible for listing in the NRHP under Criterion A for association with events that have made significant contributions to the broad patterns of history at a regional and local level and for listing in the WHR because "the property belongs to the early settlement, commercial development, or original native occupation of a community or region." Given that the segment, historically composed of rail grade (ballasted track structure, which includes ballast, ties, and rails), is located in the unincorporated railroad parcels between 2nd Street NW and W Main Street in Auburn, it could not independently fulfill the role of facilitating early development of Auburn or support regional agricultural and industrial commerce, and therefore the segment would not be considered individually significant under NRHP Criterion A or for the purposes of the WHR. Given that the segment represents a portion of the Seattle-Tacoma alignment, it can be said to share the same historic associations that make the system significant.

NRHP Criterion B

Research did not identify any individuals associated with this property who had a significant role in national, regional, or local history. The property is not considered to be directly associated with any individual who made an important contribution to a community or to a group of people. Therefore, the BNSF Railway segment is not considered individually significant under NRHP Criterion B or within the context of WHR significance categories.

[2] The Advisory Council on Historic Preservation issued a Program Comment to exempt consideration of impacts on rail properties within rail rights-of-way in August 2018 at the request of the U.S. Department of Transportation to accelerate the review of these undertakings under Section 106 of the NHPA and to meet the requirement of Section 11504 of the Fixing America's Surface Transportation Act. While the Program Comment may be used by any federal agency with responsibility to consider the effects of undertakings within rail rights-of-way to fulfill their Section 106 responsibilities, federal agencies must identify if their undertaking meets the conditions of Appendix A, and opt into the process of identifying excluded historic rail properties and seek further streamlining of the review process under the property-based approach. At its discretion, the federal agency may require the Project Sponsor to provide relevant documentation, such as plans, photographs, or materials specifications, so that the federal agency can determine whether the Exempted Activities List applies (Advisory Council on Historic Preservation 2018). As such, exemption of the BNSF Railway segment is not assumed, and eligibility analysis is included herein for FTA consideration.

NRHP Criterion C

The BNSF Railway segment cannot be said to convey historic significance under NRHP Criterion C. Historically, the BNSF Railway segment in this location consists of the grade, or ballasted track structure, including stone ballast, wooden ties, and standard gauge rails with the spacing of 4 feet 8.5 inches. The configuration is straight double track, with no curvature. The gradient in this location is relatively flat atop a small berm. At road crossing locations, the tracks are embedded in cement and sensored rail crossing guards have been installed. While the track appears to have been maintained over time, undermining integrity of materials and workmanship, it does not seem to be substantially altered in terms of location, design, setting, feeling, or association. This track segment does not appear to display distinctive characteristics that differentiate it from other rail segments that have been used to support transportation of freight and passengers across the region. Given that this railway segment cannot be described as a feature that embodies the distinctive characteristics of an architectural type, period, or method of construction, and that it is not associated with a known master architect or builder, and does not possess high artistic value, it cannot be considered significant under NRHP Criterion C. Similarly, it does not appear to be significant as defined by WHR areas of significance aligned with NRHP Criterion C.

NRHP Criterion D

The BNSF Railway segment is a common example of railway infrastructure that provides no important information about the Seattle-Tacoma rail system, or about railways in general, that cannot be obtained through documentary sources. Therefore, the BNSF Railway segment has not yielded, and is not likely to yield, information important in prehistory or history. For this reason, the BNSF Railway segment is not considered significant under NRHP Criterion D. Given that archaeological investigation of the property has not and would not increase our understanding of past cultures or life ways, this property also is not considered significant for the purposes of the WHR.

8.3.1.2 Integrity

While the entirety of the Seattle-Tacoma rail alignment has not been evaluated for NRHP eligibility, the following evaluation of integrity assumes the system to be eligible for listing under NRHP Criterion A and for listing in the WHR because "the property belongs to the early settlement, commercial development, or original native occupation of a community or region." To determine if a portion of a significant linear resource retains sufficient integrity to be considered a contributing component of that linear resource, evaluation of the segment's integrity should include assessment of the degree to which the component retains the following attributes as they relate to expressing integrity of location, design, setting, materials, workmanship, feeling, and association.

- Original alignment or location.
- Exhibition of construction materials and workmanship, or engineering design associated with the resource's period of significance.
- In cases where railroad features (such as bridges, culverts, or tunnels) originally included architectural details as design features, exhibition of most architectural design associated with the resource's period of significance.

- Setting consistent with that which was present during period of significance.
- Continued function as a railroad resource such that feeling and association are conveyed.

A review of historic Sanborn maps dating from 1894 to 1921 and historic aerial photographs from 1936, 1964, 1980, and 2002 revealed the track alignment has changed little throughout the last century. In terms of integrity of location, the BNSF Railway segment within parcel 1321049022 retains its original location and orientation north-south between 2nd Street NW and W Main Street in Auburn, Washington (Sanborn Fire Insurance Company 1894: Sheet 1, 1904: Sheets 1 and 2, and 1921: Sheets 1 and 3; Nationwide Environmental Title Research, LLC 1936, 1964, 1980, 2002). In terms of integrity of design, the configuration continues to be straight double track. The general configuration with wooden ties placed perpendicular to the rails at regular intervals and standard trail gauge (spacing of 4 feet 8.5 inches) has been retained. The gradient in this location has remained relatively flat atop of a small berm. The rail segment's integrity of materials and workmanship appear to have been modified substantially through general maintenance and introduction of improvements such as updated track technology. The grade, or ballasted track structure, which includes ballast (track-bed composed of stone), ties, and rails, appears to have been upgraded over time. While W Main Street has consistently intersected perpendicularly with the rail segment since it was constructed, the character of that road has changed and new rail crossing infrastructure has been added over time. Within these rail crossings, the tracks are now embedded in cement and sensored rail crossing guards have been installed. The character of adjacent development in this section has been altered since the period when the Seattle-Tacoma line facilitated the early development of Auburn and provided the infrastructure needed to support growth of the agriculture economy and industry. Adjacent development in the immediate vicinity is associated with the Auburn Sounder Station, used for commuter rail, in the east; a large surface parking lot and a ramp to access 3rd Street (which is elevated over the rail right-of-way) is to the west. Given that the rail segment retains its original use, it can be considered to retain integrity of association. Therefore, while the rail segment retains location, design, and association, its integrity of materials, workmanship, setting, feeling, and association no longer continue to convey a historic significance consistent with that of the Seattle-Tacoma rail system. As such, it cannot be considered a contributing component of the historic Seattle-Tacoma rail system.

8.3.2 Eligibility of BNSF Railway Segment within the APE

While the Seattle-Tacoma rail system may be considered historically significant for its role in facilitating the early development of Auburn and supporting regional agricultural and industrial commerce, the BNSF Railway segment located within the APE does not retain sufficient integrity to contribute meaningfully to conveying that significance. As such, the segment is proposed to be not eligible for listing in the NRHP under Criterion A as a contributing component of Seattle-Tacoma rail system.[3] It is also proposed to be not eligible for listing in the WHR.

While King County Landmark eligibility evaluation was not recorded in WISAARD documentation prepared for this property, based on NRHP and WHR evaluation and consideration of designation

[3] FTA did not receive concurrence from DAHP on this eligibility proposal (Appendix A).

criteria specified in KCC 20.62.040, this property is also not considered eligible for designation as a King County landmark.

8.4 Determination of Effects to Historic Properties during Construction and Operation

Battlefield Coffee House, located at 129 A Street NW, is not immediately adjacent to the project site. A three-story multi-family residence at 125 A Street NW, which is adjacent to the northern boundary of the project site and adjacent to the southern boundary of 129 A Street, is oriented such that it functions as a physical and visual barrier between the Battlefield Coffee House and the project site. Thus, the Project would not represent a noticeable change to the setting of the historic property. The Project does not propose demolition of or any physical alteration to the Battlefield Coffee House or 125 A Street NW. As such, the Project would not alter the integrity of location, setting, design, materials, workmanship, feeling, or association of the Battlefield Coffee House.

Construction of the Project would require temporary construction easements to facilitate construction of the proposed improvements. While a staging area for temporary storage of construction materials would be located in an existing municipal parking lot, this location at the southwest corner of A Street NW and 1st Street NW is not within close proximity to the Battlefield Coffee House and would not represent any alteration to the property or its setting. Portions of street rights-of-way would be used for utility relocation and the movement of construction equipment, but this activity would not result in any physical alteration to the Battlefield Coffee House, nor would it result in any substantial change to the property's setting. While use of construction cranes would require overhead air space above the Battlefield Coffee House during construction, the associated temporary construction easement would maintain adequate clearances. All temporary construction easements would be restored to original conditions and vacated when construction of the proposed improvements is completed. As such, the proposed activities associated with TCEs would not alter the integrity of location, setting, design, materials, workmanship, feeling, or association of the Battlefield Coffee House.

Construction of the Project may result in temporary vibration in the localized area around the project site from pile driving and use of other heavy equipment including earth moving equipment, drill rigs, rollers, trucks, and pavers. A vibration level of 0.20 inch per second peak particle velocity is associated with potential for building damage to non-engineered timber or masonry structures such as the Battlefield Coffee House building, based on FTA criterion. Vibration levels may exceed this FTA criterion during pile driving at 55 feet (for typical conditions) and 100 feet (for worst-case conditions) from the project site. The Battlefield Coffee House is within 80 feet of the project site and therefore would have a potential for building damage under worst-case pile driving conditions. Vibration levels from all other construction equipment would not exceed the building damage criterion at the Battlefield Coffee House.

Measures identified in an updated Noise and Vibration Analysis and Control Plan would reduce vibration impacts during construction. The updated Noise and Vibration Analysis and Control Plan will include best practices to reduce construction groundborne vibration at adjacent sensitive buildings so that vibration will not exceed FTA's vibration criterion. With

implementation of the Noise and Vibration Analysis and Control Plan, vibration impacts would not be adverse. Potential measures to limit vibration from pile driving include using alternative methods such as vibratory hammers, hydraulic press-in driving, or use of pre-drilled pile holes. With mitigation the potential for building damage during construction would be low, and no adverse impacts from groundborne vibration are expected at this location. If physical damage from project construction vibration where to occur to the building, repairs would be made that are consistent with the U.S. Secretary of the Interior's standards for the Treatment of Historic Properties.

In general, construction-related noise has potential to result in indirect impacts on historic properties if it triggers abandonment or disuse. However, for the Project, Sound Transit or its contractor will implement best practices, identified in an updated Noise and Vibration Analysis and Control Plan, to reduce construction noise levels where feasible. Refer to the *Auburn Station Parking and Access Improvements Project Noise Technical Analysis Memorandum* for additional information on potential measures. As such, construction noise would not result in abandonment or disuse and no noise-related impacts are expected to have an impact on the Battlefield Coffee House, located at 129 A Street NW.

Generally, construction-related dust would not directly damage or alter character-defining features that express the significance of an historic resource. Construction-related dust has potential to result in indirect impacts on historic properties if it triggers abandonment or disuse. However, the Project will use best available control measures and best management practices to minimize construction-related dust. As such, no dust-related impacts are expected to impact the Battlefield Coffee House.

No impacts associated with operation of the Project have been determined significant, including traffic, noise and vibration, and air quality, among others, to historic properties.

Based on the above evaluation, there would be no impacts, either construction related or operational, that would directly or indirectly alter the characteristics that qualify the Battlefield Coffee House property, located at 129 A Street NW, for listing in the NRHP. Based on the historic and cultural resources evaluation, FTA proposed and DAHP concurred that the Project would have no adverse effect on historic properties.

Section 9
Summary

9.1 Archaeological Resources

One previously recorded archaeological resource, a multi-component site of the Auburn Station Garage, is located in the APE, but outside of the area of direct ground disturbance by the Project. This resource was previously recommended not eligible for listing in the NRHP, and no project-related ground disturbance is proposed in its vicinity. Between July and August of 2018, five geotechnical borings within the area of direct ground disturbance were monitored to the anticipated depth of project-related ground disturbance. While the WSAPM indicates the APE is an area with high archaeological sensitivity, based on archaeological inspection of the Project's geotechnical work, no buried archaeological deposits or terrestrial surfaces warranting additional inspection were identified. Therefore, project-related ground-disturbing activities appear to have low probability for encountering as-yet undocumented archaeological sites within the project footprint.

The structural foundation design for the Project proposes ground-disturbing excavation, including pile driving for approximately 300 piles. While the precise depth of ground disturbance is unknown, the estimated pile depth required to support the proposed parking structure is approximately 70 feet below surface. Construction of the stormwater detention vault below the parking structure would result in ground disturbance at a depth of approximately 8 feet, and construction of the sand filter vault below the parking structure would result in ground disturbance at a depth of approximately 4 feet. Portions of street rights-of-way would be used for utility relocation and the movement of construction equipment. While project activities in these locations may include ground disturbance, they are areas where the soil has already been disturbed. Similarly, ground disturbance associated with access and safety improvements, including bus shelters, is expected to be a depth of approximately 3 feet in locations where the soil has already been disturbed.

As part of final design, Sound Transit would prepare an IDP for the Project, incorporating updates to the project design and extent of ground disturbance. The IDP would have protocols for responding to inadvertent archaeological deposits or human remains discovered during project-related ground disturbance.

9.2 Historic-Era Architectural Resources

A WISAARD record search of documented properties within 0.25 mile of the APE did not identify any NRHP-listed or NRHP-eligible properties within the APE. Seven historic-age properties within the APE were surveyed and documented in February and March 2017 and July 2018. Based on the architectural resource evaluation, six properties are proposed to be not eligible for listing in

the NRHP and one property, the Battlefield Coffee House located at 129 A Street NW (Parcel 0492000235, HPI Property ID 709556), is proposed to be eligible for listing in the NRHP.[4]

Neither construction activities nor operations would result in changes to the Battlefield Coffee House's physical character-defining features or setting such that it would lack sufficient integrity to convey its historic significance and no longer be considered eligible for listing in the NRHP. Vibration levels from pile driving can exceed the FTA's threshold of 0.2 inch per second peak particle velocity at a distance of up to 100 feet. Battlefield Coffee House is approximately 80 feet from the project site and therefore could experience building damage from groundborne vibration during pile driving. Implementation of measures identified in measures identified in an updated Noise and Vibration Analysis and Control Plan would reduce the potential for building damage to occur and mitigate for damages if they were to occur. Based on the historic and cultural resources evaluation, FTA proposed and DAHP concurred that the Project would have no adverse effect on historic properties.

[4] FTA's proposal that the BNSF Railway Segment (Parcel 1321049022, HPI Property ID 717084) is not eligible for listing in the NRHP did not receive concurrence from DAHP (Appendix A).

Section 10
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Appendix A
Agency Correspondence

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U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon,
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

August 10, 2017

Dr. Allyson Brooks
State Historic Preservation Officer
Washington Department of Archaeology and Historic Preservation
PO Box 48343
Olympia, WA 98504-8343

Subject: **Sounder Commuter Rail Auburn Station Access Improvements Project**
Historic Property Inventory forms and Eligibility
Grant No.: 5656-2017-5

Dear Dr. Brooks:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, request your review and concurrence on the eligibility of historic properties pursuant to Section 106 and its implementing regulations 36 CFR 800.4 Identification of historic properties. FTA is the lead agency under NEPA and Sound Transit is the lead agency under SEPA. Specifically, under 36 CFR 800.4(b)(2), a "Phased Identification and evaluation" provides for a process to conduct identification and evaluation of historic properties where alternatives are under consideration. Under 36 CFR 800.2(a)(4), the agency official *"should plan consultations appropriate to the scale of the undertaking and the scope of Federal involvement."* Once Sound Transit has identified a Preferred Alternative, as approved by their Board of Directors, then FTA will formally initiate Section 106 consultation.

Sound Transit is currently conducting an Alternatives Analysis process for the Auburn Station Access Improvements Project (Project). This is a process that helps to screen project alternatives, which will help the Board identify a Preferred Alternative. FTA requests that the Department of Archaeology and Historic Preservation (DAHP) review and concur with Sound Transit and their historic consultant's recommendations on National Register of Historic Places (NRHP) eligibility of nearby historic structures. At this time, however, FTA is not formally determining the NRHP eligibility of these structures. Rather, FTA acknowledges the timeliness and importance in getting DAHP's concurrence on these Historic Property Inventory forms to assist the Sound Transit Board in identifying a Preferred Alternative. Once Sound Transit has identified a Preferred Alternative, FTA will formally establish an undertaking and initiate a Section 106 process, triggering the identification of an Area of Potential Effect and the formal determination of NRHP eligibility and effects for these historic properties.

Project Description
The Auburn commuter rail station is located within the City of Auburn (see Attachments A and B).

The Project would increase access for riders to Auburn Station. It would increase parking spaces for station users by approximately 500 stalls by constructing a new multi-level parking garage. Currently, four potential sites are under evaluation. Alternative access improvements are also anticipated which may include improving pedestrian and bicycle access, adding bus transfer facilities, expanding kiss-n-ride access, and considering off-site parking with frequent bus connections. The Project is currently in the alternatives analysis phase to help identify a preferred garage parking site, and other access improvements. Formal environmental documentation under NEPA and SEPA, as appropriate, would be completed following identification of a Preferred Alternative.

Auburn Historic Property Inventory Forms
Given that the Project is undergoing a screening process where alternative project sites are being evaluated, structures that would be 50 years old by the time of project opening in 2023 were identified and Historic Property Inventory (HPI) forms were prepared. These HPI forms are for buildings which are either located on potential parking garage sites and would be directly impacted, or are adjacent to potential sites and could be indirectly affected. The HPI forms have been submitted to DAHP's database and are ready to be reviewed by DAHP. Please refer to Attachment B for the locations of these structures. The addresses are:

116 2nd Street
122 2nd Street
129 A Street NW
125 A Street NW

FTA and Sound Transit request your review and concurrence that none of the structures listed above are eligible for listing on the NRHP.

If you have any questions, please contact Mark Assam or John Witmer, FTA at (206) 220-4465 (Mark) or (206) 220-7964 (John), or Elma Borbe, Sound Transit at (206) 398-5445.

Sincerely,

Linda M. Gehrke
Regional Administrator

Cc: Elma Borbe, Sound Transit
Steve Kennedy, Sound Transit
Matthew Sterner, DAHP
Russell Holter, DAHP

Attachments

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

August 16, 2017

Mr. Mark Assam
Federal Transit Administration
915 Second Ave
Suite 3142
Seattle, WA 98174-1002

In future correspondence please refer to:
Project Tracking Code: 2017-04-02336
Property: Sound Transit Kent and Auburn Station Access Improvements
Re: Determined Eligible

Dear Mr. Assam:

Thank you for contacting the State Historic Preservation Officer (SHPO) and the Washington State Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced undertakings. We have reviewed the Historic Property Inventory forms submitted by your consultant for these two access improvement projects. I took the time to consult with Deputy Director Greg Griffith, and National Register Coordinator Michael Houser. We did not concur with your consultant on three properties:

Property #709556 Fisher house (Jason's Coffee)
Property #709781 house (Insurance Office)
Property #709786 WA Pea Growers Assoc. Warehouse

We felt that these properties retained sufficient integrity to warrant inclusion to the National Register, or they could be considered contributing elements to a future historic district, if one was evaluated in the central business district of Auburn or Kent.

However, we did concur with your consultant on the lack of eligibility of ten historic properties:

Property #709552 Apartments
Property #709554 Lumber Warehouse
Property #709555 Apartments
Property #709780 House
Property #709782 House
Property #709783 Dental Clinic
Property #709748 House
Property #709749 House
Property #709850 Pacific Coast Condensed Milk
Property #709851 Pacific Coast Condensed Milk Stock Warehouse

Although not considered National Register eligible, the two Pacific Coast Condensed Milk properties are identified locally as part of Kent's Historic Downtown, even though there is no formal historic district designation. The King County Landmarks board may consider them locally significant; if they have not been evaluated already.

We look forward to further consultation regarding your determination of the project effect on National Register listed and/or eligible properties in the area of potential effect (APE).

Please provide us any correspondence or comments from concerned tribes and other parties that you receive as you consult under the requirements of 36 CFR 800.4(a)(4), and the survey report when it is available. These comments are based on the information available at the time of this review and on behalf of the SHPO pursuant to Section 106 of the National Historic Preservation Act and its implementing regulations 36 CFR 800. Should additional information become available, our assessment may be revised.

Thank you for the opportunity to review and comment. Should you have any questions, please feel free to contact me at (360) 586-3533 or russell.holter@dahp.wa.gov.

Sincerely,

Russell Holter
Project Compliance Reviewer

Cc: Jennifer Meisner (King Co.)

U.S. Department
of Transportation
**Federal Transit
Administration**

REGION X
Alaska, Idaho, Oregon
Washington

915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002
206-220-7954
206-220-7959 (fax)

August 27, 2019

Allyson Brooks, Ph.D.
State Historic Preservation Officer
Washington Department of Archaeology and Historic Preservation
P.O. Box 48343
Olympia, WA 98504-8343

Subject: Sound Transit
Auburn Station Parking and Access Improvements Project
National Historic Preservation Act, Section 106
Eligibility and Effects Determination
Grant No.: 5656-2017-5

Dear Dr. Brooks:

The Federal Transit Administration (FTA), in cooperation with Sound Transit, is proposing the Auburn Station Parking and Access Improvements Project (Project). Sound Transit intends to apply for federal funds administered by FTA for the Project, making it an undertaking subject to the provisions of Section 106 of the National Historic Preservation Act, and its implementing regulations at 36 Code of Federal Regulations (CFR) Part 800. The Project consists of a new parking garage, and pedestrian, bicycle, and transit amenities serving patrons of the Sounder South Rail system at the Auburn Station in Auburn, Washington. This letter initiates Section 106 consultation with the Washington State Historic Preservation Officer (SHPO), requests feedback on the proposed Area of Potential Effects (APE), and requests concurrence with the proposed Eligibility and Effects Determinations for the Project.

On August 10, 2017, during the early alternatives evaluation phase for the Project, FTA requested SHPO review of Historic Property Inventory (HPI) forms and concurrence with eligibility determinations for those properties. This request was made in accordance with 36 CFR Part 800.4(b)(2), "Phased identification and evaluation" which provides for a process to conduct identification and evaluation of historic properties where alternatives are under consideration. In a letter to FTA dated August 16, 2017 (Project Tracking Code: 2017-04-02336), SHPO recommended that three properties *"retained sufficient integrity to warrant inclusion to the National Register, or they could be considered contributing elements to a future historic district, if one was evaluated in the central business district of Auburn or Kent."* One of those properties,

HPI Property ID 709556, Battlefield Coffee House (previously known as Fisher house, then Jason's Coffee) is located one block north of the proposed Project.

To support the evaluation of the Project, Sound Transit's consultant ICF International, Inc. (ICF) has prepared *Auburn Station Parking and Access Improvements Cultural Resources Technical Report*, dated August 2019 (Cultural Resources Report). A copy of the Cultural Resources Report is enclosed with this letter for your review.

Initiation of Section 106 Consultation
To ensure that any effects of this undertaking on properties listed in or eligible for listing in the National Register of Historic Places (NRHP) are considered, FTA is initiating Section 106 consultation pursuant to 36 CFR Part 800.2(a)(4).

Undertaking Description
The Project proposes construction of a new five-story parking garage that would provide approximately 675 parking stalls for transit patrons. Pedestrian, bicycle, and transit amenities are also proposed adjacent to and near the Project garage site to enhance overall access to the Auburn Station including:

- Painted crosswalks, signals, lighting, and signage adjacent to the proposed garage
- Pedestrian safety and traffic calming features consisting of painted curb extensions, roadway channelization, and installation of rectangular rapid flashing beacons
- Bicycle improvements include adding smart lockers and bike racks at Auburn Station
- New bus shelters at five existing bus stops along routes that connect with the Auburn Station

The Project would be located on City-owned property currently in use as a paved surface parking lot approximately 1 acre in size within the city of Auburn. The Project's current foundation design includes pile driving for more than 300 piles that may result in ground disturbance at a depth of approximately 70 feet. Construction of the stormwater detention vault below the parking structure would result in ground disturbance at a depth of approximately 8 feet, and construction of the sand filter vault below the parking structure would result in ground disturbance at a depth of approximately 4 feet. Portions of street rights-of-way would be used for utility relocation in areas where the soil has already been disturbed. Similarly, ground disturbance associated with the pedestrian, bicycle, and transit amenities, including bus shelters, would be at a depth of approximately 3 feet in locations where the soil has already been disturbed.

Area of Potential Effects
The proposed APE includes parcels and adjacent locations in the public right-of-way that intersect with the Project footprint, or locations of other proposed improvements, with the potential to have direct or indirect impacts on historic properties or cultural resources (see Figure 1-2 of the Cultural Resources Report). In addition, the APE has been delineated to include the locations where pedestrian, bicycle, transit amenities, and bus shelters are proposed. All the areas identified within the APE are outside established historic districts.

Cultural Resources Evaluation

As described above, the enclosed Cultural Resources Report documents the results of the background research conducted for the Project by ICF archaeologists and architectural historians. ICF staff conducted a landscape history analysis, literature reviews, geotechnical monitoring, archaeological sensitivity analysis, and reconnaissance-level built environment survey of the APE. To further determine the potential for encountering archaeological resources, geotechnical boring samples were observed within the area of direct ground disturbance.

Archaeological Resources
There is one previously recorded archaeological resource (KI00498) located within the APE, but outside of the area of direct ground disturbance. Situated between 1st and 2nd Streets SW and between A and B Streets SW, the site was recommended not eligible for listing in the NRHP due to the mixed context in which the cultural materials were found. There is one archaeological site previously documented within 0.25 mile of the APE. The site (KI01254) encompasses two recorded segments of the historic Puget Sound Electric Railway grade, which are located on the Interurban Trail in Auburn and Algona, Washington. The site was recommended not eligible for listing in the NRHP due to the loss of the railroad grade's historic integrity. As part of final design of the Project, an Inadvertent Discovery Plan (IDP) will be prepared containing protocols for responding to inadvertent archaeological deposits or human remains discovered during Project-related ground disturbance.

Historic Resources
A Washington Information System for Architectural and Archaeological Records Database (WISAARD) record search of documented properties within 0.25 mile of the APE did not identify any NRHP-listed or NRHP-eligible properties within the APE. Seven historic-age properties within the APE were surveyed and documented in February and March 2017 and in July 2018. Based on the evaluation, six of these properties were recommended to be not eligible for listing in the NRHP, and the remaining property, the Battlefield Coffee House located at 129 A Street NW (Parcel 0492000235, HPI Property ID 709556), was recommended as eligible for listing in the NRHP. With the implementation of proposed mitigation measures, Project construction and operation activities would not result in adverse effects to the Battlefield Coffee House.

Determinations
Based on the aforementioned documentation, FTA has made the following determinations:

- The APE for the Project includes parcels and adjacent locations in the public right-of-way that intersect with the Project footprint or locations of other proposed improvements as depicted on Figure 1-2 of the enclosed Cultural Resources Report.
- There is one resource listed on, or eligible for, the NRHP within the APE (i.e., Battlefield Coffee House located at 129 A Street NW in Auburn) as outlined in Table 8-1 of the enclosed Cultural Resources Report.
- The Project would have **no adverse effect** on resources on or eligible for the NRHP.

Pursuant to 36 CFR Part 800, FTA is seeking SHPO concurrence with these determinations within 30 days of receipt of this letter. If you have any questions, please contact Mark Assam,

FTA, at (206) 220-4465 or mark.assam@dot.gov, or Elma Borbe, Sound Transit, at (206) 398-5445 or elma.borbe@soundtransit.org.

Thank you for your consultation on the Project.

Sincerely,

LINDA M GEHRKE Digitally signed by LINDA M. GEHRKE Date: 2019.08.27 14:49:43 -07'00'

Linda M. Gehrke
Regional Administrator

cc: Dennis Wardlaw, Transportation Archaeologist, Washington Department of Archaeology and Historic Preservation
Elma Borbe Senior Environmental Planner, Sound Transit

Enclosure: Auburn Station Parking and Access Improvements Cultural Resources Technical Report, August 2019

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

September 10, 2019

Ms. Linda Gehrke
Deputy Regional Administrator
Federal Transit Administration
915 Second Avenue
Suite 3142
Seattle, WA. 98174-1002

In future correspondence please refer to:
Project Tracking Code: 2017-04-02336
Property: Sound Transit Kent and Auburn Station Access Improvements
Re: NO Adverse Effect

Dear Ms. Gehrke:

Thank you for contacting the State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) regarding the above referenced proposal. This action has been reviewed on behalf of the SHPO under provisions of Section 106 of the National Historic Preservation Act of 1966 (as amended) and 36 CFR Part 800. Our review is based upon documentation contained in your communication.

First, we concur that Property #51219 (Commercial Building) and Property #51220 (Commercial Building) are not eligible for inclusion in the National Register of Historic Places. Please note that Properties 51219 and 51220 were not named in accordance with DAHP's Standards for Cultural Resource Reporting, which state on page 14: "Please enter a name for the Property. If there is a historic name, use that. If there is not a historic name, please use a generic term that identifies the type of property, ie. Residence, Commercial building, barn, service station, apartment building etc.." DAHP staff has changed the Resource Name for both aforementioned Historic Property Inventory forms at this time; in future, please ensure DAHP's naming standards are followed. Also, please be advised that eligibility for the Washington Heritage Register is not relevant to reviews conducted under the auspices of Section 106; only eligibility for the National Register is considered, per 36 CFR 800.4(c).

However, DAHP does not concur that Property: #717084, the Burlington Northern Santa Fe Railway Segment, is not eligible for listing in the National Register of Historic Places. Based upon the information provided in the Historic Property Inventory form, the segment retains sufficient levels of integrity to contribute the overall NRHP-eligibility of the BNSF railway system. We understand that certain modifications have occurred over time, but maintenance and technology upgrades are expected over the passage of time; DAHP therefore does not consider those modifications discussed in the HPI to diminish a railroad's integrity, and believes the segment recorded for the proposed undertaking is eligible for listing in the National Register under Criterion A as a contributing segment to the BNSF railway system. This opinion may be revised should additional be presented to DAHP.

Finally, we concur that the current project as proposed will have "NO ADVERSE EFFECT" on historic properties within the APE that are listed in, or determined eligible for listing in, the National Register of Historic Places. As a result of our concurrence, further contact with DAHP on this proposal is not necessary. However, if new information about affected resources becomes available and/or the project scope of work changes significantly, please resume consultation as our assessment may be revised. Also, if any archaeological resources are uncovered during construction, please halt work immediately in the area of discovery and contact the appropriate Native American Tribes and DAHP for further consultation.

Thank you for the opportunity to review and comment. If you have any questions, please feel free to contact me.

Sincerely,

Dennis Wardlaw
Transportation Archaeologist
(360) 586-3085
dennis.wardlaw@dahp.wa.gov

Nisqually Indian Tribe
4820 She-Nah-Num Dr. S.E.
Olympia, WA 98513
(360) 456-5221

September 16, 2019

Mark A. Assam, AICP
U.S. Department of Transportation
Federal Transit Administration, Region X
915 2nd Ave. Ste. 3142
Seattle, WA 98174

Dear Mr. Assam,

The Nisqually Indian Tribe thanks you for the opportunity to comment on:

Re: Sound Transit - Auburn Station Parking and Access Improvements Project - NHPA Section 106 Eligibility and Effects Determination

The Nisqually Indian Tribe has reviewed the information you have provided for the above-named project. The Nisqually Indian Tribe concurs with the findings in the cultural resource assessment performed by ICF and has no further information or concerns at this time. Please keep us informed if there are any Inadvertent Discoveries of Archaeological Resources/Human Burials.

Sincerely,

Brad Beach
THPO Department
360-528-0680
360-456-5221 ext 1277
beach.brad@nisqually-nsn.gov

Annette "Nettsie" Bullchild
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Jeremy "Badoldman" Perkuhn
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Appendix B

Previously Recorded Historic-age Properties

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Previously Recorded Historic-age Properties Located within 0.25 mile of the APE

HPI Number (Property ID)	Property Address	Historic or Common Name	Type	Year Built	NRHP Eligible or Listed?	WHR Eligible or Listed?	Local Register Listed?
705380	SR 18, Auburn, WA	SR 18 Bridge over Union Pacific Railroad	Commercial	1955	N	N	N
705381	Auburn, WA	Union Pacific Railroad	Commercial	1909	N	N	N
38733	219 S Division St, Auburn, WA 98002	Hoye, Bartholomew E. and Leona M., House	Domestic	1914	N	N	N
38684	304 S Division St, Auburn, WA 98002	Bertsch, Otto P. and Emily, House	Domestic	1922	N	N	N
38704	105 D St. SW, Auburn, WA 98002	N/A	Domestic	1896	N	N	N
51228	530 W Main St, Auburn, WA 98002	Andie's on Main	Commercial	1962	Not determined	Not determined	N
91697	21 F St SW, Auburn, WA 98002	Ashcraft House	Domestic	1913	Not determined	Not determined	N
91699	111 D St SW, Auburn, WA 98002	Swanson LeClair House	Domestic	1913	N	N	N
91702	419 A St NE, Auburn, WA 98002	Caudle House	Domestic	1948	Not determined	Not determined	N
91884	314 A St. NE, Auburn, WA 98002	Greely House	Domestic	1919	Not determined	Not determined	N
107746	121 S Division St, Auburn, WA 98002	Susan Crane House	Domestic	1938	N	N	N
107747	10 2nd St SE, Auburn, WA 98002	Quest Communicatio ns Plant	Industrial	1955	N	N	N
324982	409 B St SE, Auburn, WA 98002	Crandall Home	Domestic	1949	N	N	N
651601	115 7th St. SE, Auburn, WA 98002	Marilene Nowark	Domestic	1913	N	N	N
668172	406 2nd St. NE, Auburn, WA 98002	Sharon Shoe	Domestic	1920	N	N	N
669511	215 D St SE, Auburn, WA 98002	Alice Weigel	Domestic	1926	N	N	N

Previously Recorded Historic-age Properties Located within 0.25 mile of the APE

HPI Number (Property ID)	Property Address	Historic or Common Name	Type	Year Built	NRHP Eligible or Listed?	WHR Eligible or Listed?	Local Register Listed?
91699	111 D St SW, Auburn, WA 98002	Dolph-Hubert Swanson	Domestic	1913	N	N	N
678141	403 6th St NE, Auburn, WA 98002	Kimberly & Jeffrey Brooks	Domestic	1940	N	N	N
38740	122 S Division St, Auburn, WA 98002	Reardon, John H. and Frances, House	Domestic	1890	Not determined	Not determined	N
51218	301 W Main St, Auburn, WA 98001	Total Abholstery	Commercial	1936	Not determined	Not determined	N
51219	233 W Main St, Auburn, WA 98002	Auburn Collision Center	Commercial	1940	Not determined	Not determined	N
51220	123 W Main St, Auburn, WA 98002	Main Street Garage	Commercial	1902, 1940	Not determined	Not determined	N
38630	325 B St. NE, Auburn, WA 98002	Hopper, Solomon and Lottie E. House	Domestic	1911	Not determined	Not determined	N
38632	311 A St. NE, Auburn, WA 98002	McLaskey, Frank H., and Clara House	Domestic	1911	Not determined	Not determined	N
38639	424 W Main St, Auburn, WA 98002	Berner, Frederick L. and Isabella, House	Domestic	1909	Not determined	Not determined	N
38641	111 D St SE, Auburn, WA 98002	Pettyjohn, Clarissa, House	Domestic	1910	Not determined	Not determined	N
38647	305 B St. NE, Auburn, WA 98002	Sullivan, Jerry H. and Bonnie E., House	Domestic	1916	Not determined	Not determined	N
38650	407 Auburn Way N, Auburn, WA 98002	Pankratz, George S. and Minnie C., House	Domestic	1921	Not determined	Not determined	N
38652	215 3rd St NE, Auburn, WA 98002	Ballard, Arthur C. and Jane, House	Domestic	1921	Not determined	Not determined	N
38653	302 4th St NE, Auburn, WA 98002	Dippo, William S., House	Domestic	1921	Not determined	Not determined	N
38655	12 G St. NW, Auburn, WA 98002	Miller, G.C. and Augusta, House	Domestic	1922	Not determined	Not determined	N
38657	102 E St SW, Auburn, WA 98002	N/A	Domestic	1913	Not determined	Not determined	N

Previously Recorded Historic-age Properties Located within 0.25 mile of the APE

HPI Number (Property ID)	Property Address	Historic or Common Name	Type	Year Built	NRHP Eligible or Listed?	WHR Eligible or Listed?	Local Register Listed?
38658	332 2nd St. NE, Auburn, WA 98002	Hanson, Hans and Emilia, House	Domestic	1913	Not determined	Not determined	N
38662	311 4th St. NE, Auburn, WA 98002	Hendricks, Walter J. and Catherine, House	Domestic	1913	Not determined	Not determined	N
38663	307 B St. NE, Auburn, WA 98002	Jackson, Charles D. and Julia, House	Domestic	1914	Not determined	Not determined	N
38664	220 D St. SE, Auburn, WA 98002	Miller, William E.and Harryet A., House	Domestic	1913	Not determined	Not determined	N
38665	103 3rd St. NE, Auburn, WA 98002	N/A	Domestic	1925	Not determined	Not determined	N
38668	215 F St. SW, Auburn, WA 98002	Zuehelke, A.E. and Norma B., House	Domestic	1932	Not determined	Not determined	N
38670	28 F St. SW, Auburn, WA 98002	McPhee, Alex and Mary, House	Domestic	1908	Not determined	Not determined	N
38675	407 4th St. NE, Auburn, WA 98002	Storey, Harry G. and Mildred, House	Domestic	1920, 1935	Not determined	Not determined	N
38682	202 D St. SE, Auburn, WA 98002	Sorenson, Chriss and Inez, House	Domestic	1911	Not determined	Not determined	N
38696	201 D St. SW, Auburn, WA 98002	Wedeen, Leonard and Josephine, House	Domestic	1920	Not determined	Not determined	N
38697	11 F St. NW, Auburn, WA 98002	Gregorie, W.I. and Evelyn M., House	Domestic	1915	Not determined	Not determined	N
38701	24 G St. NW, Auburn, WA 98002	Joslyn, W.P., House	Domestic	1922	Not determined	Not determined	N
38703	23 F St. NW, Auburn, WA 98002	Joslyn, Allen B. and Louella, House	Domestic	1915	Not determined	Not determined	N
38710	332 1st St. NE, Auburn, WA 98002	Jane H McCain	Domestic	1921	Not determined	Not determined	N
38715	15 D St. SW, Auburn, WA 98002	N/A	Domestic	1910	Not determined	Not determined	N

Previously Recorded Historic-age Properties Located within 0.25 mile of the APE

HPI Number (Property ID)	Property Address	Historic or Common Name	Type	Year Built	NRHP Eligible or Listed?	WHR Eligible or Listed?	Local Register Listed?
38732	25 E St. SW, Auburn, WA 98002	Meade, Arthur H. and Anna H., House	Domestic	1908	Not determined	Not determined	N
38735	207 E St. SE, Auburn, WA 98002	Knickerbocker, Olivia S., House	Domestic	1910	Not determined	Not determined	N
38743	332 4th St. SW, Auburn, WA 98002	Waugh, James B. and Gertrude, House	Domestic	1910	Not determined	Not determined	N
38748	17 E St. SW, Auburn, WA 98002	Hoye Rental House	Domestic	1907	Not determined	Not determined	N
38749	405 D St. SE, Auburn, WA 98002	N/A	Domestic	1909	Not determined	Not determined	N
38752	125 A St NW, Auburn, WA 98002	Buena Vista Apartments	Domestic	1890, 1900	N	N	N
51212	739 W Main St, Auburn, WA 98001	Kampo Cuisine	Domestic	1937	Not determined	Not determined	N
51213	731 W Main St, Auburn, WA 98001	Auburn Personal Growth Center	Domestic	1922	Not determined	Not determined	N
51214	721 W Main St, Auburn, WA 98001	Kouros Cuisine	Domestic	1921	Not determined	Not determined	N
51215	9 G St. NW, Auburn, WA 98001	N/A	Domestic	1911	Not determined	Not determined	N
51216	605 W Main St, Auburn, WA 98001	N/A	Domestic	1913	Not determined	Not determined	N
51217	7 F St NW, Auburn, WA 98001	N/A	Domestic	1919	Not determined	Not determined	N
51221	410 W Main St, Auburn, WA 98001	N/A	Domestic	1902	Not determined	Not determined	N
51222	424 W Main St, Auburn, WA 98001	N/A	Domestic	1908	Not determined	Not determined	N
51223	438 W Main St, Auburn, WA 98001	N/A	Domestic	1906	Not determined	Not determined	N
51224	448 W Main St, Auburn, WA 98001	D and L Supply and Manufacturing	Commercial	1912	Not determined	Not determined	N

Previously Recorded Historic-age Properties Located within 0.25 mile of the APE

HPI Number (Property ID)	Property Address	Historic or Common Name	Type	Year Built	NRHP Eligible or Listed?	WHR Eligible or Listed?	Local Register Listed?
51225	504 W Main St, Auburn, WA 98001	House of Vacuums	Domestic	1978	Not determined	Not determined	N
51226	508 W Main St, Auburn, WA 98001	N/A	Commercial	1947	Not determined	Not determined	N
51227	632 W Main St, Auburn, WA 98002	N/A	Commercial	1913	Not determined	Not determined	N
343465	15 Auburn Ave, Auburn, WA 98002	Valley National Bank	Commercial	1964	Not determined	Not determined	N
107745	2 W Main St, Auburn, WA 98002	Bissell's City Drug Store/Auburn Drug Co/Wiley Grocery	Commercial	1900-1903	Eligible	Eligible	N
38976/ KI00256	306 Auburn Ave, Auburn, WA 98002	Auburn Carnegie Library	Education	1914	Listed	Listed	Y
38987/ KI00600	324 B St. NE, Auburn, WA 98001	Lowe House	Domestic	1914	Not determined	Not determined	N
339261/ KI00645	100 Auburn Ave NE, Auburn, WA 98002	Auburn Post Office	Governmen t	1937	Listed	Listed	N
340812/ KI01236	10 Auburn Way South, Auburn, WA 98002	Masonic Temple	Social	1924	Listed	Listed	N

Appendix C

DAHP Statewide Predictive Model

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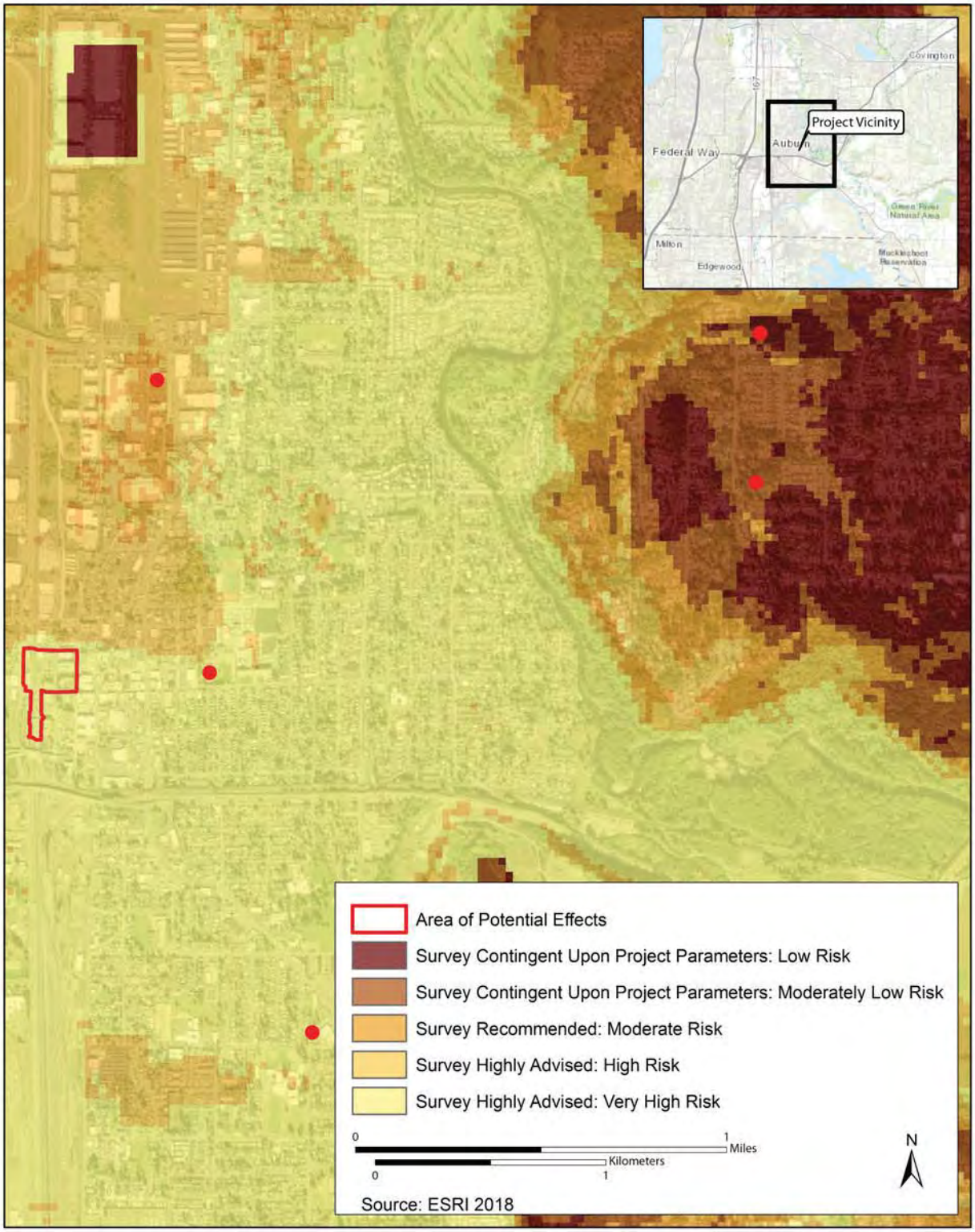
Project Vicinity
Covington
Federal Way
Auburn
Milton
Edgewood
Area of Potential Effects
Survey Contingent Upon Project Parameters: Low Risk
Survey Contingent Upon Project Parameters: Moderately Low Risk
Survey Recommended: Moderate Risk
Survey Highly Advised: High Risk
Survey Highly Advised: Very High Risk
0
1
Miles
Kilometers
0
1
N
Source: ESRI 2018

Appendix D
Geotechnical Bore Logs

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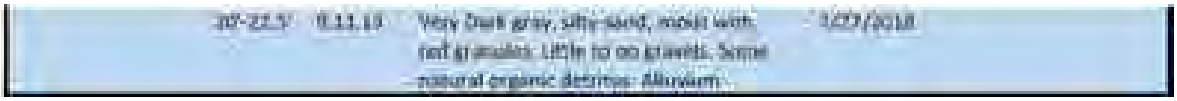
Location	Bore #	Depth	Blows	Description	Date	Comment
Auburn	BA1	0-3"	Vac	Asphalt	7/25/2018	
		3"-6"	Vac	Reddish brown Coarse Sand. Fill	7/25/2018	Concrete block in SW corner
		6"-2'	Vac	Dark grey, silty coarse sand with quarry spalls, gravels and demolition rubble (brick). Fill	7/25/2018	Terracotta pipe segment/fragmented at 2' bs
		2'-3'	Vac	Turkish gray to dark gray sands, Mottled.	7/25/2018	
		3'-4'	Vac	Dark gray, silty-sand, moist and highly plastic. Little to no gravels. Fill	7/25/2018	
		4'-5'	Vac	Grey silt alluvium	7/25/2018	
		7.5'	1 1 1	Dark grayish brown silty clay, little to no gravel. Alluvium	8/1/2018	Wood and organic encountered in sample
		10'	0 0 0	Dark brown silty clay, some organic debris and asphalt in sample	8/1/2018	
		12.5'	3 5 6	Dark brown silty clay transitioning to grey brown sand.	8/1/2018	
		15'	3 5 9	dark brown silty sand with little to no gravel. Alluvium	8/1/2018	Rings used to get density of sample in contanc
		20'	7 5 4	Saturated silty sand with gravels.	8/1/2018	moved to mud setup before this sample
		25'	8 12 13	dary gray silty sand	8/1/2018	
Auburn	BA2	0-4"	Vac	Asphalt	7/25/2018	
		4-6"	Vac	Reddish brown Coarse Sand, with rounded gravels, some concrete and quarry spalls. Mottelled below 5'. Fill	7/25/2018	
		5-9.5	2,2,2	Dark gray, silty-sand, moist and highly plastic. Little to no gravels. Alluvium	7/25/2018	
		9.5'-10		Peat	7/25/2018	
		10'-15'	W.O.H	Dark gray, silty-sand, moist and highly plastic. Little to no gravels. Interspersed organic/peat layers. Alluvium	7/25/2018	wood encountered approx 12.5' bs
		15-17.5	6,3,5	Dark grey-brown medium fine sand. alluvium	7/25/2018	
		17.5-20	9 10 8	Dark grey-brown medium fine sand. alluvium	7/25/2018	
Auburn	BA3	0-4"	Vac	Asphalt	7/25/2018	
		4"-2'	Vac	Very dense gravely fill.Angular gravels	7/25/2018	
		2'-4.5'	Vac	Dark gray, silty-sand, moist and highly plastic. Little to no gravels. Fill	7/25/2018	
		4.5'-6'	Vac	Dark gray to black, coarse sand with red granules moist. - alluvium	7/25/2018	
		7.5'		0 Grey silt alluvium with peat moss thoughout	8/3/2018	
		10-11.5'	1, 2, 3,	Grey-brown silt alluvium with peat moss thoughout	8/3/2018	
		12.5-13'		Grey-brown silt alluvium with peat moss and larger organics thoughout	8/3/2018	
		15-16.5'	1, 1, 5	Light brown-grey silt with fine black sand inclusion in the lower 4" , alluvium	8/3/2018	

		17.5-19'	3, 7, 8	Dark grey-brown medium fine sand, alluvium	8/3/2018	
		20-21.5'	4, 5, 8	Dark grey-brown medium fine sand with red andesite flakes throughout, alluvium. Water table around 21'	8/3/2018	
		22.5-24'	2, 8, 11	Dark grey-brown medium fine sand with red andesite flakes throughout, alluvium.	8/3/2018	
		25-26.5'	13, 10, 9	Dark grey medium coarse sand, small limestone gravel inclusions, glacial.	8/3/2018	
Auburn	344	0-4'	Vac	Asphalt	7/25/2018	hit concrete block in two locations approx. 12" bs, missed in third.
		4-2'	Vac	Dark brown Coarse Sand, with rounded gravels, some concrete and quarry spalls. Mottelled below 5'. Fill	7/25/2018	
		2'-5'	Vac	Dark gray, silty-sand, moist and highly plastic. Little to no gravels. Alluvium	7/25/2018	
		5-7.5'	2 1 1	Dark gray, silty sand. Little to no gravels. Alluvium	7/31/2018	
		10'	2 2 1	Dark gray, silty-sand. Little to no gravels. Alluvium	7/31/2018	
		12.5'	16 40 16	Dark grayish brown silty sand. Wood/organic material in central portion of core.	7/31/2018	Wood/organic material seen in central portion of core sample.
		15'	40 12 16	dark gray, silty sand. Little to no gravels. Alluvium	7/31/2018	woody debris present, same as previous sample.
		17.5'	3 3 3	very saturated, dark gray silty sand. Organic rich, Alluvium.	7/31/2018	
		20'	10 11 11	saturated dark gray silty sand. Alluvium	7/31/2018	
		22.5'	11 16 21	dark gray very silty sand, little to no gravels alluvium. Woody debris present.	7/31/2018	Much more woody debris that previous probes.
		25'	15 16 17	dark gray very saturated silty sand. Alluvium	7/31/2018	
		30'	6 9 10	Dark gray silty sand, very saturated. Alluvium	7/31/2018	
Auburn	345	0-4'	Vac	Asphalt	7/25/2018	
		4'-5'	Vac	Brown Coarse Sand, with rounded gravels, some concrete and quarry spalls. Mottelled below 5'. Fill	7/25/2018	
		5'-6'	Vac	Dark gray, silty-sand, moist and highly plastic. Little to no gravels. Alluvium	7/25/2018	
		6'-15	n/a	Dark gray, silty sand, moist and highly plastic. Little to no gravels. Alluvium	7/27/2018	Observed in back spoil buckets- crew drilled without collecting samples.
		15'-17.5	11,15,20	Dark gray, silty sand, moist and highly plastic. Little to no gravels. Alluvium	7/27/2018	
		17.5'-20	9,16,30	Very Dark gray, silty sand, moist with red granules. Little to no gravels. Some natural organic detritus. Alluvium	7/27/2018	


20'-22.5'
0.11.13
Very Dark gray, silty-sand, moist with
red granules. Little to no gravels. Some
natural organic debrios. Alluvium.
1/27/2018

Appendix E

Inadvertent Discovery Plan for Geotechnical Activities

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INADVERTENT DISCOVERY PLAN FOR GEOTECHNICAL ACTIVITIES

AUBURN STATION PARKING AND ACCESS IMPROVEMENTS PROJECT, KING COUNTY, WASHINGTON

PREPARED FOR:

Sound Transit
Union Station
401 South Jackson Street
Seattle, WA 98104
Contact: Elma Borbe, Senior Environmental Planner
206.398.5410

PREPARED BY:

ICF
201 Mission Street, Suite 1500
Seattle, WA 98105
Contact: J. Tait Elder
360.920.8959

March 2019

ICF

ICF. 2019. Inadvertent Discovery Plan for Geotechnical Activities: Auburn Station Parking and Access Improvements Project, King County, Washington. March. Prepared for Sound Transit, Seattle, Washington.

Sound Transit

Contents

Acronyms and Abbreviations

DAHP	Department of Archaeology and Historic Preservation
FTA	Federal Transit Administration
Project	Auburn Station Parking and Access Improvements Project

Chapter 1
Introduction

Sound Transit plans to perform geotechnical investigations, as well as other potential as-yet unidentified project-related ground disturbing activities at the Sound Transit Auburn Station as part of the Auburn Station Parking and Access Improvements Project (Project). The Project would receive federal funding and must therefore satisfy cultural resources obligations established under the National Environmental Policy Act and Section 106 of the National Historic Preservation Act. Cultural resources obligations under the Washington State Environmental Policy Act also apply.

An initial cultural resources records search and buried archaeological resource sensitivity analysis revealed no archaeological resources in the Auburn area of potential effects, but the area of potential effects retained the potential to contain buried archaeological resources. In order to better define archaeological sensitivity, additional archaeological investigations will include archaeological monitoring of selected geotechnical bores. As the Project progresses, additional project-related ground disturbing activities have the potential to encounter cultural resources as well. This inadvertent discovery plan was prepared for use during geotechnical investigations and any subsequent project-related ground disturbing activity that could encounter archaeological resources. It was developed to guide the identification and protection of archaeological resources and outlines the procedures to be followed in the event of an inadvertent discovery of archaeological resources or human skeletal remains.

Chapter 2
Archaeological Resources

State and federal regulations recognize the public's interest in cultural resources and the benefit in preserving them. These laws and regulations require agencies to consider how a project might affect cultural resources and to take steps to avoid or reduce potential damages to them. The first line of defense in meeting these requirements and protecting cultural resources is their identification. Often, cultural resources are not initially recognized—they could appear like just another piece of gravel or a bottle someone tossed out the window last week—when they could be, in fact, be an item of historical, traditional, or cultural importance.

The following provides a guide to aid in the identification of these resources. While it is not intended to depict all potential resources that could be found, the types provided are typical of those expected for the Pacific Northwest. If, at any time, there is any uncertainty as to the relevance of an item found during construction, a cultural resources professional should be contacted.

Precontact

Precontact items, deposits, and features that could be found include habitation, food capture, and food processing related materials. Below are selected examples and photos depicting these resources.

Artifacts

Stone tools are typically fine-grained rocks (i.e., basalt, obsidian, dacite, chert) that have been modified by the removal of pieces of material to obtain a desired shape or edge. They can be identified by the presence of multiple "scars" where material has been removed, particularly if they are concentrated along one or two edges or ends of the rock. Often, the material of a stone tool is finer-grained than the unmodified rocks that naturally occur in the vicinity.

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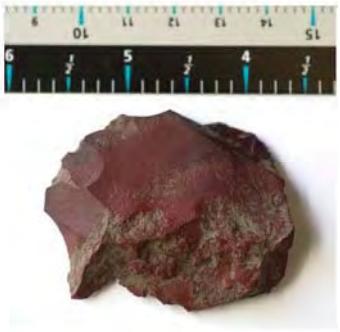

Features and Deposits

Hearths are characterized by an accumulation of thermally altered rocks, charcoal or very dark brown, tan, and red stained sediments. Occasionally, they may contain other cultural materials, such as stone tools or food related materials.

Shell middens are characterized by an accumulation of dark – sometimes greasy – soil with abundant shell. Shell middens often contain other cultural materials, such as stone tools and animal bone.

Fish capture and processing sites are characterized by the presence of wood weirs, stone traps, basket traps, fish hooks, netting, net weights, and spears. Pictured at the right is an example of a wooden fish weir in profile.

Historic

Historic items, deposits, and features that could be found on the Project would date from the late-nineteenth century to middle-twentieth century. Items from this time period include a wide array of consumer goods and industrial products, so it is impossible to predict or describe every potential cultural resource. However, the selected examples and photos below depict common examples of such resources.

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Artifacts

Nails can be square (machine cut) or round (wire) and come in a variety of sizes (large to small), depending on their function. Square nails, commonly referred to as *machine-cut* nails, were widely used until the early 1900s.

Glass bottles can come in a variety of shapes (from large to small) and colors (amber, green, blue, aqua, amethyst, or clear). Often, old bottles are hard to distinguish from modern bottles so it is always a good idea to check with a cultural resources professional—the bottle to the right dates from 1845-1880!

Ceramic items are usually white, but can also include a rainbow of colors including, more commonly, yellow or grey. They can often have maker's marks (such as in the picture to the right) or have decoration (stamped, hand-painted) and come in a variety of forms including tableware (cups, plates, bowls), doorknobs, electrical insulators, and tobacco pipes.

Faunal remains can range from small (fowl, domesticated cats and dogs), to medium (pig), to large (cattle, elk). Historic faunal remains are often saw-cut, as in the picture to the right.

Features and Deposits

Architectural features can be identified by the presence of foundations, walls, floors, pads, piers, footings, "robber trenches" (where footings once lay), or any other extant architectural elements.

Refuse scatters can be large quantities of stratified artifacts, identified as 1-inch thick or more, that accumulated over a period of time.

Sound Transit

Hollow-filled features can be pits, privies, and/or wells, and are identified by an abrupt lining of wood, brick, or dirt contrasted by stratified archaeological deposits.

Chapter 3
Inadvertent Discoveries

Archaeological Resources

In the event that potential archaeological resources are identified during project-related ground disturbance, the following procedures including outreach (Contacts List provided in Appendix A), will be followed:

1. If Sound Transit or their contractors believe that he or she has made an inadvertent discovery of archaeological resources, all work at the location of ground disturbance will cease immediately. The area of work stoppage will be large enough to adequately provide for the security and protection of the discovery. No vehicle, equipment, or foot traffic will be permitting in the vicinity of the discovery, except that which is needed to vacate the immediate vicinity, until a qualified archaeologist has inspected the discovery. Upon discovery, Sound Transit or their contractor will immediately contact the Sound Transit environmental planner (contact #1), FTA (contact #2), and the consulting archaeologist (contact #3).
2. The consulting archaeologist will photograph and describe the discovery and document its location. The discovery will be analyzed to determine whether it is in primary depositional context, is an isolated find, and if it is – in fact – an archaeological resource. Based on this analysis, the consulting archaeologist will implement one of the following procedures:
   a. If the discovery is determined to not be an archaeological resource by the consulting archaeologist, project-related ground disturbance may continue in the location of the discovery.
   b. If the discovery is determined to be in disturbed depositional context (i.e., located within fill or the area was previously mixed), and/or an isolated find by the consulting archaeologist, the artifact's location will be recorded. The artifact will then be collected, and ground disturbance may continue at the location of the discovery when authorized by FTA. Under this inadvertent discovery plan, an isolated archaeological find is defined as a single artifact in primary depositional context that is not associated with an archaeological feature or located within two meters of another artifact or archaeological feature.
   c. If the discovery is determined to be an archaeological resource, the consulting archaeologist will take the appropriate steps to protect the discovery and immediately contact the Sound Transit environmental planner (contact #1). Sound Transit will promptly call the Federal Transit Administration (FTA) (contact #2). FTA will contact the Washington State Department of Archaeology and Historic Preservation (DAHP) (contact #4), the consulting tribes (contacts #6 through #9), and parties. Ground disturbing excavations shall not continue at the location of the discovery until after the appropriate consultation between DAHP and affected tribes has occurred and the necessary permissions from the FTA are obtained. Ground disturbing excavations may resume within 50-feet of the discovery, if monitored by an archaeologist.

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Human Skeletal Remains

In the event that potential human skeletal remains are identified during project-related ground disturbance, the following procedures will be followed:

1. If Sound Transit or their contractors believes that he or she has made an inadvertent discovery of human skeletal remains, all work adjacent to the discovery shall cease. The area of work stoppage will be adequate to provide for the security, protection, and integrity of the human skeletal remains, in accordance with Washington State Law (RCW 27.44 and 68.50). The Sound Transit environmental planner (contact #1), FTA (contact #2), and consulting archaeologist (contact #3) will be contacted.
2. Sound Transit will be responsible for taking appropriate steps to protect the discovery, with assistance from the consultant archaeologist. Any human skeletal remains that are discovered during the Project will be treated with dignity and respect. At minimum, the immediate area will be secured to a distance of 30 feet from the discovery. Vehicles, equipment, and unauthorized personnel will not be permitted to traverse the discovery site. No unauthorized photographs of any human remains should be taken or distributed.
3. Sound Transit, or, if requested, the consulting archaeologist will immediately call the King County Sheriff's office (contact #5). If needed, the King County Sheriff will contact the King County Medical Examiner. The medical examiner will determine if the remains are forensic (related to a modern crime) or non-forensic. The remains should be protected in place until this has been determined.
4. If the human skeletal remains are determined to be non-forensic, the King County Medical Examiner will notify DAHP (contact #4) and DAHP will take jurisdiction over the remains. The State Physical Anthropologist will make a determination of whether the remains are Native American or Non-Native American. DAHP will identify the affected tribes and handle all consultation with the tribes as to the treatment of the remains.

Sound Transit

Appendix A

Contact List

Contact List

1. Elma Borbe, Senior Environmental Planner
   Sound Transit
   Union Station
   401 South Jackson Street
   Seattle, WA 98104
   206.398.5410

2. Mark Assam, Environmental Protection Specialist, FTA Region 10
   Federal Transit Administration
   915 Second Avenue, Suite 3142
   Seattle, WA 98174
   206.220.7954

3. J. Tait Elder, Archaeologist
   ICF– Consulting
   201 Mission Street, Suite 1500
   Seattle, WA 98105
   360.920.8959

4. Dennis Wardlaw, Transportation Archaeologist
   Department of Archaeology and Historic Preservation
   PO Box 48343
   1063 Capitol Way South
   Olympia, WA 98504-8343
   360.586.3085

5. King County Sheriff's Office
   Headquarters
   516 Third Avenue, Room W-150
   Seattle, WA 98104
   206.296.4155 (non-emergency)

6. Laura Murphy, Archaeologist, Cultural Resources
   Muckleshoot Tribe
   39015 172nd Avenue SE
   Auburn, WA 98092
   253.876.3272

7. Jackie Wall and Annette Bullchild
   Nisqually Tribe
   Tribal Historic Preservation Office
   4820 She-Nah-Num Drive SE
   Olympia, WA 98513-9105
   360.456.5221 x2180
   360.456.5221 x1106

8. Brandon Reynon, Cultural Resources
   Puyallup Tribe
   3009 East Portland Avenue
   Tacoma, WA 98404
   253.573.7986

9. Johnson Meninick, Cultural Resources
   Confederated Tribes and Bands of the Yakama Nation
   PO Box 151
   Toppenish, WA 98948
   509.685.7203

Attachment H

Cultural Resources Photo – Property at 129 A Street


PERK UP YOUR DAY!
COFFEE HOUSE
Jason's coffee shop
&
fine baked goods
OPEN
129

Attachment I

Endangered Species Act Screening Checklist

ESA SCREENING CHECKLIST

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

Sponsoring Agency Sound Transit		Date Submitted
Project Title Auburn Station Access Improvements Project		FTA Project Number (if known)
Project Location (Include Street Address, City, County) A Street NW and 1st Street NW., Auburn, Washington, King County		
Project Contact: Elma Borbe	Phone Number 206-398-5445	E-mail Address (if available) elma.borbe@soundtransit.org

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

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

The Auburn Station Parking and Access Improvements Project (Project) consists of a new parking garage and non-motorized amenities serving patrons of the Sounder South Rail system at the Auburn Station in Auburn, Washington. The site of the proposed garage (project site) is located on an existing City-owned, paved surface parking lot, which is bounded by 1st St NW on the south, an alleyway on the north, BNSF Railway on the west, and A Street NW on the east. The parking garage would have approximately 6 levels and approximately 675 parking stalls, replacing the existing 140 surface parking spaces; the net increase of parking would be approximately 535 spaces. Upon completion of the Project, the total dedicated parking for the Auburn Station would be approximately 1,308 spaces.

The Project's proposed non-motorized amenities—pedestrian, bicycle, and transit improvements—are adjacent to and near the project site to enhance overall access to Auburn Station. Amenities include painted crosswalks, signals, lighting, and signage. Amenities at the intersection of W Main Street and B Street NW are proposed to encourage pedestrian safety and traffic calming. These improvements include rechannelizing the W Main Street eastbound approach to the B Street NW and installing a painted curb extension and painted median; implementing a right-turn only restriction for northbound traffic on B Street NW approaching W Main Street and restriping the crosswalk, and installing a rapid flashing beacon at the W Main Street crossing just east of B Street NW. At the Auburn Station, planned bicycle improvements include adding smart lockers and bike racks. Smart lockers provide opportunities for commuters to pay and reserve lockers. In collaboration with King County Metro, bus shelters would be installed in certain locations where there are high ridership boardings. Final non-motorized and traffic operational treatments would be finalized in collaboration with the City.

Temporary construction easements near the project site would be required to facilitate construction of the proposed improvements. These include a staging area for temporary storage of construction materials, areas where utility relocation would occur and where construction equipment and materials would be transported to and from the project site, and areas where overhead airspace would be required for the movement of cranes.

In support of sustainability goals, Sound Transit is committed to environmentally sustainable features in the design and building of its parking garages such as charging stations for electric vehicles, and photo-voltaic array and materials choices, which may be included in the design or be added in the future. Landscaping, including screening of the parking garage, would be incorporated into the site design and would be consistent with the City's design goals of providing an aesthetically pleasing, functional building that integrates well with its surroundings. Sound Transit is committed to the communities within its service area and sets aside construction dollars for public art. The Sound Transit Public Art Program (STart), will manage the integration and maintenance of art into the new facility. The Project would provide stormwater runoff control and treatment per applicable design standards. The final control method would be determined during the final design phase. The project is located within the City of Auburn, WRIA 9 (Duwamish/ Green) and HUC 171100130304 (Duwamish).

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

☐ Yes ☒ No

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

☐ Class I ☒ Class II ☐ Class III

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

☒ Yes ☐No

Has a Region X Documented Categorical Exclusion Worksheet been completed?

☒ Yes ☐No

Will the project include Best Management Practices / Conservation Measures?

☒ Yes ☐No

Has the BMP / CM Checklist (Appendix A) been completed?

☒ Yes ☐No

(Note: If the project: 1) includes in-water work or work below the ordinary high water mark (OHWM) of a waterbody with listed salmonids, 2) adds > 5,000 square feet of impervious surface, OR 3) includes any new impervious surface within 150 feet of a stream waterbody with listed salmonids, it may need to go through formal consultation with the NMFS and USFWS)

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

☒ Yes ☐No

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

Endangered: None

Threatened: Hood Canal Summer-run Chum Salmon (Oncorhynchus keta); Ozette Lake Sockeye Salmon (Oncorhynchus nerka); Puget Sound Chinook Salmon (Oncorhynchus tshawytscha); and Puget Sound Steelhead (Oncohynchus mykiss)

Proposed: None

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

Endangered: None

Threatened: Marbled Murrelet (Brachyramphus marmoratus); Streaked Horned Lark (Eremophila alpestris strigata); Yellow-billed cuckoo (Coccyzus americanus); and Bull Trout (Salvelinus confluentus)

Proposed: North American Wolverine (Gulo gulo luscus)

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

☒ Yes ☐No

List Essential Fish Habitat here (and attach documentation):

The project area is located within a Pacific salmon (Chinook, Coho, Puget Sound Pink) freshwater essential fish habitat area.

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

Lead Agency: Sound Transit
Partner Agency: City of Auburn

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

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

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

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

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

Federal Transit Administration, Washington State Department of Archaeology and Historic Preservation

Describe any modifications to the project as a result of these contacts:

No modifications have been requested by these parties.

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

Southeast quarter of Section 13, Township 21 North, Range 04 East, Williamette Meridian
WRIA 9 (Duwamish/ Green)

Does the project occur within an existing transportation corridor?

☒ Yes ☐No

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

If so, name the waterbodies.

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

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

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

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

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

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

☐ Yes ☒No

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

The total disturbed area is 1.3 acres, of which approximately 0.04 acres consists of new impervious surface and 1.23 acres of total impervious surface.

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

IMPACT ASSESSMENT

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

There are no mapped aquatic resources within 1,000 feet of the project site. It is possible that sediment-laden runoff from the construction site could enter local drainage systems, which ultimately empty into the Green River. The potential for any such impacts to occur is extremely low because Green River is more than 1,000 feet from the project site and Sound Transit would implement appropriate best management practices (BMPs) to collect and treat stormwater runoff prior to discharge to sewer. Trench dewatering may be needed for construction of the underground drainage structures and that water will also be collected and treated prior to discharging to sewer, with the goal of preventing excess sediments or contaminants from entering fish-bearing waters.

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

As noted above, there are no mapped aquatic resources within 1,000 feet of the project site but runoff from new impervious surfaces will enter local drainage systems, which ultimately empty to the Green River. Runoff could deliver pollutants to and/or modify flow regimes in the Green River. The potential for any such impacts to occur is extremely low because the Green River is more than 1,000 feet from the project site and the project design will include facilities for stormwater treatment. Low Impact Development (LID) options will be evaluated and implemented to the extent feasible. Stormwater discharges from LID facilities will match developed discharge durations to pre-developed durations for the range of pre-developed discharges rates from 8% of the 2-year peak flow to 50% of the 2-year peak flow. Of that flow discharged from LID facilities, 91% of that total runoff volume of the pollution-generating hard surface using continuous modeling will be treated. Then treated flow discharge to the public storm drain system will be flow controlled. The stormwater discharges will match developed discharge durations to predeveloped durations for the range of pre-developed discharge rates from 50% of the 2-year peak flow up to the full 50-year peak flow.

As required by the 2012 Department of Ecology Stormwater Management Manual for Western Washington, Sound Transit will provide basic water quality treatment for runoff from new or replaced pollutant-generating impervious surfaces. The final control method will be determined during final design of the project, once drainage reports are complete.

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

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

No high-quality terrestrial habitat will be disturbed by project construction. The project area is located in a heavily developed ubran area, which consists mostly of impervious surfaces. No beneficial or adverse construction impacts to terrestrial resources are anticipated.

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

The current site is a parking lot and is being replaced with a parking garage.The project would include landscaping elements. LID options will be evaluated and implemented to the extent feasible. No beneficial or adverse operational impacts to terrestrial resources are anticipated.

MITIGATION

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

☐ Yes ☒ No (If yes, answer a and b.)

a. What mitigation is proposed for construction impacts?

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

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

☒ Yes ☐No (If yes, answer a and b.)

a. What mitigation is proposed for construction impacts?

Sound Transit would implement construction BMPs to prevent negative impacts to stormwater. Such BMPs would include preparation and implementation of a stormwater pollution prevention plan to prevent stormwater contamination and water pollution from construction activities, such as treating flows before discharging to sewers and preventing sediment transport off-site.

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

As discussed under Item 16 above, the potential for long-term adverse effects on water quality or flow regimes in the river is extremely low. Runoff from the project site will be subjected to water quality treatment. There is no need for additional mitigation.

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

☒ Yes ☐ No (If yes, answer a and b.)

a. What mitigation is proposed for construction impacts?

Construction would mainly affect current planter strip areas. Catch basin inserts would be installed to prevent sediments from entering the vegetated area during construction and until the ground cover is re-established. Street sweeping would be employed to keep dirt out of the gutters and roadway. Sound Transit would implement additional appropriate BMPs to manage stormwater runoff from the site during construction. No significant adverse effects are anticipated.

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

There would be no long-term impacts since this project is constructing on land that is currently developed, with little current vegetation. The project would include replacing the current planter strip areas with LID vegetation or another ground cover.

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

☐ Yes ☒ No (If yes, answer a and b.)

a. What mitigation is proposed for construction impacts?

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

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

☐ Yes ☒ No (If yes, answer a and b.)

a. What mitigation is proposed for construction impacts?

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

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

☐ Yes ☒ No (If yes, answer a and b.)

a. What mitigation is proposed for construction impacts?

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

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

☐ Yes ☒ No (If yes, answer a and b.)

a. What mitigation is proposed for construction impacts?

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

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

☒ Yes ☐No

If so, explain:

Construction of the project would require the use of construction equipment, some of which would produce noise above ambient noise levels. Construction activities that would produce noise over ambient levels include pile driving and drilled shaft foundation installation clearing concrete.

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

☐ Yes ☒No

Appendix A

Best Management Practices (BMPs) / Conservation Measures (CM) Checklist

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

Conservation Measures During Construction

Exposed Soils/Riparian Vegetation:

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

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

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

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

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

St*ormwater Maintenance:*

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

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

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

Spill Controls

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

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

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

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

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

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

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

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

Long-Term Conservation Measures

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

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

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

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

Attachment J

Fall 2018 Open House Outreach Summary

Fall 2018 Open House Outreach Summary

Overview

Sound Transit is building a new parking garage and improving access at Auburn Station so more people can conveniently access the Sounder train and local bus service. In 2017, Sound Transit worked closely with the City of Auburn and collected community feedback to help identify a site for the new parking garage. In November 2017, the Sound Transit Board identified the site at 1st Street NW and A Street NW as the preferred site for a new parking garage with approximately 535 new spaces.

In fall 2018, Sound Transit held an online open house from Oct. 15 – Nov. 2 and an in-person open house on Oct. 30 to share updated early concepts for the new garage as well as potential bike, bus and pedestrian improvements and gather community feedback. Overall, more than 175 people participated in-person or through the online open house, resulting in more than 80 written comments. The outreach was publicized through a mailing to over 1,800 residents and businesses, promotion on social media, handouts and signs at Auburn Station, posters at local businesses, and other methods.

The following summary includes common themes from the community feedback with responses from Sound Transit.

Oct,.30, 2018: Open house participants talk to Sound Transit staff at Auburn City Hall.

Outreach by the numbers

- **Over 175** people participated online or in-person resulting in **80+** written comments
- **Over 160** users visited the online open house from Oct. 15 – Nov. 2
- **More than 15** people attended the Oct. 30 open house at Auburn City Council Chambers
- Interactions with **over 200** people at tabling events and community presentations since summer 2018
- **More than 1,800** postcards mailed to homes and businesses within a half mile of the station
- **Over 300** postcards distributed to station users at Auburn Station
- **Two** project email updates sent to over **800** recipients
- **Two** posts on Facebook and Twitter that reached over **7,000** people

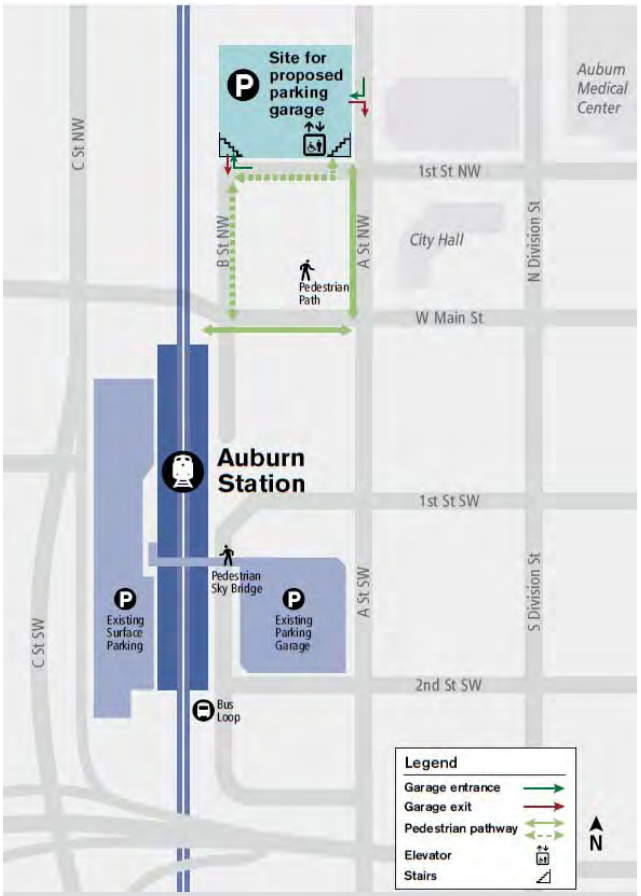
Summary of comments received

Visitors to the online and in-person open house were asked for feedback about the early garage concept and potential options for improving pedestrian, bicycle and bus access to Auburn Station. Participants completed more than 80 comments between the online and in-person open house options.

Parking garage

Respondents were asked if they had questions or concerns about the garage concept. Common themes and example comments are listed below.

- Requests for **additional parking**, beyond the planned 535 new parking spaces.
  - *"Think FUTURE! By the 2023 opening date, we will need even more parking!"*
  - *"Make it twice as big."*
- Questions about **how the spaces will be allocated** (including spaces for retail, permit parking, city employees, etc.).
  - *"What percentage of spots in both garages will be reserved for permits or retail only?"*
  - *"Will this garage be shared with City Hall or Auburn MultiCare employees?"*
- Questions about **garage location**.
  - *"Why not build a garage over the existing surface parking?"*
  - *"It seems a bit far away but I would still use it."*
- Questions about **traffic or needs for new road infrastructure** near the garage.
  - *"Are you working with the City of Auburn on improving roadways leading in/out of the new garage?"*
- Questions about **lighting, safety and security**.
  - *"Will the pedestrian walkways to the garage be lighted?"*
  - *"Will there be increased security along the walk from the garage to the platform/station?"*



Representative parking garage concept from fall 2018 showing access to the proposed new site at 1st Street NW and A Street NW.

Sound Transit response

Garage size – The amount of new parking is based on funding levels approved by voters. Sound Transit is also building new voter-approved parking garages at Kent, Sumner, and Puyallup stations. By 2024, there will be a total of approximately 8,400 Sounder South parking stalls.

Garage location – In 2017, Sound Transit evaluated four potential sites for the garage based on criteria including improved access, feasibility and cost. The site at 1st Street NW and A Street NW was chosen as the preferred option as it best met all the criteria. The Sound Transit surface lot west of the railroad tracks was not selected due to the size and

constraints of the site. Information about the site selection process can be viewed in the September 2017 open house materials.

Allocation of spaces – The new garage will serve transit users with approximately 535 new parking spaces. Some of these spaces may be reserved for transit commuters who arrive by carpool or single-occupancy vehicle permit parking. At least half of the 535 spaces will remain free and first-come, first-served for commuters; see permit parking FAQ for more details. There may be additional spaces in the new garage reserved for non-transit riders. Sound Transit and the City of Auburn will determine a parking agreement as design for the garage progresses. We do not anticipate any stalls will be reserved for customers of local businesses.

Traffic impacts – Sound Transit is currently studying potential environmental impacts of the project, including traffic congestion and possible mitigation measures. We will release the results of this evaluation for public review and comment in spring 2019.

Safety and security – Sound Transit implements industry best practices to ensure our facilities are safe. Measures include placing security cameras outside of the garage, landscaping that preserves open sight lines, lighting on the garage exterior and surrounding areas to provide a visible and well-lit area for pedestrians and others, 24-hour lighting inside the garage, visibility for stairwells and elevator shafts—such as using glass or other transparent materials, monitoring of garages by security staff and encouraging customers to report any suspicious activity.

Lighting – Additional lighting on the pedestrian route between the garage and the station platform will be considered with the City of Auburn as the project moves forward.

Improving pedestrian, bicycle and bus access to Auburn Station

Respondents were asked about their priorities for potential projects to improve other modes of access to the station.

Themes included:

- A need for **clearly marked pedestrian zones** to keep people safe.
  - *"Having clearly marked pedestrian zones should be a priority as traffic laws are not obeyed in the area."*
  - *"Clearly marked and PRORITIZED pedestrian zones (compared to motor vehicles) should be top priority considering the major increase of pedestrians given the proposed location of the new garage."*
- Requests for **transit shelters at connecting bus stops** and other improvements to bus access.
  - *"Transit connections and shelters – only makes sense and affords benefit to the most number of people."*
  - *"Bus access is key to reducing the number of cars parking on site at Auburn station."*
- Interest in **increased bike racks and lockers and better bike connections** to the station.
  - *"Bike improvements at the station... Dedicated commuters can rent lockers, but people wanting to give it a try must lock their bikes to substandard racks exposed to the weather and hope they come back to find their bike hasn't been stolen or vandalized."*
  - *"E Main bike improvements. I bike through here every day. Also, I've almost been hit by cars in this section as well."*

Sound Transit response
We are continuing to work with the City of Auburn to refine potential pedestrian, bicycle, and bus improvements for accessing Auburn Station. More information will be available in spring 2019.

Other comment themes

- Questions about how the project is funded and when it will be completed
- Requests for more frequent Sounder service, including weekends, evenings, and special events
- Suggestions to make the garage appearance pleasant and fit into downtown
- Requests for and comments about other station amenities, including restrooms, scooter parking and real-time parking availability

For more information on these and other topics, visit the Frequently Asked Questions on the Sound Transit website.

Respondent characteristics

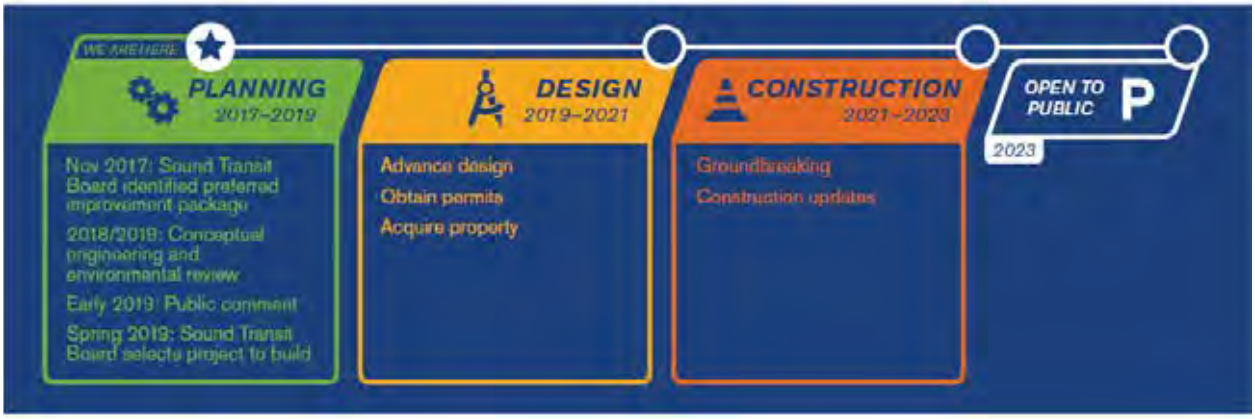
The goal of the outreach was to reach a variety of audiences, including current Auburn Station users, potential users and people who live or work near the station. Close to 85 percent of respondents take transit to or from Auburn Station, and over 30 percent live nearby. Of respondents who use the station, over 65 percent access it by driving a car alone, with smaller numbers riding a bus, carpooling, walking, or biking to the station.

Next steps

Sound Transit will consider this community feedback as we continue design for the garage and potential pedestrian, bicycle and transit improvements. We are also evaluating potential environmental impacts and possible mitigation measures and will share the results for public review and comment. Stay tuned for this information and updated designs in spring 2019.

Construction is anticipated to begin in 2021, and the garage will be open for public use in 2023.

Project schedule



To stay informed about the project:

- Contact Melanie Mayock, Community Outreach Specialist: melanie.mayock@soundtransit.org or 206-689-4877
- Visit the project website: soundtransit.org/auburn-access-improvements
- Sign-up for project updates by email: soundtransit.org/subscribe

Online open house

An online open house (Appendix A) was made available for two weeks (Oct. 15–Nov. 2) for the public to learn about the project and share feedback.

In-person events

An open house was held on Oct. 30 at the Auburn City Hall Council Chambers. Display boards showed the project history and overview, improvement plans, project schedule and possible design elements. Participants were invited to share their thoughts with project staff or by completing a paper comment form. See Appendix B for a record of all survey responses (from the online open house and in-person comment form).

Open house date and location
Tuesday, Oct. 30, 5:30 – 7:30 p.m.
Auburn City Hall, Council Chambers, 25 W. Main St., Auburn, WA 98001

Archive of meeting materials
The following materials were available at the open house and most can be referenced on the project website in the document archive: www.soundtransit.org/auburn-access-improvements

- Displays (Appendix C)
- Fact sheet (Appendix D)

Additional in-person events

Sound Transit staff also interacted with and provided project information to over 200 people while tabling at the Auburn Farmers Market (Aug. 19) and Auburn Library (Oct. 15 and Nov. 1) in summer and fall 2018. Additional in-person

outreach in fall 2018 included a presentation to the Auburn Area Roundtable on Sept. 7 to about 20 representatives from local service providers.

Open house outreach methods and tools

Sound Transit advertised the fall open house and online open house using various notifications in October 2018, including:

- Website update
- Email updates
- Press release/media
- Postcards
- Posters
- Social media

Survey responses indicated that the most common way participants heard about the open house and online open house was by email from Sound Transit. Other common responses were the weekly email update from Auburn Mayor Nancy Backus and NextDoor.

Project website

Between Oct. 15 and Nov. 2, a link to the online survey was posted on the project website (Appendix E). All meeting materials from the open house are available in archive form on the project website.

Email updates

Emails were sent to approximately 800 subscribers to the Sound Transit Auburn Station email list on Oct. 16 and Oct. 29, announcing the event and online open house (Appendix F).

Press release and earned media

Sound Transit issued one press release – "Sound Transit to host open house on Auburn Station parking and access improvements" – on Oct. 16 (Appendix G). Earned media from the Auburn Reporter was published online on Nov. 1 (Appendix H).

Postcard distribution

A postcard was mailed to over 1,800 residences and businesses near the project area in advance of the open house. The postcard included event details of the in-person open house and link to the online open house (via the project website). A section was included to request translated materials or disability accommodations at public meetings. The postcard was also distributed in person to Auburn Station users on Oct. 25 (Appendix I).

Station posters

Posters advertising the open house and online survey were placed on two A-frame boards and displayed at Auburn Station between Oct. 25 and Oct. 30 (Appendix J).

Social media

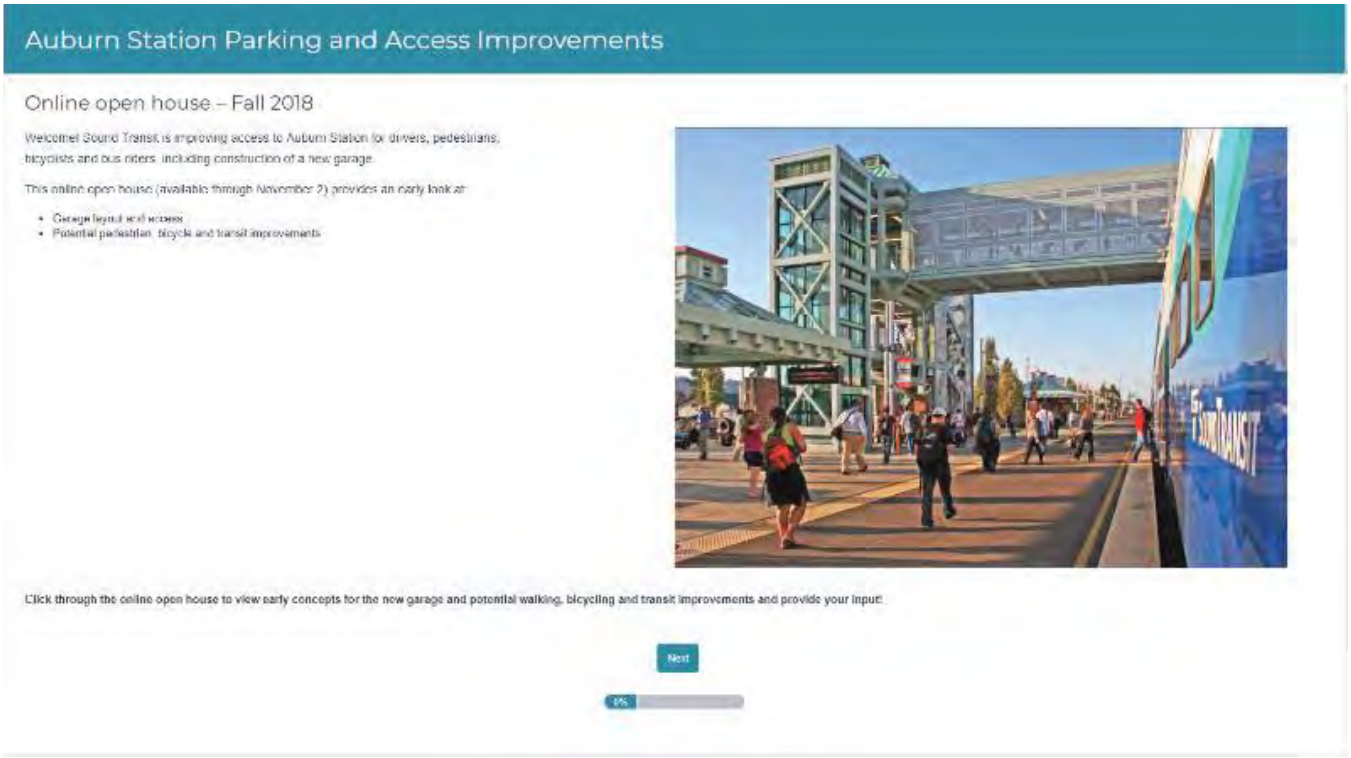
Sound Transit created a Facebook event page for the open house and online survey and promoted it to residents of Auburn zip codes; the page drew 48 "interested" responses. Sound Transit also tweeted about the event on Oct. 30.

Together the Facebook and Twitter posts reached over 7,000 members of the general public who may not have been reached via email or mail (Appendix K).

Appendices

Table of Contents

Appendix A – Online open house



Auburn Station Parking and Access Improvements

PUBLIC INVOLVEMENT TO DATE

In 2017, Sound Transit worked closely with the City of Auburn and collected community feedback to help identify a site for a new parking garage and other improvements.

- Two open houses were held, with over 120 participants
- The City of Auburn Transportation Advisory Board met four times and provided input
- The Auburn City Council recommended the garage site at First Street Northwest and A Street Northwest, with conditions

Criteria included: improving access to transit, promoting a sustainable environment, feasibility, and supporting regional and community goals.

Back Next

29%

Auburn Station Parking and Access Improvements

ABOUT YOU

1. What is your zip code?

2. What is your connection to Auburn Station?
   - ○ I live nearby
   - ○ I work nearby
   - ○ I take transit to/from the station
   - ○ Other - write in

3. If you take transit to/from Auburn Station, how do you get there?
   - ☐ Walk (or use mobility device)
   - ☐ Bike or e-bike
   - ☐ Drive a car alone
   - ☐ Drive a car with others
   - ☐ Ride a bus
   - ☐ Taxi, Uber or Lyft
   - ☐ Other - write in
   - ☐ I do not use Auburn Station

Back Next

43%

Auburn Station Parking and Access Improvements

EARLY GARAGE CONCEPT

Below are two images showing different views of the garage concept and access points

4. Do you have any questions or comments about the proposed garage concept or access?

Back Next

57%

Auburn Station Parking and Access Improvements

MAKING IT EASIER TO WALK, BICYCLE AND BUS TO THE STATION

Sound Transit, the City of Auburn and King County Metro are looking at several potential options for improving pedestrian, bicycle and bus access to Auburn Station. More information about these projects as they are refined will be available in spring 2019.

5. Sound Transit and the City of Auburn are currently evaluating these projects and estimating costs. We want to hear from you about your priorities to help inform our decision making.

Which of these potential projects is most important for improving access to the station and why?

6. Do you have any other questions or comments about these projects?

Back Next

71%

Auburn Station Parking and Access Improvements

KEEP IN TOUCH

7. How did you hear about this online open house?

- ☐ Postcard
- ☐ Poster
- ☐ Email from Sound Transit
- ☐ Social Media: Facebook
- ☐ Social Media: Twitter
- ☐ Flyer at Auburn Station
- ☐ News article/blog
- ☐ Word of mouth
- ☐ Other - Write In:

8. Sign up if you'd like to receive future updates (please provide your email address):

Back Submit

Auburn Station Parking and Access Improvements

THANK YOU

Thank you for visiting the online open house!

We will consider your input as we continue to design for the garage and pedestrian, bicycle and transit improvements.

Sound Transit is currently evaluating potential environmental impacts and possible mitigation measures for this project. We will share the results of this evaluation for public review and comment in spring 2019 – stay tuned for another open house.

Want to talk with Sound Transit staff in person?

Join us at our open house on **Tuesday, October 30**, from 5:30-7:30 p.m. at Auburn City Hall, Council Chambers (25 W. Main St., Auburn).

Stay engaged

- Sign up to receive project emails: soundtransit.org/subscribe
- Learn more about the project: soundtransit.org/auburn-access-improvements
- Contact Community Outreach Specialist Melanie Mayock, 206-689-4877 or Melanie.Mayock@soundtransit.org

Additional information

- Sound Transit System Expansion
- Other area projects:
  - Federal Way Link Extension
  - Tacoma Dome Link Extension

100%

Appendix B – Survey responses

Report for Auburn Station Parking and Access Improvements

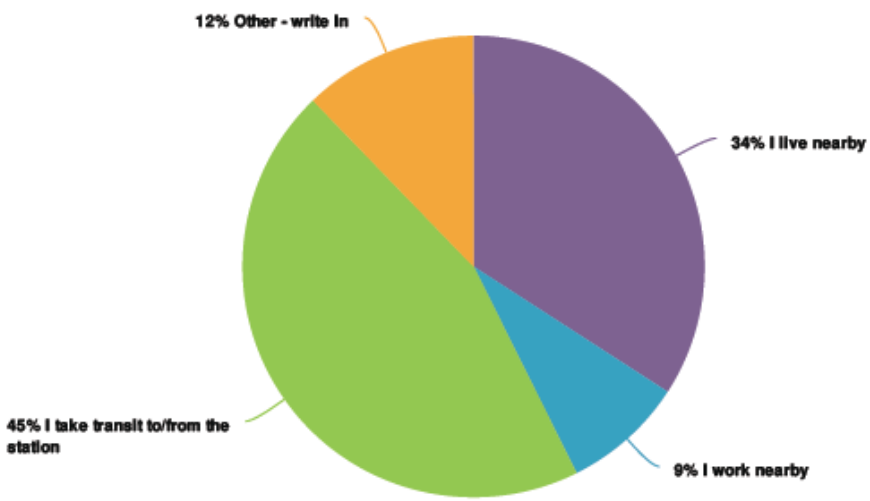
Response Counts

Completion Rate:	**57.6%**		
	Complete		98
	Partial		72
		Totals: 170	

1. What is your zip code?

Count	Response
30	98092
15	98002
10	98001
6	98391
2	98022
2	98027
1	98002-3046
1	98003
1	98031
1	98038
1	98047
1	98051
1	98059
1	98092-3077
1	98133
1	98199
1	98282
1	98374
1	98422
1	99324

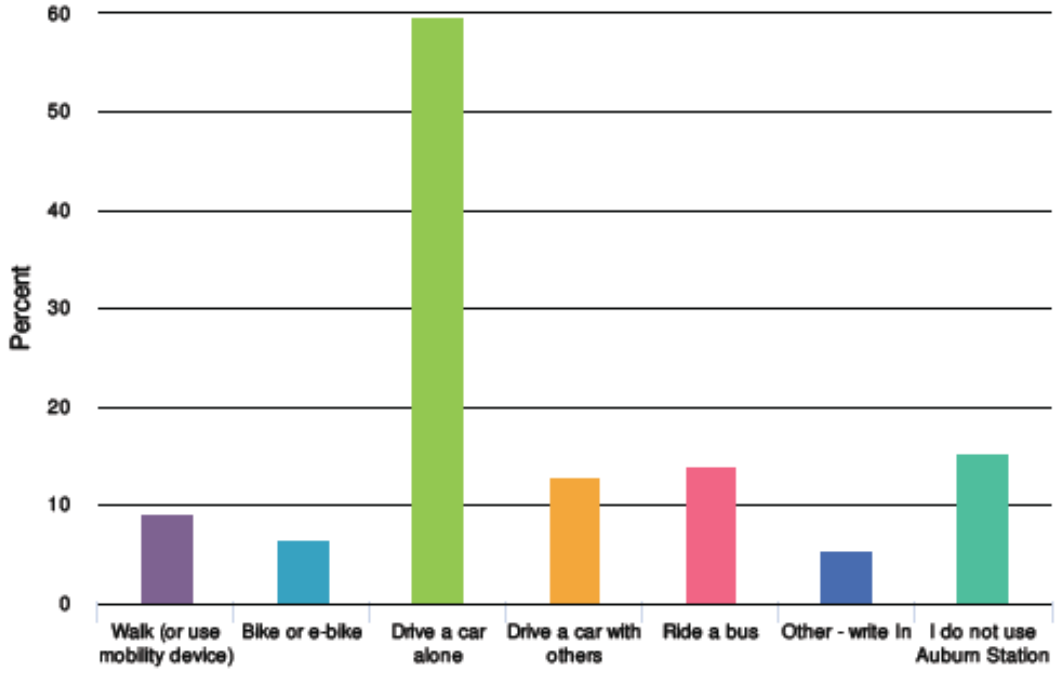
2. What is your connection to Auburn Station?



Value	Percent	Responses
I live nearby	34.1%	28
I work nearby	8.5%	7
I take transit to/from the station	45.1%	37
Other - write In	12.2%	10
	Totals:	82

Other - write In	Count
Auburn resident	1
I like to know my options and may be relocating.	1
I live in Auburn	1
I live near Auburn	1
I may visit for the rare occasion for some event,etc.	1
I take the Sounder train to work (Downtown Seattle)	1
I visit Auburn	1
Interested in Construction Projects	1
Work in Seattle	1
visit	1
Totals	10

3. If you take transit to/from Auburn Station, how do you get there?



Value	Percent	Responses
Walk (or use mobility device)	8.9%	7
Bike or e-bike	6.3%	5
Drive a car alone	59.5%	47
Drive a car with others	12.7%	10
Ride a bus	13.9%	11
Other - write In	5.1%	4
I do not use Auburn Station	15.2%	12

Other - write In	Count
Boyfriend drops me off because there's no parking	1
Get dropped off, picked up. No buses near me at/ near train schedules	1
get dropped off	1
i get dropped off because there is no parking	1
Totals	4

4. Do you have any questions or comments about the proposed garage concept or access?

ResponseID	Response
17	are half the spaces going to be reserved for the city like in the other parking garage?
20	poorly sited. Use parking management to convey occupancy messages for both garages!!
24	Recognize that pedestrians will take the shorter route no matter which route you improve. B St will get more pedestrian traffic than A St, plan for it to be the primary pedestrian route.
25	1. Are you working with the City of Auburn on improving roadways leading in/out of the new garage?

ResponseID	Response
27	Why was 2nd SW & A Street not the choice of the new parking garage location?
31	Will there be increased security along the walk from the garage to the platform/station?
32	Make it twice as big
33	too bad it could not be right next door to current garage with connecting bridges
35	Will motorists be required to pay a fee to help cover the costs of this expensive structure?
38	Can we build a bigger one?
39	Try to make the garage aesthetic somehow for whatever the budget allows. Add trees and greenery with changing foliage. The design of buildings can affect people's moods.
48	Will there be bike lockers installed?
54	no
56	Finally
57	Why is it taking so long to be built when it's already so desperately needed?
60	Will the pedestrian walkways and garage be lighted? Will there be security camera in the new garage? Those of us who take the early trains will probably be in the dark going to and coming from work. If the garage/walkways are not well lit, that could be a deterrent for women. Keeping in mind that these days, women make up a majority of those taking transit.
68	This would be very difficult for a disabled person. The disabled access fills up too quickly at the existing station. Will the existing station get more handicapped spots so that we don't have to try to injure ourselves walking several blocks?!?
77	This location is just across from city hall - how will it fit in and be active?
87	Traffic signal at garage exit to reduce congestion at peak times exiting the garage
115	Exactly what 'conditions' did the City of Auburn demand? They already take parking spaces for people who 'shop' in Auburn (aka no one.) The Auburn City Council recommended the garage site at First Street Northwest and A Street Northwest, with conditions
118	Will this garage be shared with City Hall or Auburn Multicare employees?
119	Why not build a garage over the existing surface parking?
120	With it being so far from the main station, I hope there will be good lighting and security

ResponseID	Response
122	The proposed location is more inconvenient. The existing surface parking should be raised up to multiple levels and/or the gravel parking just to the east of the existing parking garage should be utilized.
125	Will the existing garage still exist? What percentage of spots in both garages will be reserved for permits or retail only?
133	Try to make the garage pretty with some etchings or other design in the outer walls.
141	It seems a bit far away but I would still use it.
143	Pretty late in getting done. The current parking has been a problem for many years. It doesn't help the city continues to make street parking unavailable by making it time limited parking. I've been riding the sounder since it started and parking has been a problem pretty much the whole time.
145	Looks like a good location for more parking.
154	Having only one entrance/exit for cars seems like it will create a bottleneck, especially when it is from a narrow street.
157	Think FUTURE! By the 2023 opening date, we will need even more parking! Please seriously consider the Oliphant proposal which would double capacity.
158	Why wouldn't ST put a parking garage structure on the existing surface parking lot?
164	There are already "near misses", or in my case, have actually been hit by a car while walking in a crosswalk in the area. How do you propose to deal with the increased pedestrian and vehicular traffic and the higher probability of dangerous conflict? It's a very real thing in and around that area. Everyone is in such a hurry!
174	Large concern for permitting costs for the new stalls. I pay RTA taxes when others don't and use parking for free. Has any thought been given to offsite parking with a closed loop bus service? (It's cheaper than a parking garage!)
175	Making sure it is not used by the medical center.
176	1. MORE PARKING 2. SEAHAWKS NIGHT GAMES 3. Bus service from my home address to train station 4. Train direction signs on both sides of the track 5. UW station access & parking

5. Sound Transit and the City of Auburn are currently evaluating these projects and estimating costs. We want to hear from you about your priorities to help inform our decision making.Which of these potential projects is most important for improving access to the station and why?

ResponseID	Response
13	E main bike improvements. I bike through here everyday. Also I've almost been hit by cars in this section as well.
14	cross walk is very important. i've almost been hit crossing the street at Main and the train tracks.
17	the ped zone...be nice if there was an elevated bridge connecting the garage to the platform. That's so car looking to cross the tracks don't also have to look for peds too
20	Ped zone improvements for safety, and transit shelters for connectivity and safety
24	Bike improvements at the station -- well over 10,000 commuters live within a reasonable bikeshed of the station, but there's no secure way for an occasional commuter to park a bike. Dedicated commuters can rent lockers, but people wanting to give it a try must lock their bikes to substandard racks exposed to the weather and hope they come back to find their bike hasn't been stolen or vandalized. It is very difficult to convince someone to try riding to a station that does not offer reasonable bike parking.
25	1. The clearly marked pedestiran zones will be crieical, especially dealign with Main Street. There should even be pedestrian signal on West Main and B Street NW/SW for the east and south crossings to increase safety. 2. The bike improvements to get to the station are worthless if you can't put a bike on the train due to lack of space.
27	Pedestrian marked walking Zones - for personnel safety.
31	Very well lit walking paths and extra security are a must for me. I've had some scary close encounters there and a girlfriend has had to call 911. Security is scarce!
32	Transit shelters and sidewalks. Make it easy to move around on foot.
33	pedestrian path to trains and easy ingress/egress for cars coming and going with timed traffic signals to let out large volumes of cars when que'd up to leave the garage.
35	Bicycle improvements. Encourages environmentally responsible access.
36	Having clearly marked pedestrian zones should be a priority as traffic laws are not obeyed in the area. The 3rd St SW and S Division St location is chaotic and the red lights are frequently run through at the 2nd St SW and A St SW intersection.
37	clearly marked pedestrian zone. Safe and clear walkways are important when parking offsite.

ResponseID	Response
39	Pedestrian zones, bicycle racks and a bus shelter are all important for me as I do not drive and plan to bike. I mostly get around by bus at the moment so having a well-defined transit area is important for navigation of the area.
48	Installing connection side walks from the Casino to Auburn Way would help with pedestrian or bicycle access. I would gladly ride my bike or walk to the station in the morning if these improvements were made. I live up by the casino, but need to ride the 1st train and it is too dark to safely walk or bicycle down to the station at that time without sidewalks so I am forced to drive.
53	Clearly marked pedestrian zones this protects them from being injured.
54	There is a great need for more parking in Auburn's downtown core.
55	Clearly marked pedestrian zone, as the area can be very busy with car traffic.
56	Parking garage
57	Transit shelters and sidewalks at bus stops connecting transit routes to Sounder station is very important to encourage increased commuting. We are known for having inclement weather and it doesn't encourage transit use when there's no sheltered, safe area for people to wait at.
60	One important project which does not appear to be on this list is widening the buss access. As it is, there is barely enough for 1 bus to go through at a time. This makes it nearly impossible for any other bus to get through if the bus in front of it is in the process of loading or unloading. Any bus that stops at Bay 1 will essentially block other busses en route to the other Bays. This morning (10/18/2018) was a prime example. There were 2 busses in front of, and at Bay 1. Both were loading and unloading, I was in the bus immediately behind the one at Bay 1. We could not get through. The bus I was on was supposed to let us off at Bay 3. Rather than wait, the bus driver was conscientious enough to let passengers off so we would not miss our train. The roadway should be wide enough for 2 busses to get through easily. Bus drivers are not stunt drivers - making them have to maneuver a bus in a tiny, can-barely-squeeze-by space is simply unkind.
61	Bike rack and locker improvements and improvements to EMain St
64	Probably the transit shelters. But honestly, what would be more important is trains that run more frequently than just commuter hours. It would be nice to be able to take a train up to Seattle for evening entertainment, and be able to get a train home at 10-11pm.
68	None of these help me.
74	Transit stops are good; need better bike infrastructure in area and could use some on west main as well.

ResponseID	Response
77	Transit connections and shelters - only makes sense and affords benefit to the most number of people.
80	More free parking
84	Main Street- it retains the character
87	Bus access to encourage people to use the transit system instead of driving
99	Transit route improvements
109	definitely the new parking
112	Bus connections from Lea Hill to Auburn station would matter to me. Maybe something like dial a ride. 4 people on just my street drive alone to the train station because we have different schedules and no good transit option. If there was a timely transit alternative to the station I would use it.
115	More lighting - this area is already sketchy with all the homeless and junkies around. ST may also want to close the bathrooms in the station - although some commuters use them, most are used (and trashed) by vagrants and junkies.
118	Clearly marked pedestrian-ONLY zones; let's keep people safe!
120	Parking! I take the 2nd train in the morning and barely get a parking spot on the 4th floor...charging for carpoolers and single cars is not the answer!
122	Clearly marked and PRIORITIZED pedestrian zones (compared to motor vehicles) should be top priority considering the major increase of pedestrians given the proposed location of the new garage. I don't want to be held up walking several blocks to the train station because the new garage will be blocks away. It's aleady I convenient having to cross to the tunnel at King street station in downtown Seattle instead of just connecting tunnels for pedestrian safety.
128	Bus access is key to reducing the number of cars parking on site at Auburn station. Provide more park and rides and more bus routes to Auburn station and you'd have better use of the bus system. Right now people drive from bonney lake to park at Auburn because Sumner's station is such a hassle.
136	Clearly marked pedestrian zone. The traffic on C St SW is usually larger type delivery vehicles (trucks or cargo) and crossing the street is challenging often, even with a walk sign. Better lighting would be a bonus to help when it is dark.
145	Shelters and sidewalks connect conveniently to transit station.

ResponseID	Response
157	Pedestrian access improvements, noble as they may sound, may be least effective since Auburn has chosen to locate predominantly senior and income housing downtown... Neither of which are high commuter-time Transit users. Bus and biking access, however, can reach out to nearby neighborhoods with larger commuter-time Transit users.
158	Sidewalks and shelters.
165	Just interested in the projects around our work place
173	Thank you for thinking ahead. Good info. I appreciate the info. New garage will be good too. Better info about routes to North Auburn metro lot?
174	none

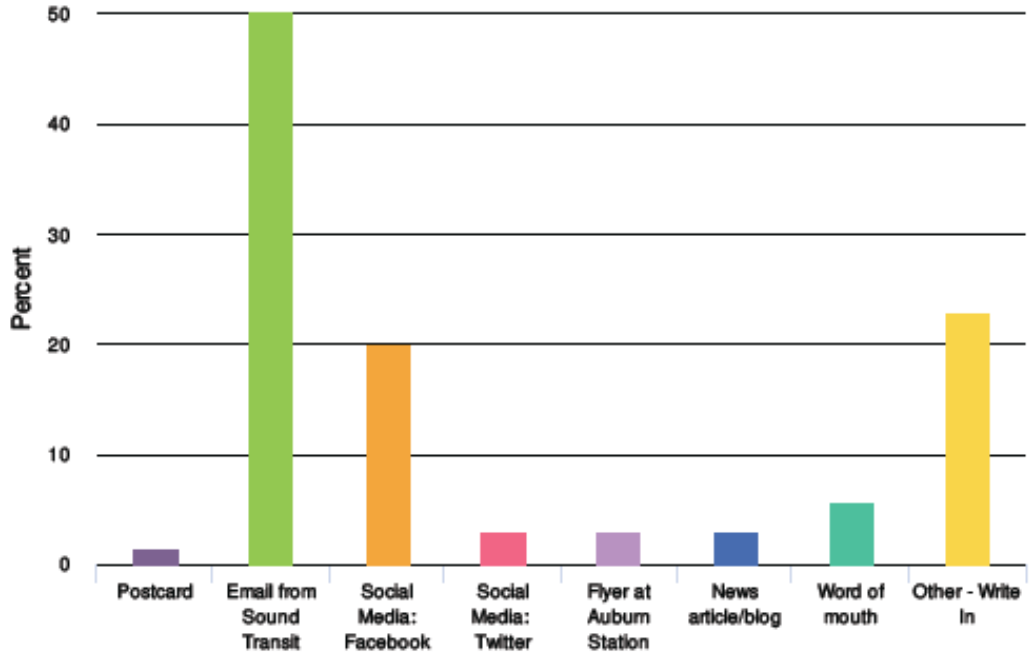
6. Do you have any other questions or comments about these projects?

ResponseID	Response
17	just making sure the spots don't set empty reserved for businesses that never get used
24	You're missing one very significant ped/bike issue -- approaching from the west, on Main. The crosswalk across C Street SW will not give pedestrians a walk signal when a train is close enough to the station to trigger the crossing gates. The tracks themselves have a pedestrian overpass. C Street does not. Sounder trains arriving a few minutes early routinely strand pedestrians west of C St, unable to cross C St until the train leaves the station.
25	In order for bikes to be better included as part of transit, Sound Transit needs to either add another car or use an existing car on at least one run to/from Seattle with the lower level dedicated just to bicycles. That should be somethin that exists NOW.
27	When will it start?
31	If there will be 10 car consists coming in the future, it would be nice to see a parking garage large enough to support growth through that and not just bandaid the fix that is needed now.
35	The current restrooms are inadequate, poorly maintained, and often closed. Will this project upgrade restroom facilities and operation?
36	How do you plan on keeping the cars secure in the new parking garage? If there is not a full time security attendant, the new garage will rapidly turn into a shopping spree for thieves.

ResponseID	Response
37	the current garage needs to reduce the number of reserved spots for carpoolers. they have taken away a large number of spots
39	Suppose cost of bike storage. Not really.
54	nope
60	Not at this time.
61	I have a scooter and would love to see increased designated spots in the garages for this type of transportation.
64	We should have trains that run more frequently than just commuter hours. It would be nice to be able to take a train up to Seattle for evening entertainment, and be able to get a train home at 10-11pm.
74	Will the east main bike infrastructure connect to a broader corridor? What specific interventions are you making for the pedestrian zone to slow down cars?
77	What is the budget?
99	I would like to see some spots/areas of the garage reserved for riders outside of main commute hours. Either no parking before a later time (like 9:30 or 10 am) or a 4 to 6 hour time limit with the goal of having spots available for people who want to use the daytime Sounder trains for shopping or recreational trips.
109	Very long time span to complete. Mega projects around the globe are complete within few years and our development is way more slow than tortile race. Please use all resource with full capacity. Further, sounder trains should reached to Everett for better mass service with more frequent schedule including weekend. With compare to light rail, we feel less trustworthy to sounder on our commuting to Seattle center.
122	The conversion of spaces to permit parking at the existing garage is wasting spaces when new permits aren't available for solo drivers now instead of waiting until the new garage is available. Project priority here was definitely not done in the correct order.
157	I wish I did not have to say this, but the garage and Transit station altogether MUST present a safe and sanitary environment. Overnight lodgers and urine soaked sidewalks and stairwells do nothing to increase ridership.
158	What about an elevated covered walkway from the new garage to the old garage.
164	That is a lot of new cars entering the downtown area that is already congested to the max during commute times. I feel it is going to be a huge bottle neck for those of us that work in the area already and have to deal with so much traffic getting out of town in the evening commute.
165	Not at this time

ResponseID	Response
173	Comment: add "Carpool" to permit signs
174	How will Sound Transit stay ahead of demand rather than 1 step behind?

7. How did you hear about this online open house?



Value	Percent	Responses
Postcard	1.4%	1
Email from Sound Transit	50.0%	35
Social Media: Facebook	20.0%	14
Social Media: Twitter	2.9%	2
Flyer at Auburn Station	2.9%	2
News article/blog	2.9%	2
Word of mouth	5.7%	4
Other - Write In	22.9%	16

Other - Write In	Count
Auburn Mayor Updates	1
City of Auburn Bulletin	1
Mayor Backus' weekly update	1
Mayor Backus, email	1
Mayor newsletter.	1
Mayor's weekly message	1
Nancy Baccus Newsletter	1
Nancy's weekly update	1
Nextdoor	1
Nextdoor App	1
Nextdoor app	1
Nextdoor.com	1
Post on Nextdoor website	1
Text message	1
nextdoor	1
st website	1
Totals	16

8. Sign up if you'd like to receive future updates (please provide your email address).

ResponseID	Response
13	ryanbartron@gmail.com
27	frankbilodeauiii@gmail.com
31	kim.collecchi@soundtransit.org
53	jimspaid@hotmail.com
54	meganevans@comcast.net
55	go4ble23@gmail.com
57	drichards@auburnwa.gov
61	Suewirsch@yahoo.com
64	rebecca.maiten@gmail.com
68	senorsmile@gmail.com
74	nss2108@gmail.com
99	eastbejh@hotmail.com
108	rwest@westlawoffices.com
119	rgarwood@fibesolutions.com
125	Ceshorner@hotmail.com
128	levi.c.clark@gmail.com
129	deborahdesteunder@live.com
136	audrey.hoover@kingcounty.gov
137	eclayton206@yahoo.com
141	Tammy.Bjorkman@gmail.com
146	jghafner@mac.com
156	bawinslow9@gmail.com
158	dan.whitlock@kone.com
174	mendysass@gmail.com

Appendix C – Open house displays

Welcome!

Sound Transit is improving access to Auburn Station for drivers, pedestrians, bicyclists and bus riders, including construction of a new garage.

This open house provides an early look at:

- Garage layout and access
- Potential pedestrian, bicycle and transit improvements

Auburn Station, which opened in 2000, has become a transit hub for local residents and workers.

- 13 roundtrip Sounder trains stop here each weekday, plus special event service; over 1,700 people board Sounder trains from Auburn Station each weekday
- 9 bus routes stop here
- The current garage has 520 parking spaces, and fills to capacity each weekday morning
  - Carpool parking permits are available now
  - Solo parking permits are expected to be available in 2019

Fall 2018

SOUNDTRANSIT

WHO IS SOUND TRANSIT?

We plan, build and operate regional transit systems and services to improve mobility in urban areas of King, Pierce and Snohomish counties.

Sounder commuter rail

Our Sounder trains travel between Lakewood and Seattle (making stops in South Tacoma, Tacoma, Puyallup, Sumner, Auburn, Kent and Tukwila) and between Everett and Seattle (making stops in Mukilteo and Edmonds). Sounder regularly runs weekday mornings and afternoons with weekend service for special events.

ST Express bus

ST Express bus routes serve urban centers in Pierce, King and Snohomish counties with fast service between major cities and job centers. ST Express service offers easy transfers to train service and local buses, and operates seven days a week for many routes.

Link light rail

Currently, Link light rail runs from Angle Lake and Sea-Tac Airport through downtown Seattle and to the University of Washington. Construction is underway to extend service to Northgate in 2021, to Bellevue and east King County in 2023. By 2024, service will futher extend to Federal Way, Lynnwood and downtown Redmond. Link light rail runs seven days a week with trains running every 6, 10 or 15 minutes depending on the time of day.

Tacoma Link

The existing 1.6-mile light rail line currently serves six stations between the Theater District and the Tacoma Dome. Trains run every 12 minutes and provide nearly a million rides per year. Sound Transit is extending this route north to the Hilltop District, adding six stations. This extension is targeted to open for service in 2022. Tacoma Link will further extend to Tacoma Community College in 2039.

Sound Transit Board

Sound Transit is governed by an 18-member board made up of local elected officials and the Secretary of the Washington State Department of Transportation. The board establishes policies and gives direction and oversight.

Funding

The system plan is paid for with a combination of voter-approved local taxes, federal grants, farebox revenues, borrowed funds and interest revenues.

Fall 2018

SOUNDTRANSIT

Auburn Station Parking and Access Improvements

SYSTEM EXPANSION

Sound Transit is:

- Building a 116-mile network extending regional light rail from Tacoma to Everett and from densely developed Seattle neighborhoods to Redmond and Issaquah
- Extending Tacoma Link
- Establishing Bus Rapid Transit to the north, east and south of Lake Washington.
- Expanding Sounder south line capacity and service, adding two new stations.
- Improving access and expanding parking at Sounder stations.

Fall 2018

SOUNDTRANSIT

PROJECT OVERVIEW

Sound Transit is planning a new garage and other improvements so more people can conveniently access the Sounder train and local bus service.

- In November 2017, the Sound Transit Board identified the site at First Street Northwest and A Street Northwest as the preferred site for a new parking garage with approximately 535 new spaces.
- Walking, bicycling, and bus transit are important ways for Sounder and bus riders to get to the Auburn Station, and we are evaluating a range of potential improvements, including improved pedestrian crossings, better bus shelters and new bicycle lockers.

SOUNDTRANSIT

Fall 2018

PUBLIC INVOLVEMENT TO DATE

In 2017 Sound Transit worked closely with the City of Auburn and collected community feedback to help identify a site for a new parking garage and other improvements.

- Two open houses were held, with over 120 participants
- The City of Auburn Transportation Advisory Board met four times and provided input
- The Auburn City Council recommended the garage site at First Street Northwest and A Street Northwest, with conditions

Criteria to identify a garage site included: improving access to transit, promoting a sustainable environment, feasibility, and supporting regional and community goals.

SOUNDTRANSIT

Fall 2018

SCHEDULE

SOUNDTRANSIT

Fall 2018

Auburn Station Parking and Access Improvements

WHERE DO YOU LIVE OR WORK?

EARLY GARAGE CONCEPT

ACCESSING THE GARAGE

Representative concept, subject to change.

Fall 2018

SoundTransit

Auburn Station Parking and Access Improvements

MAKING IT EASIER TO WALK, BICYCLE AND BUS TO THE STATION

Sound Transit, the City of Auburn and King County Metro are looking at several potential options for improving pedestrian, bicycle and bus access to Auburn Station. More information about these projects as they are refined will be available in spring 2019.

SOUNDTRANSIT

Fall 2018

NEXT STEPS

Thank you for attending the open house! We will consider your input as we continue the garage and pedestrian, bicycle and transit improvements.

Sound Transit is currently evaluating potential environmental impacts and possible mitigation measures for this project. We will share the results of this evaluation for public review and comment in spring 2019 – stay tuned for another open house.

Stay engaged

- **Sign up to receive project emails:** soundtransit.org/subscribe
- **Learn more about the project:** soundtransit.org/auburn-access-improvements
- **Contact Community Outreach Specialist** Melanie Mayock, 206-689-4877 or Melanie.Mayock@soundtransit.org

SOUNDTRANSIT

Fall 2018

OTHER SOUND TRANSIT PROJECTS IN THE AUBURN AREA

Sounder South Capacity Expansion

As ridership on the Sounder South line continues to grow, Sound Transit is working to increase train and platform capacity from seven cars to 10, accommodating 40 percent more passengers. Sound Transit will also negotiate with Burlington Northern Santa Fe (BNSF) Railway, the railway owns the tracks used by Sounder, to run more daily trips. Planning for Sounder South Capacity Expansion will get under way in late 2018, with improvements completed by 2036.

Federal Way Link Extension

The Federal Way Link Extension project will extend light rail from the Angle Lake Station in the City of SeaTac to the Federal Way Transit Center. The 7.8-mile alignment will include three stations near Auburn Des Moines Road, South 272nd Street and the Federal Way Transit Center. Service is scheduled to begin in 2024.

Tacoma Dome Link Extension and Operations and Maintenance Facility

The Tacoma Dome Link Extension will extend light rail approximately 9.7 miles from the Federal Way Transit Center to the Tacoma Dome Station area. The project also includes an operations and maintenance facility in the south corridor (South King and Pierce counties). The extension includes four new light rail stations, two new parking garages, and is scheduled to open in 2030.

Fall 2018

SOUNDTRANSIT

Appendix D – Fact sheet

Fall 2018

Auburn Station

Parking and Access Improvements

Project overview

Sound Transit is working to improve access to the Auburn Sounder station for drivers, pedestrians, transit riders and bicyclists.

Sounder commuter trains travel between Lakewood and downtown Seattle with 13 roundtrips each weekday. Sounder also runs special service to select Seahawks, Sounder and Mariners games. Currently, the Auburn parking garage fills up early every weekday.

In November 2017 the Sound Transit Board identified a preferred package of improvements for Auburn Station, including a new parking garage located at 1st Street NW and A Street NW that will add approximately 535 new spaces. Sound Transit is also evaluating a range of improvements, including improved pedestrian crossings and bicycle lockers.

Benefits

- Allows hundreds more people to conveniently access the Sounder train and enjoy a fast and reliable commute.
- Improves access to special events like Seahawks, Sounders and Mariners games, through Sound Transit's special event service.
- Improves pedestrian, bicycle and transit access and safety at the station.

Highlights

- **New garage with approximately 535 parking spaces**
- **Improvements for:**
  - **bicyclists**
  - **pedestrians**
  - **transit riders**

Map on back →

Sound Transit connects more people to more places.
401 S. Jackson St. | Seattle, WA 98104 | 1-800-201-4900 / TTY Relay: 711 | main@soundtransit.org | soundtransit.org

SOUNDTRANSIT

Auburn Station Parking and Access Improvements

Current activities

Sound Transit is working with the City of Auburn to refine the garage layout and other potential projects, such as pedestrian crossings, upgraded bicycle parking and bus shelters. An open house in October 2018 will show early concepts. Sound Transit is also evaluating potential environmental impacts and possible mitigation measures. We will issue the results of this evaluation for public review and comment in spring 2019.

Learn more about the project:

soundtransit.org/kent-access-improvements.

Have specific questions?

Contact Community Outreach Specialist Melanie Mayock, 206-689-4877 or Melanie.Mayock@soundtransit.org.

Sounder south capacity expansion

As ridership on the Sounder South continues to grow, Sound Transit is working to increase train and platform capacity from seven cars to 10, accommodating 40 percent more passengers. Sound Transit will also negotiate with Burlington Northern Santa Fe (BNSF) Railway (the railway owns the tracks used by Sounder) to run more daily trips. Planning for Sounder South capacity expansion will get under way in late 2018, with improvements completed by 2036.

Stay Informed

Sign up for project updates: soundtransit.org/subscribe.

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

For information in alternative formats, call 1-800-201-4900/ TTY Relay: 711 or email accessibility@soundtransit.org.

Information in other languages

Para información acerca del proyecto llame al: 1-800-823-9230.
Звоните 1-800-823-9230, чтобы получить информацию о проекте.

Follow us:

SOUNDTRANSIT

Appendix E – Project website: Hero image

Appendix F – Email updates

Sound Transit sent this bulletin on 10/16/2018 at 10:45 AM PDT.

SOUNDTRANSIT

Auburn Station
Parking and Access Improvements

Project update

Check out early concepts of parking and station improvements

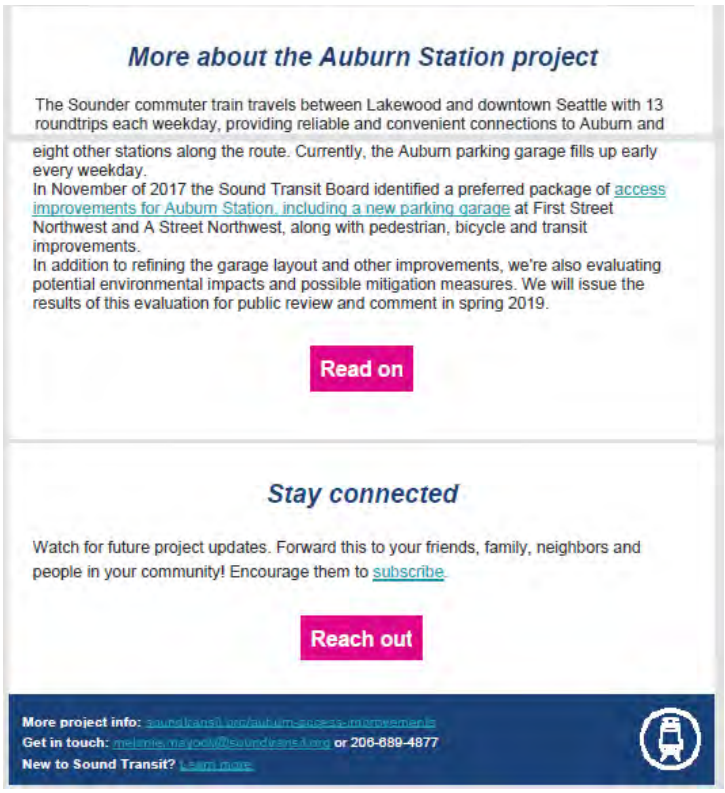
We're building a new parking garage at First Street Northwest and A Street Northwest and improving pedestrian, bicycle and bus access in the area to give more people convenient access to the Sounder train. The garage, with approximately 535 new parking spaces, is anticipated to open in 2023.
We're working closely with the City of Auburn to refine the garage layout and other potential improvements. Come get an update on early concepts and let us know what you think.

In-person open house:

Tuesday, October 30
5:30 – 7:30 p.m.
Auburn City Hall, Council Chambers
25 W. Main St., Auburn

Can't make it in person? Visit our online open house to view early concepts and provide feedback. Available now through November 2.

See project updates



More about the Auburn Station project

The Sounder commuter train travels between Lakewood and downtown Seattle with 13 roundtrips each weekday, providing reliable and convenient connections to Auburn and eight other stations along the route. Currently, the Auburn parking garage fills up early every weekday.

In November of 2017 the Sound Transit Board identified a preferred package of access improvements for Auburn Station, including a new parking garage at First Street Northwest and A Street Northwest, along with pedestrian, bicycle and transit improvements.

In addition to refining the garage layout and other improvements, we're also evaluating potential environmental impacts and possible mitigation measures. We will issue the results of this evaluation for public review and comment in spring 2019.

Read on

Stay connected

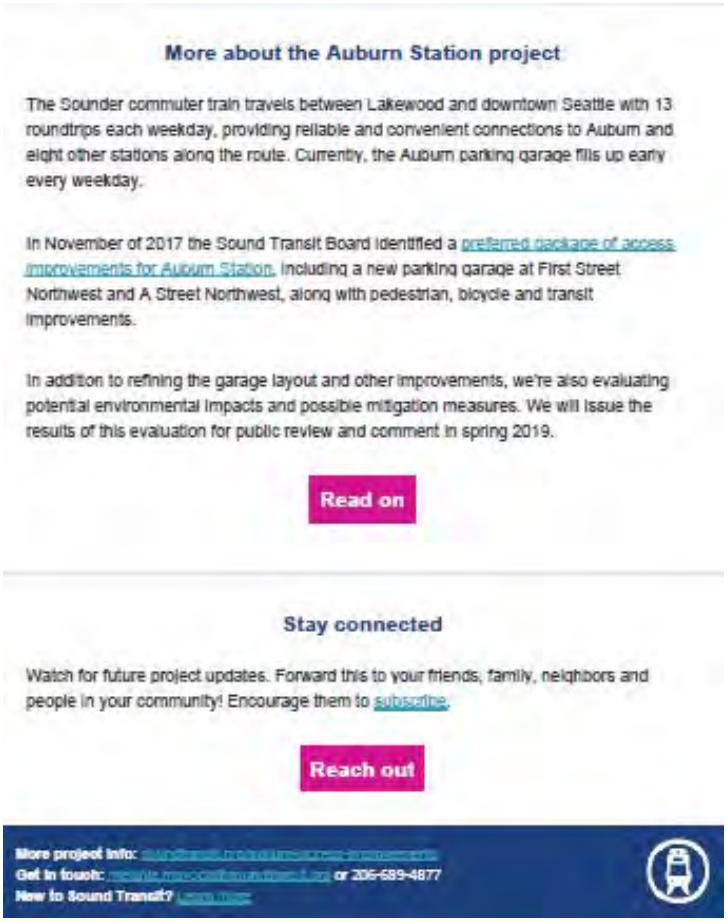
Watch for future project updates. Forward this to your friends, family, neighbors and people in your community! Encourage them to subscribe.

Reach out

More project info: soundtransit.org/auburn-access-improvements
Get in touch: melanie.mayoly@soundtransit.org or 206-689-4877
New to Sound Transit? Learn more

Auburn Station Parking and Access Improvements

Sound Transit sent this bulletin on 10/29/2018 at 8:59 AM PDT.



More about the Auburn Station project

The Sounder commuter train travels between Lakewood and downtown Seattle with 13 roundtrips each weekday, providing reliable and convenient connections to Auburn and eight other stations along the route. Currently, the Auburn parking garage fills up early every weekday.

In November of 2017 the Sound Transit Board identified a preferred package of access improvements for Auburn Station, including a new parking garage at First Street Northwest and A Street Northwest, along with pedestrian, bicycle and transit improvements.

In addition to refining the garage layout and other improvements, we're also evaluating potential environmental impacts and possible mitigation measures. We will issue the results of this evaluation for public review and comment in spring 2019.

Read on

Stay connected

Watch for future project updates. Forward this to your friends, family, neighbors and people in your community! Encourage them to subscribe.

Reach out

More project info:
Get in touch: or 206-689-4877
New to Sound Transit?

Appendix G – Press release

Sound Transit to host open house on Auburn Station parking and access improvements

October 16, 2018

Sound Transit will conduct an open house from 5:30-7:30 p.m. Tuesday, October 30 at the Auburn City Hall, Council Chambers, 25 West Main Street. The public is invited to view early concepts for the new Sounder station parking garage and learn about potential walking, bicycling and transit improvements.

People unable to attend the event can participate in an online survey at **soundtransit.org/auburn-access-improvements (/Projects-and-Plans/auburn-station-access-improvements-project)**, which will be available through Friday, November 2.

In the 2008 Sound Transit 2 ballot measure, voters approved funding for improving commuter access to Sounder train stations. Auburn station improvements include a new parking garage and enhanced connections for pedestrians, cyclists and transit users.

Sound Transit is currently in environmental review and preliminary design for the project. The new parking garage is scheduled to open in 2023.

More information on Sounder station improvements can be found at **www.soundtransit.org/auburn-access-improvements (/Projects-and-Plans/auburn-station-access-improvements-project)**

Appendix H – Earned media

Sound Transit organized an open house Tuesday night to discuss its second garage in Auburn. Inspecting displays here are, foreground, Ingrid Gaub, public works director for the City of Auburn, and Elma Borbe, an environmental planner for Sound Transit. ROBERT WHALE, Auburn Reporter

AUBURN ON THE GO

City to gain second parking garage by 2023

Project also will improve access for pedestrians, bicyclists and transit riders

By Robert Whale
Thursday, November 1, 2018 10:59am | NEWS

Within five years, Sound Transit expects to whip the 1st Street Northwest and A Street Northwest parking lot northwest of City Hall into its second parking garage in Auburn.

But the "Auburn Access Improvement Project" will also be the new digs for an array of access improvements for pedestrians, bicyclists and transit riders.

As Sound Transit officials told Auburn City Councilmembers on Monday night during a study session at Auburn City Hall, the constraining factor on those improvements and on city dreams is the $60 million Sound Transit has budgeted for the garage.

So, where the budget allows for the construction of 535 parking places and bike lockers and bike racks, stairs and elevators, it precludes bathrooms.

"As part of the project, we are looking at some non-motorized improvements, essentially improving pedestrian, bicycle and bus access to and from the Auburn Station. We're having our design consultant look at some options, and once those have been evaluated, we'll take a look at which projects we will be able to fund," said Jason Suzaka, Sound Transit's project manager for the Auburn station project.

Construction should start in 2021, and the garage open in 2023.

"Currently, we are in the conceptual engineering phase, at roughly about 10 percent design level," Suzaka said. "We should complete this phase in the first quarter of 2019, and we'll complete the environmental review process in the spring of 2019."

Next spring, Sound Transit will share the results of the environmental review and other information at an open house in Auburn, and then the Sound Transit Board will decide on the project it intends to build shortly afterwards.

The wrinkle in Auburn's situation is developer Jeff Oliphant's private proposal to build a parking garage with perhaps twice the capacity at the old Mel's Lumber site. Sound Transit has said it would consider that proposal after it had selected its preferred alternative. Oliphant was at Monday's study session but did not comment.

On Nov. 16, 2017, Sound Transit's Board identified the site as its preferred alternative among four options, which numbered the Ace Hardware store on West Main Street and the present station. The board also identified for Kent a parking garage site south of East James Street.

In addition, the board identified a proposed package of pedestrian, bicycle and transit access improvements at both locations, which it had prioritized as the most effective at improving non-motorized access to the stations.

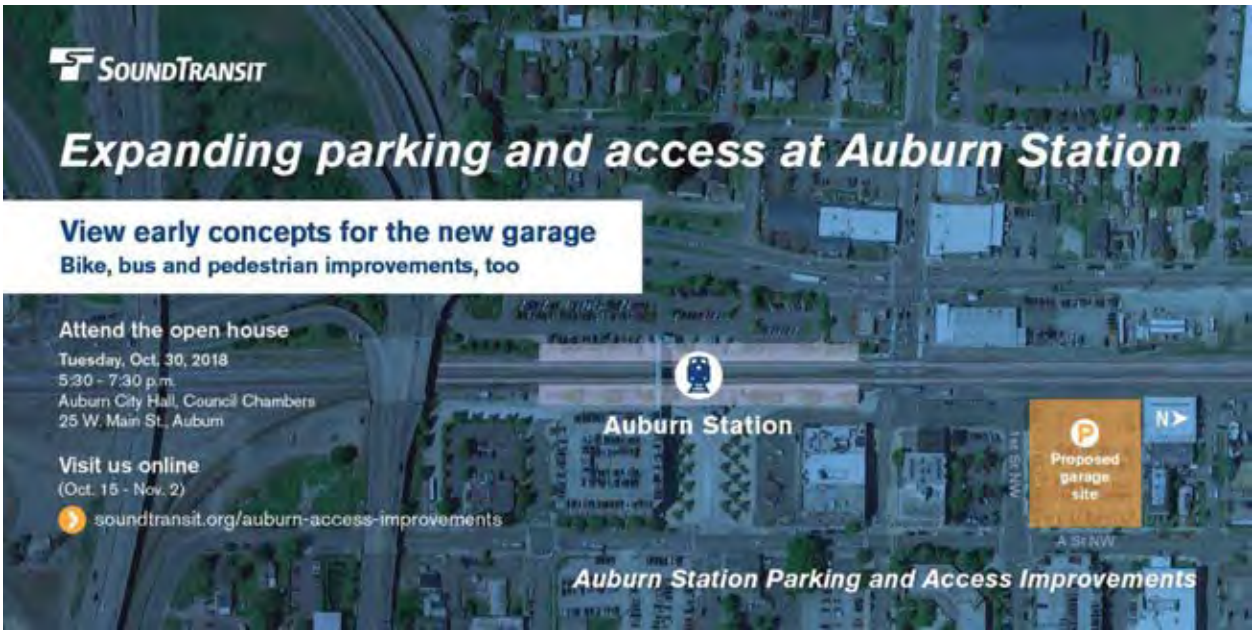
To date, Sound Transit has held two open houses in Auburn, including one last Tuesday night at Auburn City Hall. The Transit Advisory Board has met four times to talk about the project.

Voters approved the Kent and Auburn Station Access Improvements projects in 2008. In 2010, however, the Sound Transit Board suspended funding because of the economic recession. It restored that funding in 2016.

Ridership on the popular Lakewood-to-Seattle Sounder line continues the growth it has experienced since service began from Tacoma nearly 18 years ago. Third-quarter weekday ridership grew 6.4 percent compared to the same period in 2016, and special service to Seahawks, Mariners and Sounders games remain the top travel choice for many sports fans.

Sounder commuter rail service operates 13 daily round-trip trains on its south line Monday through Friday at nine stations in Pierce and King counties.

Appendix I – Postcard



Auburn Station parking and access improvements

Sound Transit is building a new garage at First Street Northwest and A Street Northwest and improving pedestrian and bicycle safety in the area to give more people convenient access to the Sounder train and a fast commute. Plans are for the garage, with approximately 500 parking spaces, to open in 2023.

Sound Transit is working closely with the city of Auburn to refine the layout of the garage and potential pedestrian and bicycle improvements, such as new crosswalks, bus shelters and bicycle lockers.

Come get an update and let us know what you think.

Can't meet with us in person?
soundtransit.org/auburn-access-improvements

Questions? Contact Community Outreach Specialist Melanie Mayock at 206-689-4677 or melanie.mayock@soundtransit.org.

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

Para información acerca del proyecto llame al: 1-800-823-9230.
Звоните 1-800-823-9230, чтобы получить информацию о проекте.

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Seattle, WA 98104-2826

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Appendix J – Station poster

Appendix K – Social media

OCT
30

Auburn Station Parking and Access Improvements - Open House

Public · Hosted by Sound Transit

Interested Going

Tuesday, October 30, 2018 at 5:30 PM – 7:30 PM
about 2 weeks ago

City of Auburn - government
25 W Main St, Auburn, Washington 98001

Show Map

About Discussion

12 Went · 48 Interested See All

Bry and Sarah were interested

Details

View early concepts for the new parking garage and walking, bicycling and bus improvements, and let us know what you think.

We'll be at Auburn City Hall from 5:30 - 7:30 p.m.

Can't make the open house? Participate in the online open house (https://survey.participate.online/s3/Auburn-Station-Parking-and-Access-Improvements), open through November 2.

For more information: www.soundtransit.org/auburn-access-improvements

Background
Sound Transit is building a new parking garage at First Street Northwest and A Street Northwest and improving pedestrian, bicycle and bus access in the

See More

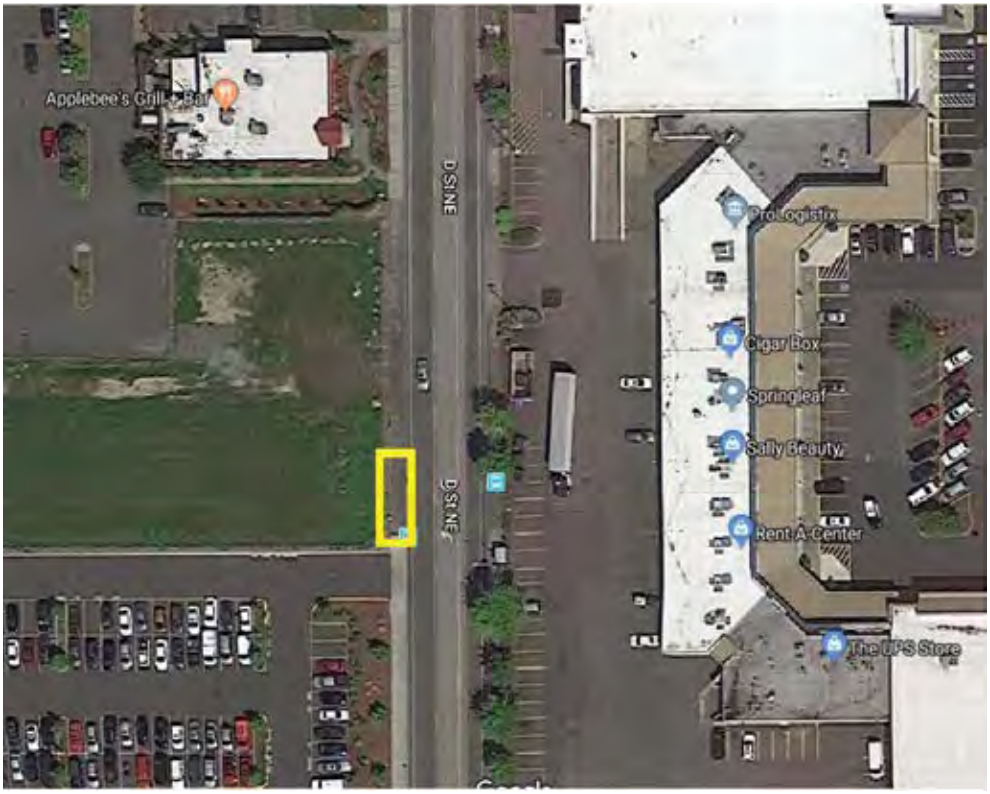
Causes


Sound Transit - @SoundTransit · Oct 30
Auburn Station riders - we'll see you TONIGHT on your way home from work to check out the latest plans for your garage and station access improvements. We'll be at City Hall from 5:30 - 7:30. facebook.com/events/7107088...
City of Auburn (WA)
2
5

Attachment K

Proposed Bus Shelters - Information

Bus Shelter Site 1: Southbound D Street NE, near 12th Street NE



Bus Shelter Site 2: Westbound E Main Street, D Street NE

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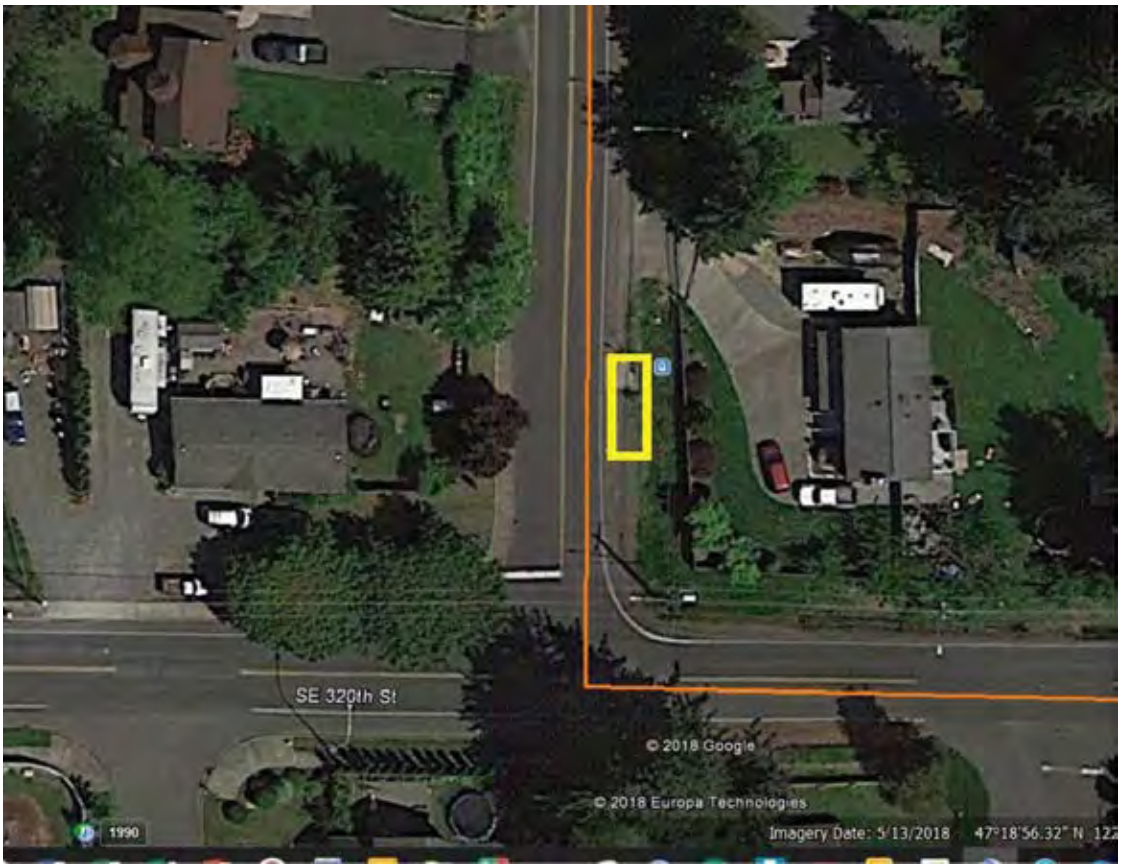
Area of Improvements

Bus Shelter Site 3: Westbound 17th Street SE, J Street SE

Bus Shelter Site 4: Northbound 112th Avenue SE, SE 312 Street

Area of Improvements

Bus Shelter Site 5: Northbound 112th Avenue SE, SE 320 Street



Area of Improvements