

Addendum

Addendum(SEPA17-02) to: City of Covington, Hawk Property Subarea Plan and Planned Action Environmental Impact Statement, November 14, 2013

Issued: April 11, 2017

Introduction

This document addends the City of Covington Hawk Property Subarea Plan and Planned Action Environmental Impact Statement (EIS).

- The Final EIS is available at this website:
http://www.covingtonwa.gov/docs/reduced_for_web_hawkpropertyfeis_2013_1114_combined.pdf
- It completed a Draft EIS, available at this link:
http://www.covingtonwa.gov/docs/HawkPropertyDEIS_COMPLETE_2013_0724.pdf

Since the time of the EIS preparation a development agreement and other associated proposals have been under City review. The site is now referenced as the Lakepointe site rather than Hawk Property.

Consistent with the State Environmental Policy Act (SEPA), this addendum provides additional information regarding noise effects, but does not change the analysis of significant impacts and alternatives. A notice of this Addendum has been circulated to those receiving the Final EIS.

Discussion

The EIS identified noise effects by alternative in Exhibit 3.6-3, printed below as it appeared in Chapter 3 of the Final EIS.

Exhibit 3.6-3. Modeled Peak-Hour Noise Levels in the Study Area

Noise Sensitive Receiver	Daytime Peak-Hour Noise Level (dBA, Leq)			
	Existing Conditions	Future Alternative 1 (No Action)	Future Alternative 2 (Minimum Urban Village)	Future Alternative 3 (Maximum Urban Village)
Wetlands Within Northern Study Area				
Mine Reclamation	50	Discontinued	Discontinued	Discontinued
Asphalt Batch Plant	58	55	Discontinued	Discontinued
Roadway (SR-18)	50	50	50	50

Noise Sensitive Receiver	Daytime Peak-Hour Noise Level (dBA, Leq)			
	Existing Conditions	Future Alternative 1 (No Action)	Future Alternative 2 (Minimum Urban Village)	Future Alternative 3 (Maximum Urban Village)
Roadway Increase Compared to Existing Condition	0	3 dBA decrease	8 dBA decrease	8 dBA decrease
New Residential Areas Within Study Area, Near New Section of 204th Avenue SE				
Mine Reclamation	N/A	Discontinued	Discontinued	Discontinued
Asphalt Batch Plant	N/A	Discontinued	Discontinued	Discontinued
New Roadway (204th Ave. SE) ¹	N/A	N/A	65	66
Roadway Increase Compared to Existing Condition	N/A, noise receiver does not currently exist			
Existing Homes Along SE 256 th Street				
Mine Reclamation	43	Discontinued	Discontinued	Discontinued
Asphalt Batch Plant	41	41	Discontinued	Discontinued
Existing Roadway (SE 256 th Street)	63	64	65	65
Roadway Increase Compared to Existing Condition	0	1	2	2
Existing Homes Along Existing 204 Ave, SE				
Mine Reclamation	43	Discontinued	Discontinued	Discontinued
Asphalt Batch Plant	41	41	Discontinued	Discontinued
Existing Roadway (204 th Avenue SE)	51	55	62	62
Roadway Increase Compared to Existing Condition	0	4	11	11
Existing Homes South of Mine Site				
Dense suburban background noise	60	60	60	60
Mine Reclamation	50	Discontinued	Discontinued	Discontinued
Asphalt Batch Plant	49	49	Discontinued	Discontinued
New roadway (new section of 204 th Avenue SE)	N/A	N/A	Less than 50	Less than 50
Roadway Increase Compared to Existing Condition	0	0	0	0

Source: Landau, 2013

¹ See the mitigation section. At this conceptual planning level, if residential buildings and outdoor use areas are setback from the new roadway by approximately 35 feet, the noise level under Alternative 2 would decrease to 64 dBA and under Alternative 3 to 65 dBA, below noise thresholds.

The EIS summarized the impacts for each alternative. For the most intensive alternative, the conclusions indicated the following (as printed in Chapter 3 of the Final EIS):

ALTERNATIVE 3 (MAXIMUM URBAN VILLAGE PROPOSAL)

Exhibit 3.6-3 shows the forecast traffic noise levels at each receiver location. Under the maximum urban village proposal, the modeled peak-hour traffic noise increase at existing homes along SE 256th Street would not exceed the WSDOT “substantial increase” impact threshold of 10 dBA, while the modeled peak-hour traffic noise increase at existing homes along the existing segment of 204th Avenue SE would exceed this threshold similar to Alternative 2’s 11 dBA increase. In addition, the traffic noise levels at future dwellings adjacent to the new section of 204th Avenue SE within the development were modeled to be 66 dBA, which triggers WSDOT’s noise impact criterion; however, with proposed mitigation including a planning assumption of a 35-foot setback from the roadway to the edge of residential buildings or residential outdoor use areas, this impact could be avoided. Alternative 3 would have no noise impact on existing homes along SE 256th Street, but forecasted traffic noise increases may have an impact on existing homes along the existing segments of 204th Avenue SE. No impacts from traffic-related noise will occur at the existing residential neighborhood south of the mine site.

Noise levels at the wetland system in the north portion of the study area will be dominated by traffic on SR 18 and would remain the same. Therefore, Alternative 3 would not affect the wetland.

Regarding noise effects to the onsite wetlands, the Draft EIS traffic noise analysis assumed a consistent volume of traffic on SR 18, and a resulting consistent noise level. The Draft EIS showed a decrease in noise with the cessation of the mining operation. The Draft EIS concluded that all Alternatives would result in an overall future decrease in noise levels at the wetlands compared to existing conditions.

Regarding whether traffic and resulting noise would remain the same over time given growth including the Lakepointe Project, EIS noise authors re-reviewed the noise analysis. The Draft EIS analysis assumed traffic volumes along SR-18 adjacent to the wetlands will not change in the future regardless of the project alternative. However, a review of the Draft EIS traffic volumes at the interchange (used in the traffic level of service analysis) shows relatively small changes in volumes on SR 18 interchanges associated with the Lakepointe development. There is a greater change due to background growth in the region and across the city.

The revised 2017 analysis below changes some noise estimates, but does not change the overall conclusion that there would be a net decrease in noise at the wetlands. Information described below demonstrates this trend.

The revised traffic noise analysis for the wetland area accounts for forecast traffic volume increases along SR-18 between the 2012 existing condition and the 2035 full buildout analysis year. Landau Associates’ revised analysis of traffic volumes along SR-18, which were used solely for the revised noise assessment, are shown in Table A below. SR-18 traffic volumes will increase between 2012 to 2035 mainly due to non-project regional and city population growth unrelated to the Lakepointe development, with contributions of some new traffic generated by the Lakepointe project.

Addendum Table A. Forecast SR-18 Traffic Volumes on Freeway Segment Near Northern Wetlands, Used Solely for SR-18 Traffic Noise Analysis

Year and Alternative	PM Peak-Hour Traffic Volumes Along SR-18 East of "Intersection 301", Wax Ave. Eastbound Ramp		
	Regional Non-Project	Generated by Lakepointe Development	Total
Existing 2012	2,388	12	2,400
2035 Alt 1 No Action	4,231	20	4,251
2035 Alt 2	4,231	500	4,731
2035 Alt 3	4,231	640	4,871

Source: Landau, 2017

Landau Associates revised the noise analysis for the wetland area based on the revised SR-18 traffic volumes shown in Table A. The revised version of Draft EIS Exhibit 3.6-3 related to the wetland area is shown in the table below. The revised Exhibit acknowledges that traffic noise generated solely by SR-18 will increase slightly during the time interval between 2012 to 2035 for all project alternatives. The difference between the future baseline (No Action) and Alternatives 2 or 3 is less than 1dB of change, which is imperceptible to the human ear. Further, regarding the wetland, the slight SR-18 traffic noise increase for the future alternatives will be more than offset by the future elimination of louder activities at the gravel mine reclamation and the future elimination of the batch plant. Therefore, similar to the analysis in the Draft EIS the revised Exhibit 3.6-3 still shows Alternatives 1, 2 and 3 all result in a future noise decrease at the wetland compared to existing conditions.

EIS Corrections

Based on the above noise review, a portion of Exhibit 3.6-3 is corrected below.

Addendum Correction to Portion of Exhibit 3.6-3. Modeled Peak-Hour Noise Levels in the Study Area (Revised April 2017)

Noise Sensitive Receiver	Daytime Peak-Hour Noise Level (dBA, Leq)			
	Existing Conditions	Future Alternative 1 (No Action)	Future Alternative 2 (Minimum Urban Village)	Future Alternative 3 (Maximum Urban Village)
Wetlands Within Northern Study Area				
Mine Reclamation	50	Discontinued	Discontinued	Discontinued
Asphalt Batch Plant	58	55	Discontinued	Discontinued
SR-18 Traffic Noise	50	<u>50-52.5</u>	<u>50-52.9</u>	<u>50-53.1</u>
Total Noise Level at Wetland Caused by Combined Noise Sources	<u>59.2</u>	<u>56.9</u>	<u>52.9</u>	<u>53.1</u>

Addendum Correction to Portion of Exhibit 3.6-3. Modeled Peak-Hour Noise Levels in the Study Area (Revised April 2017)

Noise Sensitive Receiver	Daytime Peak-Hour Noise Level (dBA, Leq)			
	Existing Conditions	Future Alternative 1 (No Action)	Future Alternative 2 (Minimum Urban Village)	Future Alternative 3 (Maximum Urban Village)
Noise Level Compared to Existing Condition	0	2 dBA decrease	6 dBA decrease	6 dBA decrease
Roadway Increase Compared to Existing Condition	0	3 dBA decrease	8 dBA decrease	8 dBA decrease

Source: Landau, 2013; Landau 2017

Amend the discussion of Alternatives 1 and 2 on pages 3-71 and 3-72 of the Draft EIS:

ALTERNATIVE 1 (NO ACTION)

Under Alternative 1 (No Action), the mine would not be developed. After reclamation of the mine, traffic related to mine operations would cease. Traffic related to batch plant operations, however, would continue and could increase in a minor way if the batch plant were expanded. Traffic noise caused by the small number of trucks serving the batch plant would be similar to but likely greater than under existing conditions.

Exhibit 3.6-3 shows the forecast traffic noise levels for each representative receiver location. Under the No Action alternative, the modeled peak-hour traffic noise increase at existing homes along SE 256th Street and 204th Avenue SE would not exceed the WSDOT “substantial increase” impact threshold of 10 A-weighted decibels (dBA). Therefore, Alternative 1 would not affect typical residences along these streets.

Under all three alternatives, traffic noise levels at the wetland system in the north portion of the study area will be dominated by traffic on SR 18 and would remain dominated by traffic noise, though the cessation of the mining operation would result in an overall net decrease in noise the same. Therefore, traffic noise for Alternative 1 would not affect the wetland.

ALTERNATIVE 2 (MINIMUM URBAN VILLAGE PROPOSAL)

Future traffic volumes would increase as a result of this development and an increased population. For most residents adjacent to streets, increased traffic would result in the greatest increase in ambient noise levels, caused by moving traffic and vehicles idling at intersections. Increased population and development could lead to the following types of events, which could result in future traffic noise impacts:

- Increases in traffic volumes along existing streets, with resulting impacts on existing homes near the streets; and
- Construction of new streets through lightly developed land.

Exhibit 3.6-3 shows the forecast traffic noise levels at each receiver location. Under the Minimum Urban Village proposal, the modeled peak-hour traffic noise increase at existing homes along SE 256th Street would not exceed the WSDOT “substantial increase” impact

threshold of 10 dBA, while the modeled peak-hour traffic noise increase at existing homes along 204th Avenue SE would exceed this threshold. Therefore, Alternative 2 would have no noise impact on homes along SE 256th Street, but may have an impact on homes along the existing segment of 204th Avenue SE where dBA increases from 51 to 62, an increase of 11 dBA, considered an exceedance of one of WSDOT's thresholds, and a significant impact. Noise levels for typical homes on these streets were modeled to be 60 dBA, high enough to interfere with normal speech at outdoor use areas and possibly cause excessive indoor noise levels, though lower than WSDOT's 66dBA threshold. No impacts from traffic-related noise will occur to the wetlands within the northern part of the study area, to existing homes along SE 256th Street, or to the existing homes in the residential neighborhood south of the mine site.

Under all three alternatives, traffic noise levels at the wetland system in the north portion of the study area are dominated by noise from SR 18 and will remain dominated by traffic noise, though the cessation of the mining operation would result in an overall net decrease in noise the same. Therefore, traffic noise from Alternative 2 would not affect the wetland.

Amend the discussion of Alternative 3 on page 3-10 in the Final EIS regarding noise related to traffic as follows:

ALTERNATIVE 3 (MAXIMUM URBAN VILLAGE PROPOSAL)

Exhibit 3.6-3 shows the forecast traffic noise levels at each receiver location. Under the maximum urban village proposal, the modeled peak-hour traffic noise increase at existing homes along SE 256th Street would not exceed the WSDOT "substantial increase" impact threshold of 10 dBA, while the modeled peak-hour traffic noise increase at existing homes along the existing segment of 204th Avenue SE would exceed this threshold similar to Alternative 2's 11 dBA increase. In addition, the traffic noise levels at future dwellings adjacent to the new section of 204th Avenue SE within the development were modeled to be 66 dBA, which triggers WSDOT's noise impact criterion; however, with proposed mitigation including a planning assumption of a 35-foot setback from the roadway to the edge of residential buildings or residential outdoor use areas, this impact could be avoided. Alternative 3 would have no noise impact on existing homes along SE 256th Street, but forecasted traffic noise increases may have an impact on existing homes along the existing segments of 204th Avenue SE. No impacts from traffic-related noise will occur at the existing residential neighborhood south of the mine site.

Noise levels at the wetland system in the north portion of the study area will be dominated by traffic on SR 18 and would remain dominated by traffic noise, though the cessation of the mining operation would result in an overall net decrease in noise the same. Therefore, Alternative 3 would not affect the wetland.