## Sound Transit Tukwila Commuter Rail Station Project Impacts Table

Impact Category	2008 Design (Impacts as Initially Disclosed)	December 2010 Design (New Impacts)	Change in Impacts
Land Use	Conversion of undeveloped land to station and associated parking; supports development of new and more intensive uses in Tukwila urban center.	Station platforms located where existing station is; parking located where stormwater detention was proposed in 2008; stormwater detention located below parking instead at surface as proposed in 2008	Slightly less land converted to station uses
Transportation	Growth in traffic, parking and non-motorized travel demand over time.	Same growth in traffic, parking, and non- motorized travel demand as 2008 Design. There would be minor differences in roadway and pedestrian access to the station, but the impacts would be substantially the same as those in the EA. The primary access to the station would be through the existing underpass below the UPRR tracks at Longacres Way.	No change. However, because the UPRR would remain in place, pedestrian and vehicular movement in the project area would be somewhat different. The existing underpass at Longacres Way would remain and would be the primary access to the station, as it is at present for the temporary station.
Social and Economic Impacts	No adverse impacts to community cohesion or neighborhood character. Minor benefits to community cohesion due to better accessibility than existing station, and minor economic benefits due to improved mobility and short term effects from spending in the area during construction.	Same as 2008 Design	No change
Biological Resources	The 2009 EA discussed the possibility of the UPRR tracks remaining and the potential that wetlands would remain in place and their buffers would be impacted by the parking area for the station if the UPRR tracks were not relocated.	The only wetland impact from the project is that the buffer of Wetland O would be reduced from 50 feet to 15 feet in width on the east side of the wetland. Mitigation will be provided per City of Tukwila regulations, which require replacement of the wetland (1,470 sf). Mitigation will be provided through wetland mitigation bank credits obtained under an agreement with the City of Renton dated January 11, 2011. In March 2010 the City of Tukwila made the determination that Wetland N is non-jurisdictional and therefore no buffers are required for that wetland.	Impacts to wetlands and wetland buffers would be less than those described in the 2009 EA. Wetland S (6,428 sf), which would have been filled for the TCRS project described in the 2009 EA, will now be completely filled as part of the Strander Blvd project being constructed by the City of Renton and BNSF, prior to the construction of the TCRS, with mitigation provided under separate permits. The redesigned Strander Blvd project will leave Wetland N (1,042 sf) and Wetland O (1,470 sf) in place. Of these, only Wetland O is subject to buffer requirements in the City of Tukwila. Instead of being eliminated as stated in the 2009 environmental documentation, the buffer of Wetland O would be reduced from 50 feet to approximately 15 feet in width (totaling 5,900 sf of remaining buffer, all within the UPRR right-of-way), which the City of Tukwila regards as the same as eliminating the wetland. Mitigation will be provided through mitigation bank credits secured by Sound Transit.
Water Quality and Hydrology	Temporary erosion and sedimentation impacts possible during construction but limited by BMPs; long term water quality controlled by compliance with stormwater treatment requirements, which result in minimal increases in pollutant loadings and temperature impacts to receiving water	Same as 2008 Design	No change

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	Temporary noise impacts during construction, limited to davtime construction hours: slight shift		
	in location of train stops and starts, and location		
Vibration and Noise	of train whistle signal	Same as 2008 Design	No change.
	Increased traffic accessing the facility would		
	result in small increase in air pollutants in the		
	standards: growth in use of the facility would		
Air Quality	reduce impacts regionally.	Same as 2008 Design	No change
	<b>-</b>		
	The project site and area have a high probability		
	historic Indian, and historic period archaeological		
	resources, although none are known within the		
	project boundaries. Project plans will include		
	construction monitoring and contingency		
Historic, Archaeological, and Cultural Resourc	planning for inadvertent discovery.	Same as 2008 Design	No change
	After relocation of tracks by others conversion		
	of grassy area between two sets of railroad		
	tracks to station with parking, roads, lighting, and		The visual context of the station would be different
	landscaping; no scenic vistas, historic resources		because the UPRR tracks would remain in place,
	or other sensitive viewpoints would be affected.	Similar to 2008 Design, except the platform	which would limit views of the station and parking
	floors of adjacent development would not be	would be shifted to the north approximately 700	area from west of the site. The station would be
Visual Quality & Aesthetics	affected.	the tracks for pedestrians.	views significantly.
	Site is subject to liquefaction in an earthquake;		
	preparation and earthquake-resistant design for		
Geology & Soils (Include seismic hazard as ap	structures.	Same as 2008 Design	No change
	No significant disruption of, or increase in		
	demand for public services, including police and		
	fire services provided by the City of Tukwila, and		
Public Services	transit provided by King County and Sound	Samo as 2008 Design	No obango
	Most utility lines crossing the site would be	Similar to 2008 Design, except that PSE	
	protected in place and only minimal interruptions	overhead lines would not be affected, no parking	
	in service would be required. A Metro wastewater	would be built over the SPU water main; and the	Impacts would be similar to those anticipated in the
	pipeline that crosses the site north-south would	Metro wastewater pipe crossing north-south	EA, with minimal disruptions to utility services.
Utilities	greater convenience of access in the future.	place.	lines and SPU water main would be reduced.
	No adverse impacts anticipated with measures		
Safety and Security	and to ensure seismic stability of structures	Same as 2008 Design	No change

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Energy	Station would consume resources for construction such as sand, gravel, water and petroleum (for paving). Operation may require small increase in electrical consumption for security lighting. Project enhances transit mobility which reduces regional energy consumption.	Same as 2008 Design	No change
Hazardous Materials	No hazardous materials are known to be present on the site. There is risk of undocumented hazardous materials associated with the railroad tracks (creosote or spills). There is also a risk of spills during construction. No transport of hazardous materials is proposed. Mitigation includes training construction crews, and reporting and remediating hazardous materials discovered or spilled during construction.	Same as 2008 Design	No change
Construction	Construction impacts would include dust and vehicle emissions, equipment noise, potential erosion and sedimentation, risk of inadvertent discovery of hazardous material or cultural resources, a minor increase in traffic, and possible damage to roads during construction.	Same as 2008 Design	No change
	No significant adverse secondary or cumulative impacts are anticipated. The project would be consistent with, and to a degree would catalyze, planned growth in population, employment, and transportation demand for the project area. Impacts to water and wetlands could contribute to cumulative effects from similar development in the area, but current regulations require mitigation that will avoid net loss of wetlands, and minimize pollutants reaching fish-bearing waters to the extent feasible. Demand for energy, utilities, and services are expected to grow over time, but there are no known capacity limitations at this time. All other impacts would be similar to impacts expected from other development anticipated for the area and thus could contribute cumulatively to impacts but, assuming compliance with existing regulations, the	Impacts would be similar to the 2008 design, except that the UPRR relocation project would not occur, leaving in place some wetlands that previously were assumed would be filled and	Impacts would be similar to those described in the 2009 environmental documentation, except that the Strander Project would fill wetlands P and S, and leave in place the ditch wetlands along the UPRR tracks. The net result would be less cumulative wetland fill than previously described