

Land Use

COPY TO: Project File
PREPARED BY: Puget Sound Gateway Program Team
DATE: November, 2017
SUBJECT Phase 1, SR 509 Completion Project NEPA Re-evaluation

1. Introduction

This memorandum was prepared in support of the Phase 1, SR 509 Completion Project National Environmental Policy Act (NEPA) re-evaluation. It compares the changes to the project and resultant impacts (beneficial and/or adverse) against the Record of Decision (ROD) issued by the Federal Highway Administration (FHWA) in 2003 to determine if Phase 1 of the SR 509 Completion Project would result in any new significant impacts not evaluated in the *SR 509: Corridor Completion/I-5/South Access Road Final Environmental Impact Statement* (2003 FEIS). This Re-evaluation Memo makes many references to the 2003 FEIS, including the maps and mitigation measures that are still relevant to the updated analyses. The SR 509: Corridor Completion/I-5/South Access Road FEIS can be found on WSDOT’s website at <http://www.wsdot.wa.gov/Projects/SR509/completion/Library.htm>.

1.1. Project History

The State Route (SR) 509 Completion Project is based on more than two decades of project planning and development. In 1995, Washington State Department of Transportation (WSDOT) released the *Tier I Corridor Draft Environmental Impact Statement* (DEIS), which recommended extending SR 509 from S 188th Street southward to connect with Interstate 5 (I-5) and adding a spur roadway, the South Access Road, to connect with Seattle-Tacoma International Airport (Sea-Tac Airport). Within the SR 509 corridor, three routes and a No Build Alternative were evaluated in a project level (Tier II) Draft EIS published in 2002. The Final EIS (FEIS) and Record of Decision (ROD) issued in 2003 identified a six-lane Preferred Alternative (Alternative C2) that included two general purpose (GP) lanes and one high-occupancy vehicle (HOV) lane northbound and southbound on SR 509. It also included interchange connections at S 188th Street, S 200th Street, 24th/28th Avenue, and I-5 and a new South Access Road. Since the ROD was issued, project progress has included actions such as the purchase of needed right-of-way (ROW), construction of an advanced wetland mitigation site, construction of work elements in coordination with local agencies, and refinements in preliminary design. The project area is shown in Figure 1.

With the passing of the Connecting Washington Transportation Package in 2015 by the state legislature, funding has become available for the first phase of the SR 509 Completion Project (Phase 1 Improvements) to proceed through environmental review, design, and into construction. WSDOT undertook a Practical Solutions design approach for the project which allowed a fresh look at the previous project plans to ensure that the revised project is designed according to actual demand and needs. Part of the Practical Solutions approach included reengaging stakeholders to review design and potential changes. The purpose of this document is to reevaluate the Phase 1 Improvements to determine whether they have the potential to result in any new significant environmental impacts that were not previously evaluated in the 2003 FEIS and 2003 ROD. Table 1 provides a comparison of Alternative C2 with the Phase 1 Improvements.

Figure 1 Project Vicinity

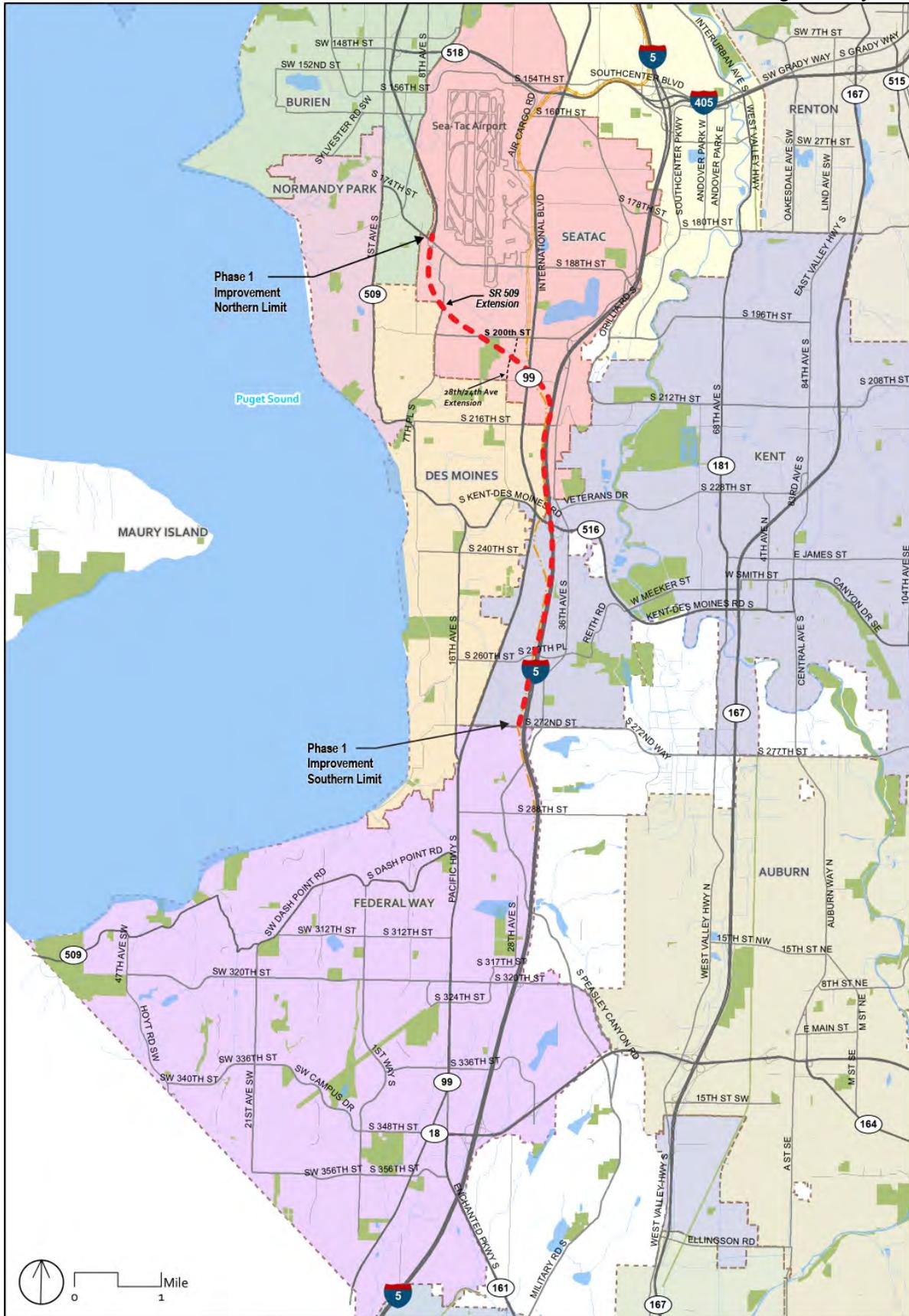


Table 1. Comparison of Design Components		
SR 509	Alternative C2 (2003 FEIS and ROD)	Phase 1 Improvements (Re-evaluation)
SR 509: I-5 to S 188th Street	Six lanes (120 feet), 60 mph – 2 GP lanes in each direction and 1 HOV lane each direction	Four lanes (78 feet), 60 mph – 2 GP lanes in each direction
S 188th Street	Full single-point urban interchange (SPUI)	1/2 diamond (ramps to/from north) – but doesn't preclude future construction of full diamond with additional funding.
S 200th Street	1/2 diamond (to/from north) ^a	None– but doesn't preclude future construction with additional funding
South Access Roadway	Four-lane limited access facility to S 200th Street	None– but doesn't preclude future construction with additional funding
24th Avenue S/28th Avenue S	1/2 diamond (to/from south)	1/2 diamond (ramps to/from south)
Tolling	None	2 GP lanes in each direction
Toll Points	None	One south of 24th Avenue S/28th Avenue S
Interstate 5	Alternative C2 (2003 FEIS and ROD)	Phase 1 Improvements (Re-evaluation)
I-5/SR 509 GP connection	60 mph	50 mph
I-5 SB: SR 516 to SR 509	Southern braid – three-lane C/D	Northern braid and two-lane C/D
I-5 NB: SR 516 to SR 509	two-lane C/D	Auxiliary lane– but doesn't preclude future construction with additional funding
I-5/SR 509 HOV Direct Connection	I-5/SR 509 center-to-center HOV direct access roadway	None – but doesn't preclude future construction with additional funding
I-5/SR 516 Interchange ^b	Full diamond and at grade intersection with Veterans Drive connector	Full diamond and at-grade intersection with Veterans Drive connector
I-5 SB: SR 516 to S 272nd Street	Two auxiliary lanes	One auxiliary lane– but doesn't preclude future construction with additional funding
I-5 SB: 272nd to S 320th Street	One auxiliary lane	None– but doesn't preclude future construction with additional funding
I-5 NB: S 272nd Street to SR 516	One auxiliary lane S 272nd Street to SR 516	None– but doesn't preclude future construction with additional funding

^a 1/2 diamond interchange has an on and off ramp that serves traffic to and from one direction.

^b The Phase 1 Improvements would also maintain pedestrian connections on both sides of the I-5/SR 516 interchange and construct a new pedestrian path from Veterans Drive to SR 516/Kent Des Moines Road, which would help facilitate pedestrian trips to and from the transit centers around this interchange.

C/D = collector/distributor lanes; GP = general purpose; HOV = high-occupancy vehicle; mph = miles per hour; NB = northbound; SB = southbound

2. What are the Phase 1 Improvements and how do they compare with the 2003 FEIS Alternative C2?

The purpose and need of the proposed action remains the same as described in the 2003 FEIS.

- The purpose of the proposed action is to improve regional highway connections with an extension of SR 509 to serve current and future transportation needs in southwest King County and to enhance southern access to Sea-Tac Airport. The project area is shown in Figure 1.
- The proposed action is needed to create system linkages, accommodate travel demand and capacity needs, and improve intermodal relationships. The SR 509 freeway currently terminates at S 188th Street and does not connect to the regional transportation highway system; this leaves a major gap in the system. As a result, local streets and major transportation routes like I-5 are at or over capacity given current travel demand. This situation is expected to worsen as travel demand for Sea-Tac Airport and major roadways increases.

FHWA issued a ROD in 2003 for the SR 509 Project FEIS that analyzed the extension of the SR 509 corridor. The 2003 SR 509 Project ROD selected Alternative C2. Alternative C2 included a six-lane extension of SR 509 from S 188th Street to I-5. New interchange improvements were proposed at four locations: S 188th Street, S 200th Street, 24th Avenue, 28th Avenue S, and I-5. A four-lane limited access roadway (South Access Road) was also proposed to connect SR 509 at 24th Avenue S/28th Avenue S with the Sea-Tac Airport Terminal Drive system, and an interchange on the South Access Road was proposed at S 200th Street. Improvements on I-5 included adding northbound and southbound collector-distributor (C/D) lanes between SR 509 and SR 516, and adding auxiliary lanes between SR 516 and S 320th Street. Interchange improvements which included a new undercrossing of I-5 to connect to Veteran's Drive were also proposed at SR 516.

The Phase 1 Improvements are essentially a subset of the improvements that were proposed in the 2003 FEIS (Table 1 and Figure 2). The Phase 1 Improvements would include a four-lane SR 509 extension (compared to six lanes as analyzed in the 2003 FEIS) from S 188th Street to I-5. Interchange improvements would occur at three locations (compared to four locations as analyzed in the 2003 FEIS): S 188th Street interchange, 24th Avenue S/28th Avenue S, and I-5. In addition, there would be no South Access Road or interchange at S 200th Street, and improvements on I-5 would be less extensive than those proposed in the 2003 FEIS (see Figure 3). The Phase 1 Improvements also assumes that the extension of SR 509 between S 188th Street and I-5 would be fully tolled. A toll point would be located on SR 509 south of the 24th Avenue S/28th Avenue S interchange. Figure 3 provides an overlay comparison of the Phase 1 Improvements and the 2003 FEIS.

Figure 2 – Design Components of FEIS Preferred Alternative (Alternative C2) and Phase 1 Improvements

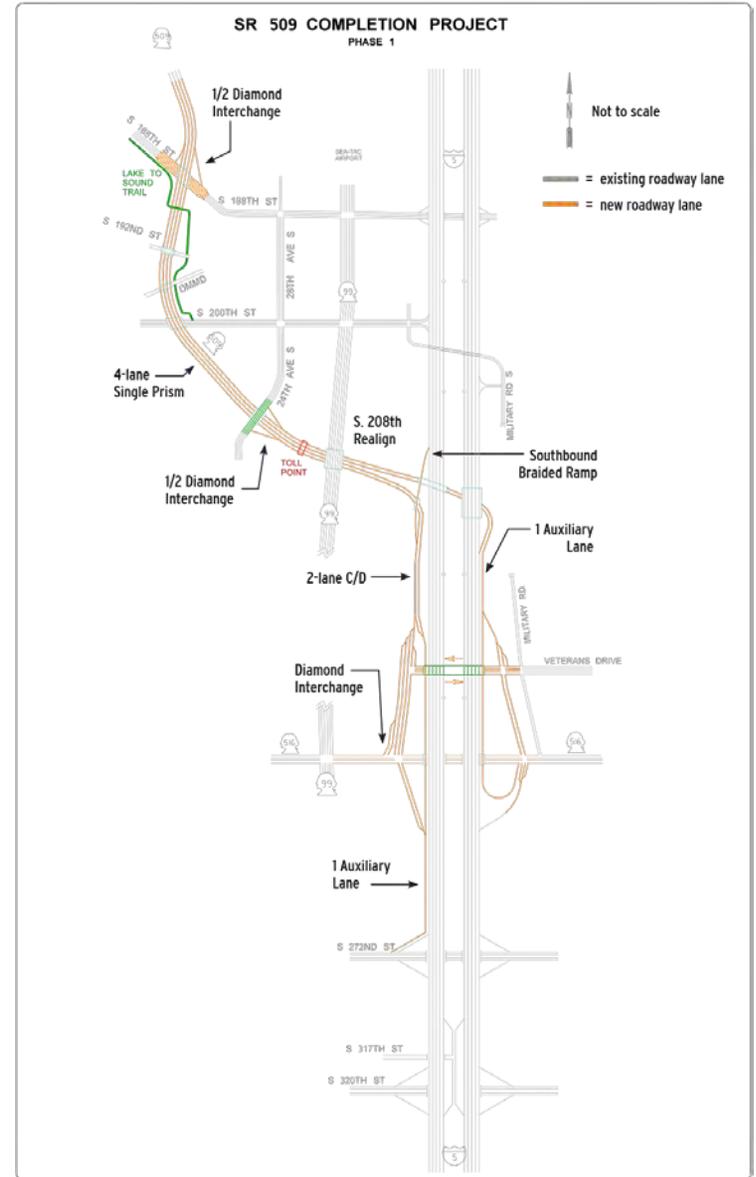
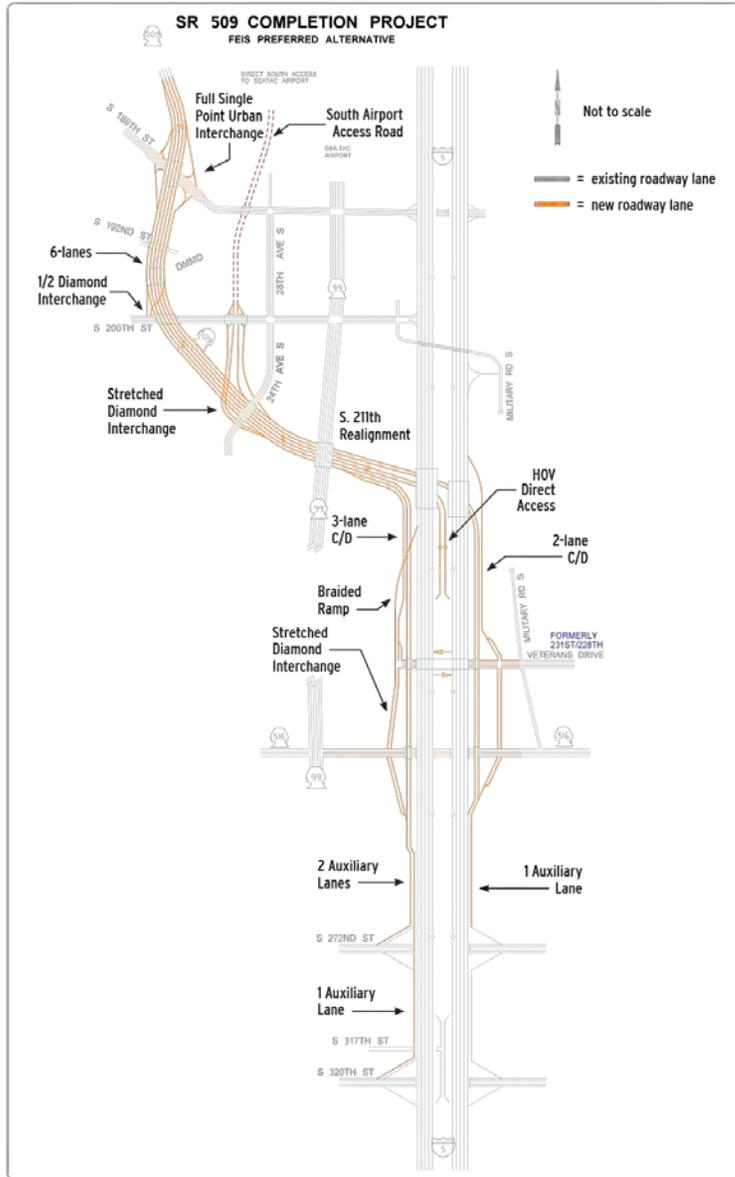
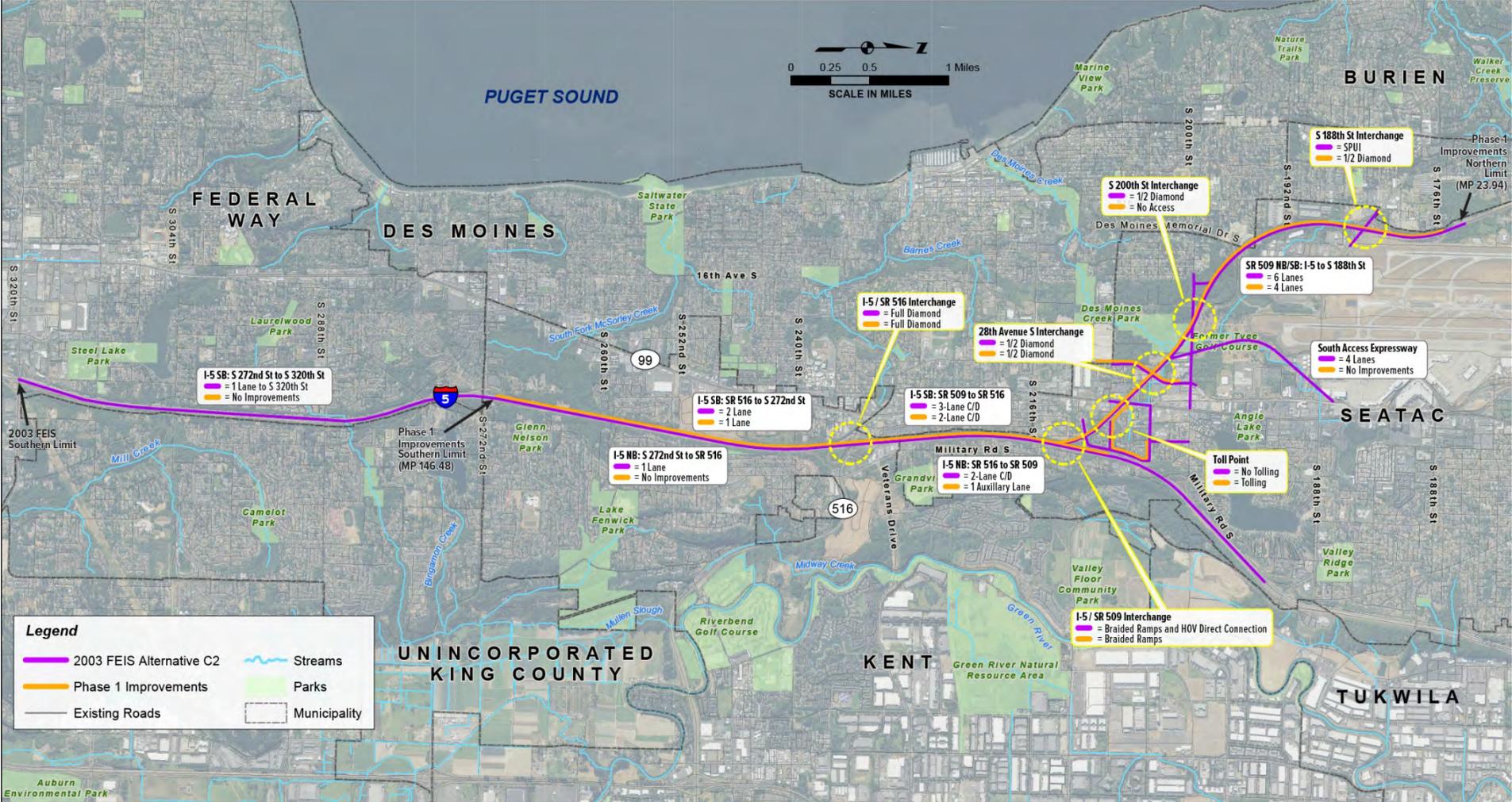


Figure 3 Overlay Comparison of Alternative C2 and the Phase 1 Improvements



3. What has changed in the affected environment since 2003?

The land use affected environment was described in Section 3.8.2 of the 2003 SR 509 Project FEIS. The jurisdictions that were discussed in the 2003 FEIS that would also be affected by the Phase 1 Improvements are listed below.

- City of SeaTac
- City of Des Moines
- City of Kent
- King County

See Figure 1, which depicts the boundaries of the jurisdictions regulating land use in the study area.

City of SeaTac

As was the case in 2003, the Port of Seattle continues to be the largest property owner within the City of SeaTac. Sea-Tac Airport is a dominant land use within the city and substantially influences the character and mix of land uses found throughout the community. Much of the commercial development in SeaTac south of the airport terminal along SR 99, or accessed from SR 99, continues to be focused on travel-related services, with the highest concentration closest to the main terminal. Since the 2003 FEIS, Runway 34L-16R (the “third”) runway at SeaTac Airport was completed (in 2008). Outside of the airport, SeaTac is largely urban, composed primarily of well-established residential neighborhoods. Multifamily and mobile home park neighborhoods are generally located between the commercial areas along SR 99, just southeast of the airport.

Since the 2003 FEIS, several changes to land use have occurred. The largest change was the closure of the Tyee Valley Golf Course, which was located on Port of Seattle property west of 24th Avenue S between S 200th Street to the south, and the toe of the slope that supports Runway 34R-16L to the north. The former golf course site is being transformed into habitat to attract native animal species while discouraging open space where Canada geese (which can be a navigation hazard for aircraft) gather (Angle Lake Shore Club Blog, 2014).

Four mobile home parks that once existed in the Homestead Park neighborhood (Tyee Valley Mobile Home Park, Des Moines Estates, Town and Country Lane, and Town and Country Villa) have also been relocated by the Port of Seattle, in accordance with Federal Aviation Administration noise mitigation policy (Part 150) and as part of their current noise mitigation plan.. In addition, single-family residences along the SR 509 alignment west of I-5 that were accessed from the west (SR 99) via S 211th Street and from the south via S 212th Street were removed, and the area is currently cleared and vacant. The largest new development that occurred in this area since 2003 is a new small single-family residential subdivision west of Kent Des Moines Memorial Drive and south of S 194th Street that was previously low-density, single-family residential.

As discussed in the 2003 FEIS, the Federal Aviation Administration designated that several areas around Sea-Tac Airport be protected and kept clear of obstructions to ensure the safety of arriving and departing aircraft as well as people and property in the vicinity of the airport. These areas include the Runway Safety Area (RSA) immediately adjacent to the runways; the object free area (OFA), extending 1,000 feet off the end of the runways at a width of 800 feet; the extended object free area (XOFA), continuing another 1,500 feet past the OFA; and the Controlled Activity Area (CAA), which provides an additional 100 feet to 475 feet on both sides of the OFA and XOFA (the CAA becomes wider the farther away from the end of the runways). Collectively, these areas are known as the runway protection zone (RPZ). All areas within the RPZ have standards that define whether or not a road can exist in a given zone and under what conditions. The very western part of Runway 34L-16R PZ borders and slightly

overlaps the SR 509 alignment ROW, as does an edge of the southernmost part of the RPZ for Runway 34R-16 L (the easternmost runway). These RPZs have not changed since the 2003 FEIS (Hooper, 2017).

Des Moines Creek Park was located in both the cities of Des Moines and SeaTac when the 2003 FEIS was developed. The portion of the park that was within Des Moines was transferred to SeaTac and continues to provide an important open space link between the two cities. The Des Moines Creek Trail begins in SeaTac and continues southeast through Des Moines to the shoreline of Puget Sound.

Comprehensive Plan

The *City of SeaTac Comprehensive Plan* (released in 1994, with 1999 updates) cited in the 2003 FEIS has also been updated since the 2003 FEIS (City of SeaTac, 2015a). The Transportation Element from the updated plan contains a number of goals and policies of direct relevance to the Phase 1 Improvements. They include:

- Transportation Goal 4.1, which includes a reference to the SR 509 extension that states “transportation goals and policies advocate completion of the first phase of the extension of the SR 509 freeway before 2025 to support development of the Airport’s South Access Expressway, projects and programs to upgrade arterials, collectors, and local road to improve safety and connectivity for pedestrians and bicyclists, and promotes reducing transportation demands by encouraging active transportation modes and transit as alternatives to single-occupancy vehicles”.
- Transportation Policy 42.C directs the City to “Support and work with WSDOT, the Port of Seattle, and other agencies to encourage the State Legislature to fund and construct the Phase 1 of the planned SR 509 Freeway Extension between S 188th Street and I-5 by 2025.” The policy goes on to state that the “extension of the SR 509 freeway between its current terminus at S. 188th Street and I-5 would increase the City of SeaTac’s accessibility to the regional transportation system. The extension is a key element of the City’s long-range transportation system. The analyses used in developing the Transportation Element shows that significant congestion will result along the principal arterial system by 2025 if Phase 1 of the SR 509 Extension is not completed by then. Increased severe congestion could result in transportation safety issues and will adversely affect implementation of the planned growth in its Urban Center and other parts of the City. The SR 509 Extension is also an important transportation corridor to support the projected growth at Sea-Tac International Airport. The City also will work with WSDOT to reconnect neighborhood streets and pedestrian and bicycle routes affected by the construction of the SR 509 freeway extension.”
- Transportation Policy 42.D requires the City to “Continue to partner with the Port of Seattle, and regional and local agencies to construct an interim Airport South Access by 2025 to connect with Phase 1 SR 509 Free Extension using the 28th/24th Avenue S arterial corridor.” It goes on to state that “the traffic forecasts and congestion analyses indicate that the Interim Airport South Access and Phase 1 of SR 509 will be needed no later than 2025.”
- Policy 42.F concerns actions after the completion of Phase 1. It states that “Following completion of Phase 1 of the SR 509 Freeway Extension, continue to support and work to advance the funding and construction of Phase 2 of the SR 509 Freeway Extension project by 2040. Phase 2 of the SR 509 project would complete the widening of the freeway and provides the other half diamond interchange to/from the west at S.200th Street. The Transportation Element supports the full completion of the SR 509 Freeway Extension between S. 188th Street and I-5. The added regional capacity and completion of the interchange to/from the west at S. 200th Street will further reduce traffic on principal arterials serving the Urban Center areas south of the Airport.”

- Policy 42. N directs the City to “work with WSDOT to reconnect streets, and pedestrian and bicycle routes affected by the construction of the SR 509 freeway extension.”

Phase 1 improvements would be consistent with Goal 4.1 and the policies identified above, but its completion date is estimated to be 2031 rather than 2025. It should be noted that although the full South Access Expressway is not part of Phase 1, the 28th/24th interchange does support the Interim Airport South Access mentioned in Policy 42.D, and therefore would be consistent with, and support, Policy 42.D.

Angle Lake District Station Area Plan

Since the 2003 FEIS, the City of SeaTac developed a district that is centered on the Sound Transit Angle Lake Station and created a station area plan to manage land use within the district, the *Angle Lake District Station Area Plan* (City of SeaTac, 2015b). The southern boundary of the district is the future SR 509 extension ROW. The plan also includes what is called the Extended Transit Community that encompasses an area from the boundary of the district to an area 1/2 mile around the Sound Transit Station. The extended area goes beyond the edge of the future SR 509 ROW and encompasses the portion of the ROW where it crosses S 200th Street southeast to where it crosses S 208th Street. This station plan contains actions and implementation steps to help ensure the achievement of the goals and future vision expressed in the plan. The two actions that apply directly to the Phase 1 Improvements are:

- Connectivity Action 8 (Reconfigure S 200th Street, between International Boulevard and Military Road, to create a complete street) directs the City to “Coordinate with SR-509 extension project.”
- Connectivity Action 21 (Continue to support the SR-509 Extension project) instructs the City to “Work with WSDOT and others to secure funding for construction of the SR-509 Extension project.”

Phase 1 Improvements would be consistent with the intent of these actions.

Sea-Tac Airport Master Plan

Planning at Sea-Tac Airport by the Port of Seattle is currently guided by the Sea-Tac Airport Master Plan (SAMP) for which a ROD was issued in 1997 (Port of Seattle, 1996). The Port is currently in the process of updating the current SAMP into a document that will be titled the *Sustainable Airport Master Plan*. The new master plan will be very similar to the 1997 master plan in terms of how Sea-Tac Airport will interact with the SR 509 extension as discussed in the 2003 FEIS (Hooper, 2017).

Proposed Projects Update

South Aviation Support Area. The 2003 FEIS reported that the South Aviation Support Area (SASA) proposed to relocate existing line maintenance facilities, locate new maintenance expansion facilities (primarily hangars), and accommodate major base maintenance facilities and air cargo uses on approximately 100 acres south of S 193rd Street and north of S 200th Street. The SASA proposal is still being evaluated as part of the SAMP and to date has not been adopted.

28th/24th Avenues South Arterial Project. The 2003 FEIS described this proposed project that involved the cities of SeaTac and Des Moines, the Port of Seattle, King County, Equitable Capital Group, and Alaska Airlines. The project was in the process of being constructed and involved modifying the alignment of 28th Avenue S/24th Avenue S to accommodate local access traffic generated by anticipated development within the cities of SeaTac and Des Moines. The 2003 FEIS reported that construction of the project from S 188th Street to S 202nd Street (which began in April 2000) was substantially complete when the FEIS was completed. The project is scheduled to be completed by July, 2017.

Federal Way Link Extension

Sound Transit recently completed preliminary design and environmental study of the Federal Way Link Extension (FWLE). Construction and ROW requirements of the FWLE and Phase 1 Improvements overlap in some areas, where the FWLE alignment crosses the east side of SR 99 and continues in the SR 509 WSDOT ROW, and west of I-5 from S 211th Street to S 231st Street.

Because the FWLE project is expected to progress ahead of the Phase 1 Improvements, the ROW acquisitions adjacent to I-5 where the projects overlap would likely occur first as a result of the FWLE project. If this occurs, WSDOT would work with Sound Transit to obtain the necessary ROW for the Phase 1 Improvements. As design of the Phase 1 Improvements and FWLE projects advance, Sound Transit and WSDOT would work together to identify opportunities for cost sharing, reduced impacts, and combined mitigation.

City of Des Moines

The City of Des Moines has well-established patterns of land use that have not changed greatly since the 2003 FEIS. Most land within the city limits is developed as single-family and multifamily residential areas. Retail commercial development is located in the downtown/marina area substantially west of the study area and along SR 99. Localized commercial development is also located along arterial streets, such as the Kent-Des Moines Road (SR 516).

Changes to land use that have occurred since the 2003 FEIS include a single-family residential subdivision that was constructed southwest of the Phase 1 ROW. The subdivision is accessed via S 194th Street as well as from Des Moines Memorial Drive and was built on lands that contained less densely developed single-family residences. In addition, a commercial area south of the SR 509 alignment and east of 30th Avenue S that was largely vegetated in 2003 was paved and is currently used for parking vehicles.

Comprehensive Plan

The City of Des Moines updated its comprehensive plan after the 2003 FEIS was completed. The current comprehensive plan, *Des Moines 2035: Charting Our Course for a Sustainable Future* was adopted in 2015 to guide development for 20 years (City of Des Moines, 2015). Updated land use designations in the current plan along parts of the Phase 1 Improvements would be located within the Pacific Ridge neighborhood, which straddles both sides of the SR 99 corridor from SeaTac to the north (at S 216th Street) to Kent in the south (at S Kent-Des Moines Road).

Although the land use designation title in the City's comprehensive plan was changed to reflect the Pacific Ridge Neighborhood Improvement Plan (City of Des Moines, 2000), current land uses (residential, commercial, and public facility) adjacent to the portion of the Phase 1 route that passes through this area have not changed since the 2003 FEIS. Land uses remain a mix of residential (single-family residential, mobile home park, and multi-family) and public facility (electrical substation). Over time, Pacific Ridge will be transformed as lower-scale existing buildings are replaced with a denser combination of buildings (up to 120 feet tall) and open spaces designed for both pedestrians and motorists. The ability of the neighborhood to redevelop will be based upon factors such as excellent transportation access, good views, nearby employment opportunities, established infrastructure, and stable soils.

The Des Moines comprehensive plan contains several references to the SR 509 Extension Project. Policy and implementation strategies in the plan related to transportation and land include TR 2.7, which states that the "planned extension of State Route 509 to Interstate 5 is a key transportation facility for the City of Des Moines and its construction should be completed as soon as possible." TR 2.7.1 goes on to encourage "advocating through Council Resolutions and steering committee representation at local

and regional levels for the funding and completion of the SR-509 Project.” Phase 1 Improvements would help support these strategies.

City of Kent

The study area includes a portion of Kent located between Des Moines (at Des Moines Memorial Drive) to the north and Federal Way to the south (at S 272nd Street). This part of Kent is referred to as the Midway area. SR 99 provides the western boundary of this neighborhood and I-5 the eastern boundary. The Midway area is characterized by commercial development along SR 99 and residential neighborhoods that are composed of a combination of single-family residential subdivisions, several mobile home parks, and high-density multi-family residential complexes. The northeast section of the SR 516/I-5 interchange features a park-and-ride and a short section of commercial development to the north on Military Road South.

Since the 2003 FEIS, the primary land use change that has occurred within the Kent portion of the study area was construction of a Lowe’s home improvement store at the site of the former Midway Drive-In Theater.

Comprehensive and Subarea Plans

The *City of Kent Comprehensive Plan* was updated in 2004, amended in 2011, and updated and adopted in 2015 (City of Kent, 2015). The plan and land use map designate the area from around the I-5/SR 516 interchange south to the Midway Landfill as a mixture of various types of land uses, including commercial and residential (single and multi-family as well as mobile home park).

The *City of Kent Comprehensive Plan* does not have goals or policies directly pertinent to the Phase 1 Improvements. The document states that full implementation of the roadway mitigation measures discussed in the comprehensive plan would rely on state actions, such as completion of the SR 509 plan, as well as City policy decisions and available revenues. It is pointed out that the City is working closely with the State, the Port of Seattle, King County, and other jurisdictions and stakeholders to ensure that the SR 509 Completion Project continues to be a priority in the state and the region. Phase 1 Improvements would help support the observations and directives contained in the comprehensive plan.

In 2011 the City of Kent adopted the *City of Kent Comprehensive Plan Review and Midway Subarea Planned Action Environmental Impact Statement* (City of Kent, 2011). The plan for the Midway Subarea contains a proposed action that would include adopting and incorporating the Midway Subarea Plan into the Kent Comprehensive Plan. The action would include amendments to the comprehensive plan land use plan map and text amendments to implement the plan. The action would also update zoning district maps and zoning text amendments, including design guidelines in the Midway Subarea for implementing the Midway Subarea Plan. Proposed land use classifications along the Phase 1 route include Transit-Oriented Community, Highway Commercial Corridor, and Open Space Framework.

The *City of Kent Transportation Master Plan* was developed to provide long-range transportation planning for the City (City of Kent, 2008). It discusses regional transportation coordination with various jurisdictions and state agencies, including Washington State Department of Transportation (WSDOT), and identified extending SR 509 as a future project of importance to Kent. This plan does not contain goals or policies directly related to the Phase 1 Improvements. As in *the City of Kent Comprehensive Plan*, the document states that the operation of SR 99 is “highly dependent upon travel conditions along I-5 and the effects of the SR 509 project under design by the WSDOT.” Phase 1 Improvements would help support this observation.

King County

Land Use

Phase 1 Improvements would not be adjacent to any areas of unincorporated King County. The 2003 FEIS described several areas of unincorporated King County near the project corridor that were primarily east of I-5 and south of S 253rd Street in what is now part of Kent. The closest areas of unincorporated King County that were not annexed by Kent are located east of I-5 (east of Military Road S) and south of SR 516 (Kent-Des Moines Road). This area contains a mixture of commercial uses adjacent to Military Road S and SR 516 and residential (mostly single-family residential with some multi-family). The other close area of unincorporated King County is southeast of the intersection of I-5 and S 272nd Street. This area is residential (single-family) and contains a religious facility at the southwest corner of S 272nd Street and SR 516.

Comprehensive and Subarea Plans

The *King County Comprehensive Plan* was updated in 2016 (King County, 2016). Future guidance for the areas of unincorporated King County described above will be incorporated in the updated plan. The unincorporated area east of the study area (east of Military Road S.) and south of SR 516 is designated residential and commercial in the comprehensive plan. The unincorporated area southeast of the intersection of I-5 and S 272nd Street is designated residential.

Regional Plans

Transportation 2040

The *Destination 2030 Metropolitan Transportation Plan* referred to in the 2003 FEIS has been updated since the FEIS was released. The most current version of the regional plan, *Transportation 2040: towards a sustainable transportation system (Transportation 2040)*, was adopted in 2010 (PSRC, 2010) and updated in 2015 (PSRC, 2015). The new plan is the transportation element of *Vision 2040*, the growth management, environmental, economic, and transportation strategy for the Central Puget Sound region.

One of the issues addressed in *Transportation 2040* that specifically identifies SR 509 is related to addressing regional congestion and mobility. *Transportation 2040* states that completing “key roadway projects that would enhance freight mobility, such as SR 509 extension ...” would be important for the region. This acknowledgement is similar to, but more specific than, what was included in the *Destination 2030 Metropolitan Transportation Plan* that was described in the 2003 FEIS. As was described in the 2003 FEIS in relationship to the alternatives evaluated in the FEIS, Phase 1 Improvements would help meet the regional objectives described in *Transportation 2040* in ways that would be similar to, or the same as, those described in the 2003 FEIS for *Destination 2030 Metropolitan Transportation Plan*. Appendix J: *Regional Freight Strategy* of the *Transportation 2040* plan contains a number of references to the SR 509 extension and is identified as one of the key projects for the movement of freight in the region.

4. Would the Phase 1 Improvements result in any new significant impacts?

No new significant impacts to land use from construction and operation would occur as a result of Phase 1 Improvements that were not previously identified in the 2003 FEIS Alternative C2. No new or revised mitigation measures would be required. The smaller footprint of Phase 1 Improvements would require somewhat less land zoned residential, commercial, industrial, and park land than was identified in the 2003 FEIS, and would not require the commercial, industrial, and vacant lands in SeaTac along the South

Access Roadway that would have been required for the 2003 FEIS Alternative C2. As was the case in the 2003 FEIS Alternative C2, Phase 1 improvements would be consistent with goals, policies, and directives contained in updated regional and local comprehensive plans. The 509 extension project is still identified in many of the updated plans (as it was in previous versions) as being an important future regional and local transportation feature.

Land Use

Both the 2003 FEIS Alternative C2 and Phase 1 Improvements would require additional ROW to accommodate new roadway surfaces, shoulder areas, structures, and cut-and-fill slopes. The Phase 1 Improvements, however, would require slightly less area due to fewer project components (see Table 1). Both would use portions of the existing SR 509 ROW extending south of its current northern terminus and portions of the existing I-5 ROW extending between S 216th Street and S 272nd Street (Alternative C2 would have continued south to 310th Street). Alternative C2 would require ROWs through the Port of Seattle's large employee parking lots just east of the south end of Sea-Tac Airport's Runway 34R-16L. The Phase 1 Improvements would not require the lands (mostly commercial, industrial, and vacant) along the route of the South Access Roadway that Alternative C2 would have required.

As was the case with the 2003 FEIS Alternative C2, Phase 1 Improvements would introduce a major roadway into areas generally containing a mixture of land uses including residential, commercial, park, and vacant lands. Alternative C2 would have required between approximately 96 and 101 acres of ROW acquisition (see Table 3.8-3 in the 2003 FEIS). Most of the acquired land (approximately 43 acres) would have been vacant, followed by low-density residential (approximately 29 acres), public/government use (approximately 33 to 36 acres), residential high density (approximately 17 acres), commercial (approximately 11 to 14 acres), park (approximately 5 acres of Des Moines Creek Park), and a religious institution (approximately half of an acre). Of the jurisdictions Alternative C2 ROW would have passed through, the most ROW land it would have required would have been in the city of SeaTac (approximately 87 to 93 acres). Right-of-way acquisition for Alternative C2 would have required approximately 7 and 2 acres in the cities of Des Moines and Kent, respectively.

The Phase 1 Improvements by comparison, would require somewhat less ROW because no ROW would be acquired for the South Access Road, or along I-5 south of 272nd Street. With the exception of the South Access Road and I-5 south of S 272nd Street, Phase I would impact the same general areas that would have been impacted by Alternative C2. The same impacts to the general land use types described in the 2003 FEIS would be expected to occur with the Phase 1 Improvements, as would the relative acres required in each of the three affected cities. Like Alternative C2, Phase 1 Improvements would include a decrease in distance between land uses and new roadways which. In some areas the decrease in distance would increase the exposure of residences and businesses to noise levels and views of the highway, which could influence the desirability of such residential areas. A Phase 1 Improvements Noise Discipline Report and a Visual Quality Technical Memorandum will be prepared to evaluate these issues.

Like Alternative C2, the improved access provided by the Phase 1 Improvements would directly benefit the intra- and interregional transport of goods, people, and services, which would encourage development along its route. Improvements along the I-5 corridor would accommodate the expected increase in traffic volume stemming from both Alternative C2 and Phase 1 Improvements. Overall local and regional access and mobility would be directly improved by both the Alternative C2 and Phase 1 Improvements, thereby enhancing the livability of the affected communities.

The 2003 FEIS indicated that Alternative C2 would require 4.7 acres in the northeast corner of Des Moines Creek Park, part of which would be adjacent to an existing trailhead parking area. The Phase 1

Improvements would also require 4.7 acres. Midway Park in Des Moines is adjacent to I-5 and, as was stated in the 2003 FEIS, WSDOT had been working to ensure that expansion of the park would not encroach into a widened I-5 ROW that would have been associated with the 2003 FEIS Alternative C2. This would also be the case with the Phase 1 Improvements, although Phase 1 would require one south-bound (SB) auxiliary lane along I-5 east of the park, as opposed to two lanes with the Alternative C2.

Similar to Alternative C2, the Phase 1 Improvements would cross the southernmost part of the Runway 16L-34R XOFA. As stated in the 2003 FEIS, construction in this area would not require a tunnel or cut-and-cover design but would need to accommodate aircraft landing lights. This would remain the case with the Phase 1 Improvements.

Zoning

Within the City of SeaTac, the 2003 FEIS Alternative C2 would have acquired approximately 21 acres of land zoned for low-density residential, 18 acres zoned for high-density residential, approximately 43 to 48 acres of commercial/industrially zoned lands, and approximately 5 acres of park land zoning (see Table 3.8-4 in the 2003 FEIS). The Phase 1 Improvements would not require the commercial/industrial/lands in SeaTac that are found along the route of the South Access Road that was part of Alternative C2. The smaller footprint of the Phase 1 Improvements would also require somewhat less acreage in each of the zones described above than would Alternative C2.

The zoning of the approximately 7 acres of land in the City of Des Moines that Alternative C2 would have passed through would have include approximately 1.5 acres of low-density residential, 4.5 acres of high-density residential, and 1 acre of commercial/industrial. The acres of lands in these zoning categories under the Phase 1 Improvements would be very similar to, but slightly less than, the acreage in Des Moines associated with Alternative C2 due to the smaller footprint of the Phase 1 Improvements.

All of the approximately 2 acres of land in Kent that Alternative C2 would have passed through was zoned commercial/industrial. The zoning of the land required by the Phase 1 Improvements would also be commercial/industrial, but due to the smaller footprint of the Phase 1 improvement, the acreage would be slightly less.

Construction Effects

The temporary construction effects discussed in the 2003 FEIS remain applicable to the Phase 1 Improvements. As discussed in Section 3.8.5 of the 2003 FEIS, construction activities would affect the quality and character of existing land uses where construction would occur and on adjacent lands. Impacts to quality and character would occur from noise, dust, and access and parking restrictions related to construction. Temporary traffic congestion would occur along S 188th Street near its current interchange with SR 509, at varying locations along S 200th Street, and at various locations along SR 99 and I-5. Similar to Alternative C2, the Phase 1 Improvements would require substantial amounts of landform grading and filling, some of which would include jurisdictional wetlands, steep slopes, and the demolition of several buildings. These direct impacts would require grading permits, sensitive areas ordinance variances, and demolition permits from each affected jurisdiction.

The noise and dust impacts associated with construction of Phase 1 Improvements would occur in the general residential areas identified in the 2003 FEIS. The areas with commercial businesses that were identified in the 2003 FEIS would also be impacted by construction-generated noise and dust. These areas are located primarily along on the west side of SR 99 from S 188th Street to roughly S 180th Street and in the vicinity of the SR 99/S 208th Street intersection.

The 2003 FEIS reported that temporary traffic congestion would occur within the project area. These impacts would also occur with the Phase 1 Improvements. Traffic congestion would occur at times during the construction of Phase 1 in the 24th Avenue S/S 208th Street intersection area, along SR 99 in the vicinity of its current intersection with S 208th Street, along S 200th Street at the 2400 and 1600

blocks, and Des Moines Memorial Drive just south of S 192nd Street. Further temporary traffic congestion would occur along S 216th Street near its current interchange with I-5 and at the Kent-Des Moines Road (SR 516)/I-5 intersection. Buses and automobiles entering and exiting the Kent park-and-ride just northeast of the SR 516/I-5 interchange might experience delays because of the construction. Various streets that cross I-5 or are near to the Phase 1 Improvements might also encounter traffic congestion because of the I-5 improvements.

5. How would mitigation measures compare to the 2003 FEIS Alternative C2?

During Operation

The following mitigation measures for Phase 1 Improvements construction impacts to residents and businesses related to noise and dust were described in the 2003 FEIS.

- Permits and approvals would be acquired to ensure that the proposed project is consistent with local comprehensive plans, zoning ordinances, and other applicable regulations. Contractors would comply with all state and local regulations governing equipment source noise levels resulting from construction activities.
- Various temporary traffic control measures would be implemented to minimize traffic congestion during construction.

These measures would be applied to the Phase 1 Improvements. In addition, mitigation measures identified in the noise and aesthetics (dust) technical memoranda for the Phase 1 Improvements that were not identified in the 2003 FEIS would be implemented during construction to reduce temporary impacts to residents and businesses during construction.

During Construction

The mitigation measures described in the 2003 FEIS would still be applied for the Phase 1 Improvements. WSDOT would continue to coordinate with local jurisdictions and regional authorities to integrate Phase 1 Improvements with other transit-related projects and to minimize unavoidable adverse effects on land uses from the combination of the projects. All applicable federal, state, and local permits and approvals would be acquired to complete construction of the Phase 1 Improvements and to ensure that the improvements are consistent with local comprehensive plans, zoning ordinances, and other applicable regulations in effect at the time of review.

WSDOT would coordinate with the cities of SeaTac and Des Moines to identify alternative property that could offset impacts resulting from the required acquisition of portions of Des Moines Creek Park. People and businesses displaced by new ROW acquisition associated with Phase 1 Improvements would be entitled to relocation assistance and payment programs. A discussion of these programs is provided in Section 3.9, Relocation, of the 2003 FEIS. Section 3.2, Noise, of the 2003 FEIS discusses mitigation of unavoidable adverse noise impacts; Section 3.14, Visual Quality, of the 2003 FEIS discusses mitigation of visual impacts.

6. Conclusion

With adherence to the regulatory requirements and mitigation measures described above, no new significant impacts to land use from construction and operation would occur as a result of the Phase 1

Improvements that were not previously identified in the 2003 FEIS. No new or revised mitigation measures would be required.

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