

3.11 Land Use, Socioeconomics, and Environmental Justice

This section discusses the impacts of the SR 167 Extension Project on land use, socioeconomic, and environmental justice factors in the study area. These topics are covered under separate subheadings. The Land Use section includes an analysis of the project's impacts of converting parcels from their current use to a transportation use, on access to existing land uses, and on the impacts to Puyallup Tribal lands.

The Tier I EIS contains an extensive analysis of the project's consistency with local, state, and federal planning efforts. The Tier I EIS analysis found the project was consistent with local, state, and federal plans. The only further analysis done for Tier II was to confirm that the planning policies of the responsible agencies have not substantially changed since the Tier I EIS was published in 1999.

The Socioeconomics section includes a discussion on community cohesion, which is also a topic in the subsequent section on Environmental Justice (EJ).

Studies Performed and Coordination Conducted

This section incorporates information compiled in the *SR 167 Tier II EIS Land Use/Farmland/Social-Economic/Environmental Justice Discipline Report* (WSDOT 2004). The discipline report reviewed city, county, and regional plans that were examined during the Tier I process to ensure that current efforts support, and are in compliance with, established plans and policies. No substantial changes were found to have occurred since the Tier I analysis. A summary and discussion of each document and how it relates to the SR 167 Extension project is in the Tier I EIS, Section 4.12.1.

Zoning designations in the study area were obtained from the following sources: City of Fife zoning map (2000); Pierce County map of zones designated "general" and plat maps with zoning overlays (2000); City of Puyallup zoning map (2000); City of Milton zoning map (2002); and City of Tacoma zoning map (2000). This information was supplemented and updated as necessary.

The information on Puyallup Tribal Trust lands came from maps in the Tier I FEIS and parcel data in the Pierce County Tax Assessor's database.

For the population projections, U.S. Census Data for 2000 was used as well as population and housing estimates for 2000 prepared by the State of Washington, Office of Financial Management. These estimates are done yearly for all cities and counties in the State of Washington. The study area encompasses Forecast Analysis Zones (FAZs) as defined by the Puget Sound Regional Council (PSRC) model and refined by Pierce County to reflect county data on land use and Census Tracts in those FAZs. The population forecasts were done to the design year of 2030.

Census data were used to develop a profile of residents in the study area. Whenever possible, Census 2000 data were used to present the most current data available on population, minority status, and housing data. Data from FAZs were

used, except for minority characteristics and income levels, where Census information was necessary. Field investigations, telephone contact, personal visits to affected residential and business sites, and aerial photographs were used for some observations and discussions related to social/economic issues. Field interviews were held with business owners, employers, landowners and farmers, and property managers of multi-family apartments to verify and supplement data.

3.11.1 Land Use

Zoning and Existing Land Uses

Figure 3.11-1 shows the jurisdictional boundaries for the different cities and Pierce County in the study area. Figure 3.11-2 shows the generalized zoning for each jurisdiction.

City of Tacoma

The northern terminus of the proposed project will connect with SR 509 near Alexander Avenue. The project study area includes a small portion of land in the Port of Tacoma (118.3 acres) that falls within the Tacoma city limits. This area is west of the Fife city limits and 54th Avenue East. The land is primarily undeveloped and city zoning for this area is M-2 (Heavy Industrial).

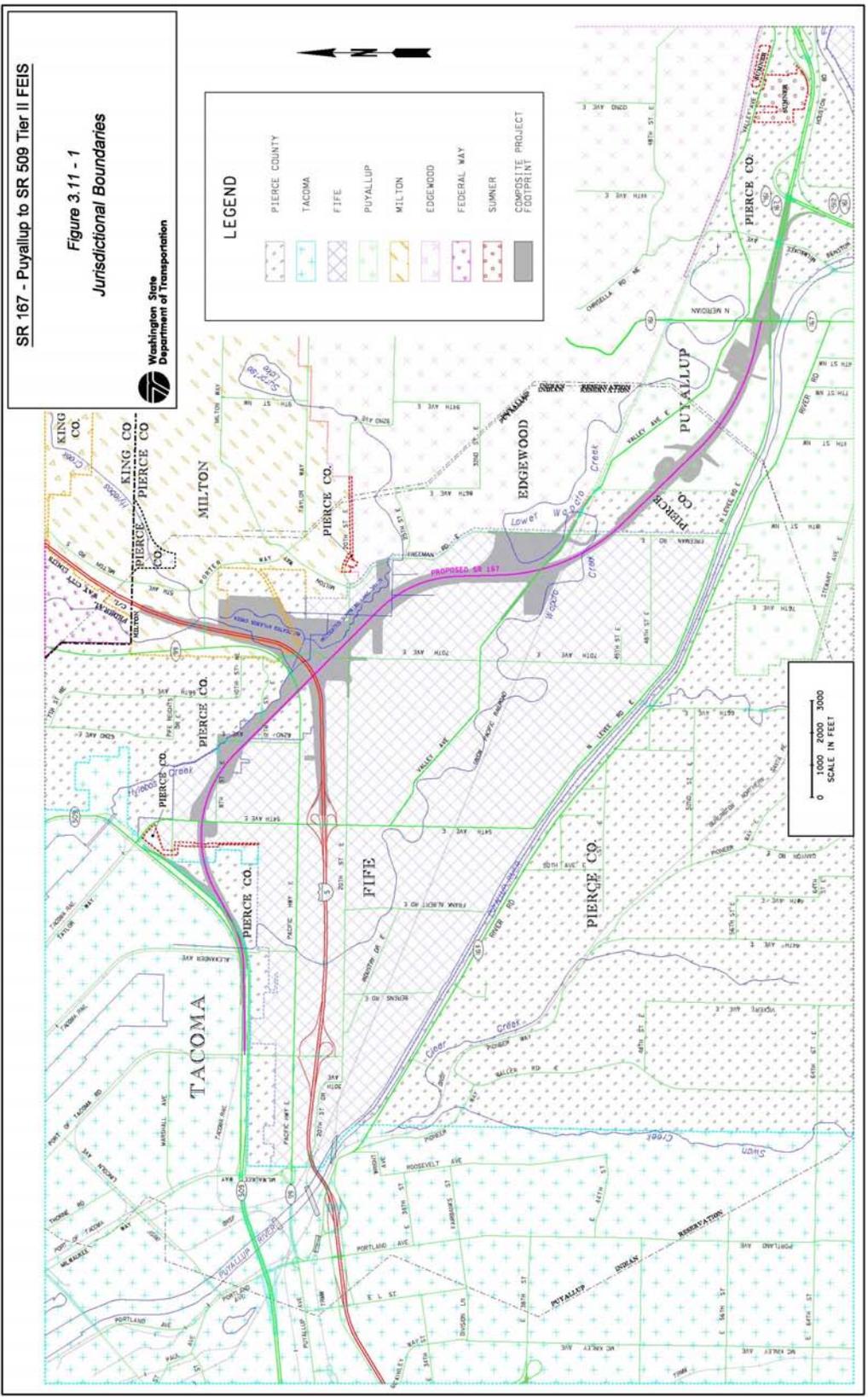
Port of Tacoma

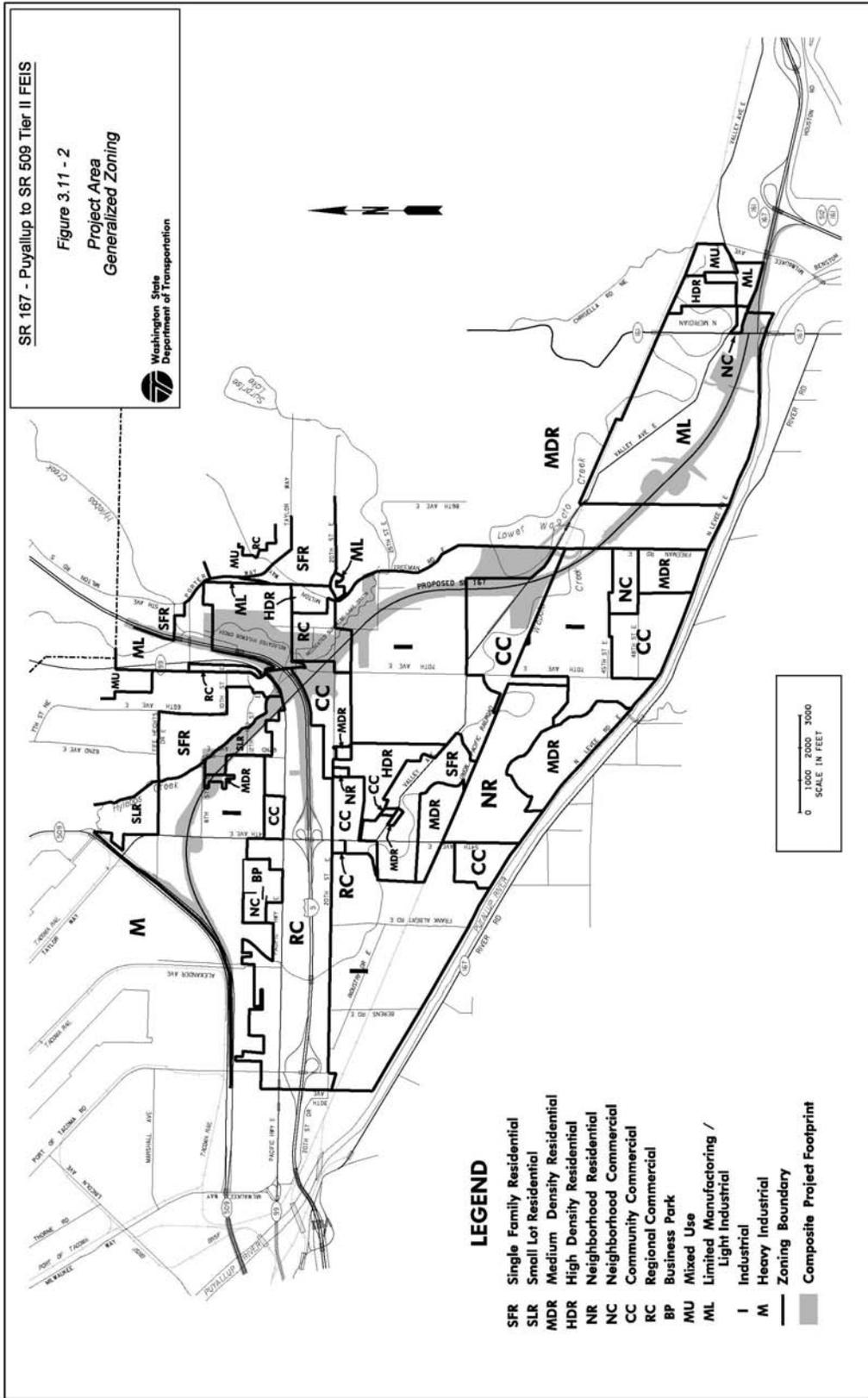
The Port of Tacoma land within the study area is subject to the zoning jurisdiction of the City of Tacoma. The bulk of the Port of Tacoma land is located outside of the study area. The land that is adjacent to SR 509 and in proximity to the proposed SR 167 corridor includes vacant land, log storage, auto import storage, and warehouse/packaging. Current City of Tacoma zoning is M-3 and M-2 (Heavy Industrial).

City of Fife

Between 1997 and 1999, the City of Fife annexed areas of unincorporated Pierce County within the city of Fife Urban Growth Area. These annexations doubled the city of Fife size from 1,935 acres in 1990 to 3,320 in 2001. The annexed areas included neighborhoods identified in the Tier I EIS as East Fife, 20th Street East, and Fife Valley. Based on these annexations, the bulk of the study area is currently within the Fife city limits.

Zoning in Fife along the proposed corridor is primarily industrial and commercial. The commercial zones (NC: Neighborhood Commercial; CC: Community Commercial; and RC: Regional Commercial) primarily border the I-5 corridor. Residential zoning (SFR: Single-Family; MDR and HDR: Multi-Family; NR: Neighborhood Residential) is concentrated south and west of the project corridor.





Existing land uses adjacent to the proposed alignment are primarily industrial/commercial, agricultural, and vacant/undeveloped. The sections along SR 99 north along 54th Avenue East are intensively developed with retail/business, commercial, and industrial/manufacturing uses. The portion of the annexed land located between 4th Street East and 12th Street East and east of 54th Avenue East consists of single-family dwellings and vacant land. Recently, industrial and commercial development has been occurring within this area including Sound Analytical Services, Odom Corporation, Fife Landing North, and Rusforth Construction Office Building. This area is zoned as industrial (I) and commercial (RC and CC).

South and east of the I-5 interchange, the existing land use is predominantly agricultural and vacant/undeveloped characterized by ownership of large parcels. There are relatively few roads and residences, except for a cluster of single-family homes in the far southeast corner of the area. Within the last decade, the area has become more industrialized with manufacturing and warehouse/distribution facilities replacing farmland. Development has especially been prevalent along 70th Avenue East between 20th Street East and Valley Avenue. Fife has zoned this area for industrial and commercial use.

City of Puyallup

The project study area includes only the northern section of the city of Puyallup east of Freeman Road and west of the current terminus of SR 167 at SR 161. Puyallup zoning is ML (Limited Manufacturing) in the section adjacent to the Puyallup River and consists of light industrial facilities and warehouses. The rest of the North Puyallup area is zoned CG (General Commercial), which permits multi-family housing development of 10 to 20 units per acre. A city recreation center located in the North Puyallup area on Valley Avenue sits adjacent to the proposed corridor alignment.

City of Milton

The extreme northwest section of the project study area west and south of Porter Way along I-5 includes a small portion of the city of Milton. Existing land use in this area is primarily single-family residential, commercial, and vacant land. The area is zoned B (Business) and M-1 (Light Manufacturing).

City of Edgewood

Current land use in the city of Edgewood adjacent to the study area in the vicinity of Valley Avenue and Freeman Road is primarily residential. Zoning in this area is Single-Family (low and moderate) and Mixed-Residential (low and moderate).

Pierce County

Adjacent to the cities of Fife and Tacoma east of 54th Avenue East, a small portion of unincorporated Pierce County lies within the study area. This includes land bound by 62nd Avenue East on the west, I-5 to the south and Hylebos Creek on the northeast. This area consists mainly of single-family residential and vacant land with commercial land use along both sides of Pacific Highway. This is an older neighborhood of small lots that is between Hylebos Creek and 62nd Avenue East. Zoning is designated as Moderate Density Single Family and

Mixed Use District by Pierce County. Located directly north of the bluffs above Hylebos Creek is Fife Heights, a largely residential community with a rural character.

Puyallup Tribal Trust Lands

Puyallup Tribal Trust lands within the study area are shown on Figure 3.11-3. In 1989, the Puyallup Tribe reached an agreement with a number of jurisdictions. This agreement settled land claims made by the Tribe. In return for relinquishing its claim on port industrial land, the Tribe received an estimated 899 acres of land. The bulk of the land received is located along the Blair and Hylebos waterways.

Two other properties near the study area were received by the Tribe as a result of the settlement, both of which are located south of the Union Pacific Railroad (UPRR) line between Frank Albert Road and 54th Avenue East. These two adjacent parcels consist of 57 and 22 acres, respectively. Two other small Tribal trust parcels are located along the north side of the Puyallup River east of 54th Avenue East.

Tribal trust lands in the study area are located north and south of Valley Avenue between 70th Avenue East and 82nd Avenue East, as well as in the Port of Tacoma/Fife area north of I-5. Trust land located within the vicinity of the proposed alignment includes eight parcels of land (41 acres) west of the proposed project ROW (ROW) and east of 70th Avenue East, two parcels (15 acres) southwest of the proposed ROW at the intersection of Freeman Road and 48th Street, and one parcel south of the proposed ROW on 8th Street East at 54th Avenue East (0.34 acre).

Impacts of Construction

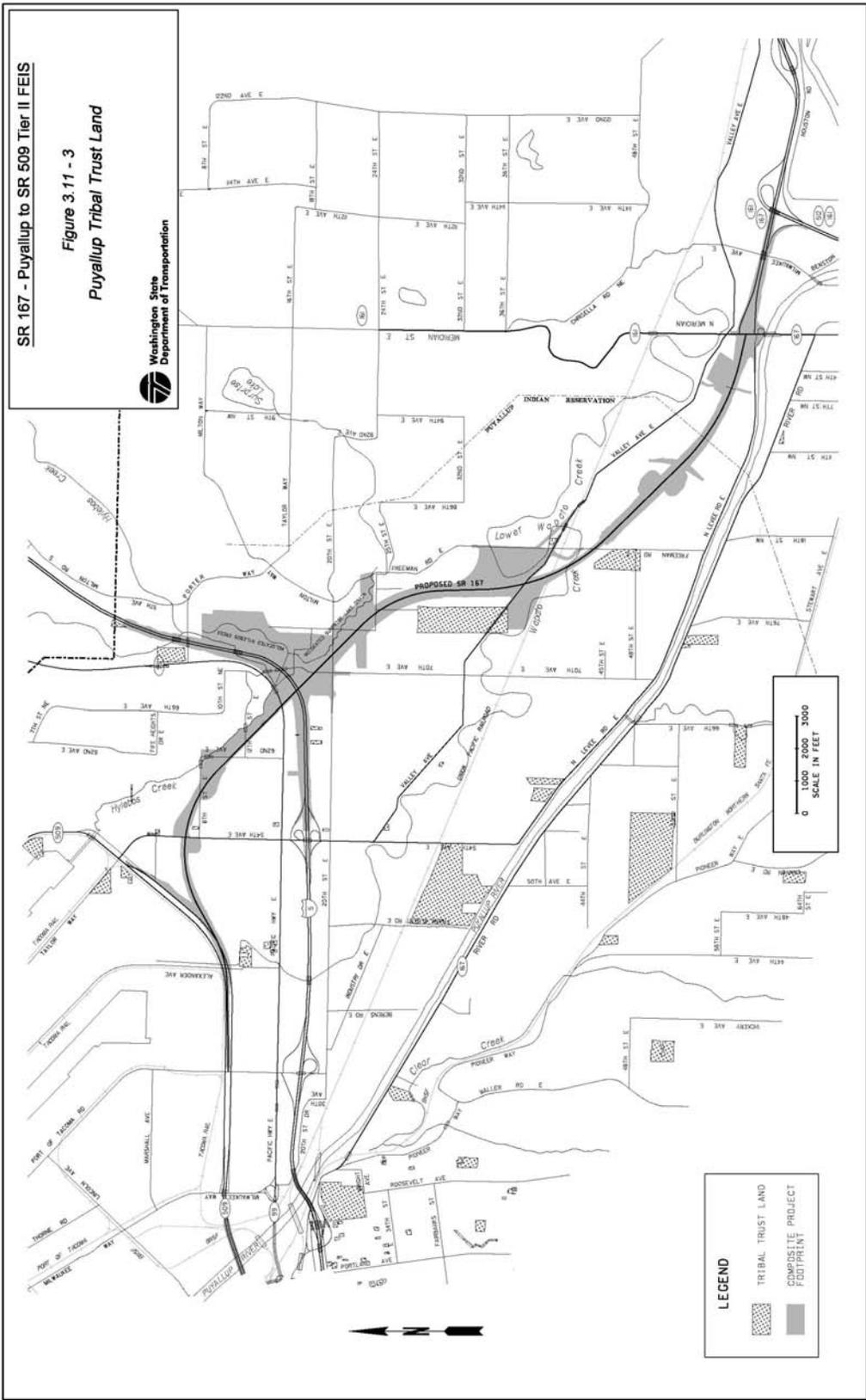
This section discusses the potential land use impacts of the project related to construction of the project improvements. The impacts are from the conversion of land from one use to another. Other impacts to land use include temporary disruption of business or loss of access due to detours. These are discussed in more detail under Section 3.13 (disruption) and Section 3.14 (loss of access).

No Build Alternative

No direct conversion of existing land uses from the project would occur under the No Build Alternative. Under this alternative, current land use development trends would continue to occur. These trends would follow existing land use plans, zoning designations, and regulations adopted pursuant to the Growth Management Act (GMA) by the affected jurisdictions that directly surround the proposed SR 167 highway extension. The cities and Pierce County would continue with various improvements to the existing road system. It is not expected that these improvements would result in conversion of substantial acreages of land from their current uses to transportation uses. Some of the larger proposed projects are listed in the Transportation section (Section 3.14).

SR 167 - Puyallup to SR 509 Tier II FEIS

Figure 3.11 - 3
Puyallup Tribal Trust Land



WSDOT would continue to make improvements to I-5, SR 99, SR 161, SR 509, and existing SR 167 within the study area. These improvements could include some additional ROW for park and ride lots, express lanes, intersection improvements, and capacity additions. The acreages converted from current land uses would be substantially smaller than the build alternative.

Build Alternative

Mainline

Permanent impacts under this alternative would primarily involve the long-term conversion of existing land uses to transportation-related uses. Approximately 286 to 306 acres of new ROW for the proposed alignment will be directly converted to transportation-related uses (Table 3.11-1). The final acreage purchased by WSDOT for ROW will be higher because the remainder of some parcels would be rendered unusable. The decision to purchase the remainder of a parcel will be made on a case-by-case basis and cannot be determined at this time.

Table 3.11-1: Right-of-Way Acquisition (Acres)

	Residential	Commercial /Industrial	Agricultural	Vacant	General/ Public	Total
Mainline & I-5 Interchange						
SR 509 to I-5	2.7	2	0.8	13.4	0.2	19.1
I-5 Interchange	19.8	16	11.2	9.2	1.2	57.4
I-5 to Valley Avenue	4.7	0	22.7	49.2	4.1	80.7
Valley Avenue to SR 161	5.8	0	11.7	4.4	0.3	22.2
Subtotal	33	18	46.4	76.2	5.8	179.4
Interchange Options						
54th Ave E Interchange						
Loop Ramp	0.5	8.5	0.3	2.4	0.4	12.1
Half Diamond Ramp	1.8	8.4	3.4	1	0.4	15
Valley Ave Interchange						
Valley Ave	7.5	12.7	32.8	6.9	0	59.9
Valley Realignment	11.5	14	15	2.9	0.8	44.2
Freeman Road	8.3	14.5	17.8	10.2	0	50.8
SR 161/167 Interchange						
Urban	1.3	2.2	29.1	15.7	3	51.3
Diamond Medium	1.3	1	29.1	15	3.9	50.3
Diamond Low	1.3	1	29.1	15	3.9	50.3
Total Mainline plus Interchange Options	42.3-47.6	40.1-43.2	90.8-111.7	95.1-104.5	9.2-10.9	286-305.6

Existing vacant and agricultural uses would be affected the most, with 95 to 105 acres vacant/undeveloped land and 91 to 112 acres agricultural converted, depending on the final approved design. Other uses converted will include 42 to 48 acres residential, 40 to 43 acres of commercial/industrial land, and 9 to 11 acres general/public. The latter includes public property and general use such as city facilities, churches, educational, and recreational activities. Table 3.11-1 illustrates the breakdown by segment.

A number of residential units and businesses will be displaced as a result of ROW acquisition. The bulk of the displacements occur within the Fife city limits. The residences are mostly older single-family residential units, the

majority of which are located in the North Fife area and in the vicinity of the I-5 interchange near 70th Avenue East. Most of the affected businesses are located in the vicinity of the I-5 interchange. The majority of the manufacturing/industrial businesses affected by the proposed alignment are located north of I-5, primarily in the vicinity of the northern limit of the project (54th Avenue East).

Most of the land acquired for ROW that is identified as agricultural and vacant in Table 3.11-1 is located within the city of Fife and is zoned predominately for industrial and commercial usage. Much of the current use of this land has been for farming and will be converted to transportation-related usage.

Impacts to the city of Fife from the loss of these properties will result in the loss of tax revenues. Nearly half of the city of Fife land carries industrial/commercial zoning. It is anticipated that these impacts will be short-term. It is expected that the lost economic revenue would be recovered as the remaining vacant property is developed or as the remaining land from displaced users is redeveloped. The city of Fife's close proximity to the Port of Tacoma, the sixth largest port in the United States, makes it appealing to port-related warehouses and manufactures. As such, the properties immediately adjacent to SR 167 are expected to increase in value due to the freeway availability as well as to the proximity of the port. Displacements, disruptions, and relocations are discussed more fully in Section 3.13.

Puyallup Tribal Trust Lands

Twelve Tribal parcels are currently located within the proposed project ROW and will be affected by acquisition. Seven of the twelve parcels are identified as Tribal Trust land. The others are owned by individual Tribal members. Figure 3.11-3 shows the Tribal Trust parcels, but some of the parcels are adjacent to each other and show up as a solid block. Four of the Trust parcels fall within the proposed I-5 interchange footprint. Two are located along north side of I-5, while two are located on the south side. The relocation of Hylebos Creek riparian buffer zone will impact the two southern parcels.

After issuance of the Tier I ROD, the Puyallup Tribe of Indians purchased two parcels (one and five acres, respectively) in the vicinity of 12th Street East that will be impacted by the alignment. The Puyallup Tribe recently purchased (March 2004) three more parcels just south of the UPRR rail line and west of Freeman Road, which will be impacted by the alignment and riparian restoration. None of these five parcels are designated as Trust land.

Interchange Options

Table 3.11-1 compares the amount and types of existing land uses that could be converted to transportation-related uses for each of the interchange options. (Note: The acreage of agricultural land is from the Assessor's database and does not equal farmland as defined in the Farm Protection Policy Act. Please see Section 3.12.2 for more detail on the definition of farmland.) At the 54th Avenue East partial interchange, the Preferred Loop Option has the least impact on land use. At Valley Avenue, the Valley Avenue Realignment Option has the least impact. All the options at the SR 161 interchange have similar impacts.

Puyallup Tribal Trust Lands

All three Valley Avenue interchange options would affect Tribal Trust properties. Along Valley Avenue, three Tribal Trust properties might experience disruptive impacts to existing access and parking, but would not result in displacement nor would the current property utilization be altered. The three interchange options affect these three Tribal Trust properties to the same degree: 0.34, 0.06, and 0.60 acre of each respective parcel. With the loss of only these small amounts of land, the access and parking could be modified and reorganized within the existing parcel.

The environmental screening criteria include one for impacts to Tribal Trust lands. Table 3.11-2 summarizes the number of parcels impacted at each interchange.

Table 3.11-2: Impacts on Tribal Trust Lands (For Screening Criteria)

Interchange Options	Number of Tribal Trust Parcels Impacted
54th Ave E Interchange Options	
Loop Ramp	3
Half Diamond Ramp	3
Valley Ave Interchange Options *	
Valley Ave	3
Valley Realignment	3
Freeman Rd	3
SR 161/167 Interchange Options	
Urban	0
Diamond Medium	0
Diamond Low	0

*Three additional tribally owned properties will be impacted by the SR 167 mainline near Valley Avenue interchange.

Riparian Restoration Proposal Impacts

The Riparian Restoration Proposal would restore floodplains along the lower Hylebos, relocated Hylebos and Wapato Creeks, and Surprise Lake Drain. The plan will require the acquisition and removal of human made structures and replacement with riparian vegetation.

Table 3.11-3 summarizes the amount of existing land that will be directly converted under the Riparian Restoration Proposal. Existing vacant, agricultural, and residential uses will be affected the most, with 51 acres vacant/undeveloped land, 59 to 71 acres agricultural, and 56 to 67 acres residential being converted. A number of residential units and businesses displacements are anticipated as a result of ROW and mitigation acquisition. Coordination with the Puyallup Tribe concerning ROW acquisition was previously described in subsection 1.4.3 on page 1-33. See Section 3.13 for a detailed discussion of potential displacements and for a detailed list of potential parcels and existing land uses that would be directly affected.

Impacts under the Riparian Restoration Proposal will primarily involve the long-term conversion of existing land uses to transportation-related uses, as well as

riparian restoration. Depending on the interchange option selected, a total of approximately 214 to 237 acres of additional land will be converted to accommodate the plan. This converted land is in addition to that identified in Table 3.11-1. The total amount of land converted for this project under the Build Alternative, including the Riparian Restoration Proposal, could range from 650 to 693 acres.

Table 3.11-3: Riparian Restoration Proposal Land Acquisition (Acres)

	Residential	Commercial/ Industrial	Agricultural	Vacant	General/ Public	Total
Mainline and I-5 Interchange						
SR 509 to I-5	22.3	3.1	10.7	7.2	2.7	46
I-5 Interchange	3.1	6.1	20.1	24.4	26.8	80.5
I-5 to Valley Avenue	3.4	0	11.4	11.3	1.1	27.2
Subtotal	28.8	9.2	42.2	42.9	30.6	153.7
Interchange Options						
54th Ave E Interchange						
Loop Ramp	0	9.5	0.9	3.3	0.01	13.7
Half Diamond Ramp	0.9	8.7	4.2	3.1	0.2	17.1
Valley Ave Interchange						
Valley Ave	19.1	7.4	15.5	4.5	0	46.5
Valley Realignment	22.5	7.4	22.5	4.6	0	56.9
Freeman Road	29.7	7.5	24.6	4.5	0	66.4
Total Mainline plus Interchange Options	47.9-59.4	25.3-26.2	58.6-71.0	50.5-50.8	30.6-30.8	213.9-237.2

To accommodate the Riparian Restoration Proposal between 54th Avenue East and I-5 the mainline roadway will be constructed at ground level rather than on structure. More ROW will be required to construct the mainline roadway and 54th Avenue East interchange ramps at ground level, and to add bicycle/pedestrian facilities described in Chapter 3.15. Most of the land converted by the 54th Street Interchange Option is for the new roadway, while 75 percent of the land converted along the Mainline north of I-5 would be for riparian restoration.

Under the three Valley Avenue Interchange Options (Valley, Valley Realignment, and Freeman Road), 47 to 66 acres of additional land would be required to implement the Riparian Restoration Proposal on properties already being impacted. Similarly, at the I-5 interchange, additional impacts would occur within the alignment footprint and not result in additional land conversion. However, the Hylebos Creek relocation and the Surprise Lake Drain relocation portions of the restoration plan account for the bulk of the acreage to be converted at the I-5 interchange.

Consistency with Plans and Policies

No Build Alternative

The No Build Alternative would be inconsistent with local and regional plans and policies, which support the extension of SR 167 to the Port of Tacoma area. These include policies contained in adopted plans by PSRC, Pierce County, and the cities of Fife and Puyallup.

Build Alternative (Preferred)

The proposed SR 167 corridor is consistent and in compliance with federal and state policies. The preferred alternative is also consistent with the local and regional land use plans affecting the study area. The proposed corridor would support planned growth of the area as envisioned by the local and regional jurisdictions. The extension of SR 167 to SR 509 has been promoted by both the City of Fife and the City of Puyallup in their respective comprehensive plans. By reducing traffic congestion on local streets and arterials being used to transport freight, the project would also support the City of Fife policy to buffer residential areas from excessive traffic, especially commercial traffic. The project is also consistent with Pierce County's Comprehensive and Transportation Plans and is considered a priority project.

The PSRC VISION 2020 Plan (1995 update) recommends the extension of SR 167 as an improvement and also identifies it as a major regionally significant project for the Puget Sound in its Six-Year Action Strategy (1999). In the PSRC Destination 2030 (2001a) the proposed SR 167 corridor is identified and given support as a regional project. The Port of Tacoma strongly endorses a new SR 167 corridor that would connect with SR 509, as a critical transportation infrastructure need. The proposed corridor would provide a direct high-speed connection to the Port, assist in improving traffic movement, reduce congestion, and provide greater accessibility of port facilities to meet the needs of growing containerized cargo and other freight traffic (Chilcote 2000). These conclusions support the Purpose and Need statement for the project.

Indirect Impacts

Considerable population growth has occurred in the study area and Pierce County, and is forecast to continue through 2030. Over the last 10 years Pierce County population increased 19.51 percent from 586,203 to 700,600. During the same period the cities of Fife and Puyallup have grown at a more rapid rate (31.9 percent and 29.6 percent respectively). Future growth estimates for Pierce County show a similar growth rate to that experienced in the past through 2020 (OFM 2000).

Year 2030 growth projections for the state as a whole show a 15 percent increase in population per decade. According to the Forecast Analysis Zone data, provided by Puget Sound Regional Council and updated by Pierce County, Fife (FAZ 2000) is expected to grow by 2,617 persons for a total population of 8,986 persons in the year 2030. FAZ 1200 in the central portion of the study area is expected to grow to 7,173 in the year 2030, while North Puyallup (FAZ 1130) is forecasted to reach 3,884 persons. Based on Pierce County capacity analysis for the year 2030, it is anticipated that FAZ 2000 would achieve a 97.8 percent build

out of capacity of household dwelling units, while FAZ 1130 would reach 73.9 percent and FAZ 1200 a 100 percent capacity build out (Phelps 2001).

No Build Alternative

Under the No Build Alternative, development in the project area would occur according to land use plans, zoning designations, and regulations adopted pursuant to the GMA by the City of Fife and the City of Puyallup. As population densities increase in Fife and Puyallup due to urbanization, the conversion of low-intensity land use such as agricultural and undeveloped land to higher intensity use would continue to occur as designated by local jurisdictions.

Without the planned facility, it is anticipated that under a No Build scenario traffic congestion would continue to increase. This would result in more congestion-related delays in freight transport, and increased incompatible heavy truck use on residential surface streets. The anticipated growth as noted above would need to be matched with actions to maintain adequate transportation levels of service.

Build Alternative (Preferred)

The geographic boundary considered when addressing indirect impacts for the project includes the area up to a quarter mile from the ROW boundaries of the interchange options.

The proposed project is compatible and would support planned and anticipated urban growth in the cities of Fife and Puyallup areas according to adopted local and regional plans (City of Fife, City of Puyallup, City of Milton, City of Edgewood, Pierce County, and PSRC) by reducing congestion and travel time, especially in the city of Fife. A similar level of growth is expected to occur in the region with or without the Build Alternative.

The proposed project would not be expected to induce unplanned regional growth; however, it may have some influence on development within the study area. Although a similar overall level of growth and development would be expected by the year 2030 compared to the No Build alternative, the proposed project could alter the rate, timing, and location of development within the corridor area as planned by local and regional jurisdictions. In conjunction with market forces and economic conditions, especially fueled by the Port of Tacoma's anticipated growth and expansion development, regional growth is expected to occur and has been occurring within this immediate area.

The proposed project, by substantially improving travel and accessibility, may serve to accelerate planned development along the proposed corridor, especially in the vicinity of new freeway interchanges.

Under the Build Alternative, market forces, economic conditions, the availability of suitable land, and adequate utilities and public services would continue to be major factors in determining the rate of growth and development. Through the growth management process, local and regional jurisdictions have planned for future growth within the study area by defining the location and allowable intensity (density) of growth and development within, and adjacent to the study

area. The Build Alternative would speed up the planned transition of the North Fife area from residential/agricultural to industrial/commercial use and the Fife/Puyallup Valley from agricultural/vacant to mixed commercial-residential and industrial.

Cumulative Impacts

The geographic boundary for this subject includes the portion of Pierce County surrounding the project. The temporal boundary stretches back to include occupancy by the Puyallup Tribe prior to the 1800's and forward to 2030.

Historically, the Puyallup Tribe lived in villages, from the foothills of what is now known as Mount Rainier to the shores of Puget Sound. According to history of the Puyallup Tribe, they have lived in the area for thousands of years. Currently, the Puyallup Tribe offers programs serving an estimated 32,000 Indian people in the area.

The Puyallup River Basin was one of the earliest areas settled in the Puget Sound area. Arriving Euro-American immigrants prized this basin for its deep-water embayment, large tracts of pristine old growth forests, fertile river valley soils, and abundant runs of salmon. Homesteads and settlements began appearing as early as 1850, and the new arrivals initiated a series of actions to modify the landscape to fit their needs. The dredging and filling of the estuary, started in the late 1800's, was largely completed by 1930. Two hydroelectric dams were completed shortly after 1900. An extensive system of levees, dikes, and revetments were started in the early 1900's, and continue to be maintained today. In 1906 the White River was diverted into the Puyallup River Basin, almost doubling the flows in the lower Puyallup River.

According to Washington State Extension Services, the Puyallup River Valley is the most arable land in the state. Anecdotal information collected indicates that the area has been farmed for at least three generations. Several farmers interviewed said that the shift to a more urbanized community began approximately 10 to 15 years ago.

Today, most of the population in Pierce County can be found in the western central third of the county along the I-5 corridor. This is because much of the eastern portion of the county is sparsely populated and much of it is in federal land ownership (U.S. Forest Service and National Park Service) or owned by private timber companies. The western portion of the county is where growth is occurring. This pattern is consistent with the planned growth identified in the comprehensive plan. The corridor includes approximately 216 acres of agricultural lands and 441 acres of developed property.

No Build Alternative

The project would not result in the conversion of land use, and therefore would not contribute to the incremental land use changes in the region.

The No Build Alternative could have a greater cumulative impact on community cohesion and social interaction due to worsening traffic conditions and their associated accessibility and noise impacts. As communities within the project

corridor reach build-out in the coming years, increases in traffic could compound congested conditions thereby discouraging local travel and social interactions in and between neighborhoods.

Build Alternative (Preferred)

Under the Build Alternative approximately 286 to 306 acres would be directly converted to transportation-related uses. This incremental effect, along with other land use effects and transportation improvement projects in the region (i.e. Canyon Road extension project and Valley Avenue reconstruction project), would contribute to and hasten the build out of high-density uses within the project area. The conversion to higher intensity land uses is consistent with and supports the policy framework for future development as identified in the comprehensive plans and development regulations adopted by valley jurisdictions (cities of Fife and Puyallup).

Since the completion and operation of the proposed project would not create additional physical barriers to social interaction, no substantial cumulative impact is anticipated. Substantial cumulative impacts would occur if a combination of environmental effects (i.e. traffic, displacements, noise, and visual impairments) have more than a moderate impact on community cohesion. Since the majority of the project in the northern segment of the corridor falls within the existing I-5 corridor, no negative cumulative effect on movement within or between neighborhoods is anticipated.

Noise and visual impacts would be confined to edges of neighborhoods in close proximity to the existing transportation corridor. In the central and southern portions of the project area, the new alignment traverses vacant and agricultural properties. Although some agricultural properties will be purchased to satisfy ROW needs, the movement and interaction of community members between neighborhoods and markets would not be impacted.

3.11.2 Socioeconomics

Regional Characteristics

In Pierce County, population increased 19.5 percent between 1990 and 2000 (586,203 to 700,820). This percentage increase reflects the increasing growth rate of Washington State since 1990 (21.1 percent). Along with increasing population, there has been a shift in population growth patterns within the county. During the 1980s, the unincorporated areas of Pierce County experienced a faster rate of growth than the incorporated areas: 24.7 percent versus 15.6 percent. The 1990s saw a reversal in that trend with unincorporated areas of the county actually declining in population. Since 1990 unincorporated Pierce County experienced a 5.9 percent decline in population, while the incorporated areas experienced a 56.7 percent increase (Census 2000).

Pierce County population projections for the year 2020 show a total population of 916,848 persons, an increase of 216,028 persons or 31 percent over 2000 population (OFM 2000). This growth rate averages just over 15 percent per decade, a slower growth rate than that experienced during the 1990-2000 decade.

Housing in Pierce County increased from 228,842 units in 1990 to 283,192 units in 2000, an overall increase of almost 24 percent. Approximately 75 percent of the housing growth is in single-family units (211,470) and the remaining 25 percent consists of multi-family dwellings (71,730) (PSRC 2000). There is little unoccupied housing within the county. According to Census 2000, Pierce County has a 94 percent occupancy rate, leaving 6 percent of the total housing units vacant. Homeowner vacancy rates are much lower than rental vacancy rates: approximately 2 percent and 6 percent respectively. The majority of housing units in the county (65 percent) are owner-occupied. The rest (35 percent) are renter-occupied housing units. The county's average household size is 2.6 persons. Occupancy trends in the county have remained stable over the past 20 years. Increases in the countywide housing market appear to be meeting the demands of the increasing population.

In 1999, Pierce County had an estimated labor force of 335,300 persons of which 320,100 persons were employed. According to the Washington State Department of Employment Security, Pierce County has historically experienced low unemployment rates. Since peaking at 12.4 percent in 1982, county rates have bounced between 8 percent and 6 percent. Between 1997 and 2000, unemployment rates stabilized at 4.5 percent paralleling those for Washington State.

Community Characteristics

Physical Environment

The project area north of I-5 is primarily commercial and industrial. Port of Tacoma Road is lined with commercial and industrial businesses. Over the past decade 54th Avenue East has been converted from a residential street to one of commercial uses. Some single-family homes are interspersed with warehouses and commercial businesses; others have been converted to small owner-operated businesses. There are no schools, community services, or churches in this area.

The area west of 54th Avenue East, between 4th and 12th Streets East, is a rural residential neighborhood of single-family homes along the streets, with small agricultural fields and pasture behind the homes. The neighborhood is referred to as the North Fife Triangle. A manufactured home park with 17 single-family units (Hylebos Creek Estates) is located in this neighborhood. There are no schools or churches in this area. Recently, industrial and commercial development has been encroaching into the neighborhood. Developments that have been completed or are under construction include Sound Analytical Services, Odom Corporation, Fife Landing North, and Rusforth Construction.

Along 57th Avenue East, just north of SR 99, a small residential pocket of ten single-family homes is located. East and west of this neighborhood along SR 99 commercial businesses occur, and a steep slope constrains the northern limit of this neighborhood.

The project area south of I-5 is primarily agricultural, with neighborhoods located in the vicinity of 54th Avenue East, between Valley Avenue and the UPRR line. Fife High School and Fife Elementary School are located at the northwest corner of the neighborhood, on 23rd Street East, and the Early

Childhood Center for preschool and kindergarten students is located on 70th Avenue East, north of Valley Avenue. Another small residential neighborhood occurs southwest of the intersection of 20th Street East and 62nd Avenue East.

Although much of this area retains an agricultural character, an emerging trend within the study area is the rapid conversion of agricultural lands to commercial uses. During annexation of the area between 1997 and 1999, the City of Fife changed the zoning of the lands within the Fife Valley area from agricultural to commercial. Industrial, manufacturing, warehousing and distribution facilities are replacing once active farmland. Development is especially evident in construction of new commercial complexes on former farmland along 20th Street East, and along 70th Avenue East between Valley Avenue and 20th Street East.

Population

From 1990 to 2000, the city of Fife has grown at a very rapid rate (32 percent). Part of Fife's growth is due to annexations of Pierce County. The city of Puyallup has also experienced a rapid growth rate (29.5 percent), but slightly less than that of Fife. Although the city of Milton also showed an increase in population growth for the same time period (12.6 percent), the rate of growth was much less than that of Fife, Puyallup, and the county.

The Census Tracts that encompass the primary SR 167 study area are 709, 707.03, 707.04, and 705 (Figure 3.11-4). Census Tract 709 includes the city of Fife, the North Fife area, and a portion of the Port of Tacoma. Census Tracts 707.03 and 707.04 (1990 Census equivalent – 707.02) encompass the Fife Valley area north of Valley Avenue and the cities of Milton and Edgewood. Tract 705 encompasses the southern portion of Fife Valley and the northern Puyallup area. From 1990 to 2000 the population of tract 709 increased by 13 percent, from 5,595 persons to 6,369. Tract 705 experienced the greatest population growth (28 percent) increasing from 3,202 persons to 4,106. Combined, tracts 707.03 and 707.04 experienced the slowest rate of growth at 7 percent, increasing from 7,008 persons in 1990 to 7,487 in 2000.

To project population growth, Census Tracts are grouped into FAZs. FAZ boundaries follow Census Tract boundaries and thereby facilitate the use of Census data to build future projections. The PSRC maintains Census and FAZ data for Pierce County. According to FAZ data provided by PSRC, FAZ 2000 (Tract 709) is expected to grow to 9,880 persons by the year 2030. FAZ 1200 (Tracts 707.01, 707.03, and 707.04) is projected to grow from its current population of 14,238 to 22,891 by the year 2030. FAZ 1130 (Tract 705) forecasts negative growth from its current population of 4,106 persons to 3,894 persons in the year 2030.

Over the past decade, the percentage of minority population has grown at a slightly higher rate along with overall population growth. The city of Fife experienced a 16.8 percent increase in minority population. Census Tracts in the northern portion of the project area experienced minority growth rates of 13 percent to 14 percent. The Census Tract in the southern portion of the project corridor experienced a slower minority growth rate of 4.3 percent (Census 2000).

The median age of the population in the cities of Puyallup and Tacoma is 34.1 and 33.9 years of age, respectively, and mirrors the county’s median age of 34.1. While the city of Fife has a slightly younger median age of 29.4, the cities of Milton and Edgewood share a slightly older median age, 37.8 and 39.3 (Census 2000).

Employment

The community within the project corridor is experiencing increasing population growth, with economic growth and employment opportunities continuing to increase in tandem. Table 3.11-4 portrays current employment (2000) and year 2030 projections by industry sector for the FAZ/Census Tracts in the study area. Between 2000 and 2030, growth is estimated in almost all industry sectors. In all FAZs, the wholesale, transportation, communication and utilities sector shows the highest growth rate, indicating employment trends moving away from the retail and service industries.

The service industry accounts for 29 percent of the average annual employment in Pierce County; with government and retail trade industries each accounting for 20 percent of the average annual employment. Agriculture related industry accounted for only 1 percent of the Pierce County economy in 2000, supplying 3,126 jobs.

Table 3.11-4: Current and Projected Employment by Industry Sector

Industry Sector	FAZ 1130*		FAZ 1200*		FAZ 2000*		Pierce County	
	2000	2030	2000	2030	2000	2030	2000	2030
Retail	456	1,807	957	2,040	1,603	2,493	50,045	77,097
Services (Finance, Insurance, Real Estate)	202	1,556	694	1,336	2,707	4,424	89,340	149,315
Government/ Education	46	240	451	632	356	896	74,401	86,001
Wholesale, Transportation, Communications, Utilities	278	1,347	323	822	4,656	7,115	23,917	41,718
Manufacturing	359	1,375	381	763	3,226	2,000	23,992	30,496
Total Employment	1,341	6,325	2,806	5,593	12,995	16,929	261,695	384,627

*FAZ 1130 = North Puyallup (Census Tract equivalent 705) FAZ 1200= Milton/Edgewood (Census Tract equivalent 707.01, 707.03, 707.04)

FAZ 2000 = Fife (Census Tract equivalent 709)

Puget Sound Regional Council 2001b Employment Working Forecasts

A comparison of first quarter trends in the agricultural sector shows agricultural activities in the study area to be consistent with those of the county as a whole. First quarter activity is the standard measurement used to track agricultural activity by Employment Security. First quarter 2001 totals show that 0.4 percent of employment within the project area occurred in the agricultural sector. During that same period, the county experienced a 1.0 percent agricultural employment rate. First quarter 2002 totals for the county agricultural employment rate remained at 1.0 percent. The industry coding system has been revised from Standard Industry Classification to North American Industry Classification System (NAICS). Per the Washington State Employment Security Department, there have been more categories added to NAICS, therefore making yearly comparisons prior to 2001 nearly impossible at the sub-county level (Washington State Employment Security Department 2003).

Housing based on data provided by Census 2000, occupancy and vacancy rates in the city of Puyallup closely mirror those of the county as a whole; 95.6 percent of all units are occupied leaving a 4.4 percent vacancy rate. Fifty-five percent of all housing units are owner-occupied with 45 percent being renter-occupied. The average household size for the city of Puyallup is 2.5.

The city of Fife has a similar occupancy rate. However, only 24.8 percent of all housing units are owner-occupied, while 75.2 percent are renter-occupied. This trend is due, in part, to a younger, non-homeowner group of residents living in the Fife area. The average household size for the city of Fife is 2.2.

The surrounding communities of Milton and Edgewood share similar occupancy and homeowner rates as Puyallup. The average household size for the city of Milton is 2.4 and 2.7 for the city of Edgewood.

Income

The median household income level in the project area (\$40,110), although slightly lower, is not dissimilar from the median household income level in Pierce County (\$45,204). The city of Puyallup maintains a median household income of \$45,204 and the city of Fife is \$31,806. Per capita income for the project area is \$20,415. This average is similar to the county per capita income of \$20,948 while lower than the city of Puyallup (\$22,401) and higher than the city of Fife (\$16,723) (Census 2000).

The project corridor also contains fewer low-income households than the surrounding communities. In the northern and central portions of the corridor (Tracts 709 and 707.02), low-income households make up approximately 7.7 percent of all households. This average is lower than that of the county (10.9 percent) and slightly lower than the cities of Fife (7.9 percent) and Puyallup (7.8 percent). In the southern portion of the corridor, Tract 705, 6.1 percent of all households are identified as low-income.

Table 3.11-5 displays income characteristics in relation to population characteristics for the project corridor. The study area is broken down to include the relevant Census Tracts and Block Groups. Totals are presented for each Block Group and for the study area as a whole. The study area has a higher median household income and a higher per capita income than in surrounding communities. The

percentage of low-income households in the study area is also proportionate to the surrounding communities. The study area maintains a substantially lower percentage of minorities than surrounding communities.

Census Tract 709, Block Group 3 does show a substantially higher percentage of low-income households. It is noted that this Census Tract includes the Puyallup Tribe. Five single-family units that could be displaced or impacted are on parcels of land owned by the Puyallup Tribe tribal members or are in Tribal Trust, and are zoned commercial. At this time the houses are vacant. Another low-income housing displacement, depending on the final alignment would be the 12 low-income rental units (one building) in the Mountain View Apartment complex. Another 10-unit apartment building in this complex, not considered low income, could also be impacted by the project's proposed ROW.

Regional and Local Economy

The study area supports a variety of economic activities ranging from agriculture to heavy industry. Most industrial uses and related shipping and support services are located in the port area and the city of Fife. The Port of Tacoma has a heavy influence on the economy of Pierce County.

The Port of Tacoma is ranked among the top 10 ports in the nation and is second in terms of container volume (Economic Development Board for Tacoma-Pierce County 2001). It has become one of the fastest growing ports in the United States with a 34 percent increase in operating income in 2000. Covering over 2,400 acres, port activities account for more than 22,000 jobs in Pierce County (Port of Tacoma 2001).

In Pierce County, the two fastest growing industry sectors have historically been the services and trade sectors. That trend has been steadily on the incline since 1970. The largest employment sector in the county remains that of services, accounting for 66,747 jobs in 2000. The second largest sector of the economy is that of government, accounting for 50,901 jobs in Pierce County, due largely to the military installations of Fort Lewis and McChord Air Force Base. The retail trade sector proved to be the third largest sector of the Pierce County economy, providing 46,427 jobs in 2000. Several large firms in the greater Seattle area have chosen to expand into the less congested areas of Pierce County. This trend appears to be driven by the firms' attempt to lessen congestion and locate nearer their workforce (Washington State Department of Employment Security 2001).

According to the Tacoma/Pierce County Economic Development Board, the overall economy of Pierce County experienced a 3.7 percent growth rate during 2000 and part of 2001. While growth is not expected to accelerate in 2001, it is an indication of continued strength and adequate capacity for expansion. By the end of 2000, new employment opportunities in the county increased by 2.0 percent. This rate of growth is expected to accelerate in 2001 to a 2.5 percent increase, creating just over 6,000 new jobs countywide (Tacoma-Pierce County Economic Development Board 2001).

Table 3.11-5: Study Area Community Profile

	Total Population	Minority Percent	Hispanic Percent	Median Household Income	Per Capita Income	Low-Income Households Percentage	Mobility, Self-Care Limitations* Percent	Elderly (65+ years) Percent
Pierce County	723,531	22	6	\$47,221	\$20,948	11	6	10
City of Fife	4,760	38	14	\$31,806	\$16,723	10	7	7
City of Puyallup	32,682	12	5	\$47,269	\$22,401	6	8	11
Census Tract-Block Group								
705-1	709	5	2	\$34,148	\$22,251	7	15	33
705-2	2133	11	5	\$36,996	\$19,220	6	10	9
705-3	479	22	11	\$39,375	\$21,263	6	13	17
707.03-1	622	11	5	\$40,588	\$18,091	13	9	7
707.04-2	1500	11	6	\$50,385	\$26,788	5	10	14
709-1	2310	16	5	\$56,429	\$24,751	6	7	10
709-2	1141	26	10	\$35,924	\$18,846	12	5	7
709-3	854	46	9	\$27,039	\$12,114	26	6	3
Project Area	9,748	17	6	\$40,110	\$20,415	9	9	11

2000 US Census: DP-1, General Population and Housing Characteristics; DP-4, Income and Poverty Status

*2000 Census calculation according to US Dept. of Health & Human Services 2005 Poverty Thresholds

Impacts of Construction and Operation

No Build Alternative

Under this alternative, residential communities in the study area north of I-5 would experience no impacts from the proposed project. The current trend in conversion of single-family housing to commercial use along the 54th Avenue East area is expected to continue. Residential communities south of I-5 would continue to experience commercial and industrial development on existing agricultural lands. This planned development may occur at a slower pace than under the Build Alternative. However, the fact that the City of Fife has rezoned the area for commercial development would undoubtedly hasten the conversion from agricultural uses to commercial.

Without the proposed project improvements, users would continue to depend on the existing transportation systems and local roadway improvements. Under the No Build Alternative, trips may actually be reduced or deferred more frequently

to avoid traffic backups and delays caused by congestion. Community cohesion could suffer in areas where individuals feel less able to reach relatives, schools, businesses or services. Worsening traffic conditions, along with their associated noise and accessibility impacts, could serve to discourage interactions in and between neighborhoods.

Build Alternative (Preferred)

The social/economic impacts from the Build Alternative are not broken into mainline and interchange segments because the impacts are qualitative in nature and apply throughout the study area.

Community Cohesion

Permanent impacts are defined as having long lasting effects on community cohesion or social interaction. This type of impact can include isolating portions of a neighborhood, separating adjoining residential areas, and changing the character of a neighborhood.

Construction-generated noise will be intermittent, occurring seasonally during an approximate two-year construction period in any neighborhood. Construction noise impacts will depend on the type, amount, and location of construction activities. The type of construction methods would establish the maximum noise levels of construction equipment used. The amount of construction activity would quantify how often construction noise would occur throughout the day. Section 3.6 notes that maximum noise levels from construction will range from 69 to 106 decibels (dBA) at 50 feet from the source. Noise will decrease as residences are farther away from the source at a rate 6 dBA per doubling of distance. Construction practices could reduce the levels of noises that would affect neighboring communities.

The ability of local residents to travel in and between neighborhoods and adjacent areas will be affected by construction and roadway improvements. Roadway construction will have an impact on transportation and community travel. Movement will be slowed by equipment and construction activities. Construction impacts along the project are likely to include major disruptions in existing travel patterns and traffic back-ups or delays. Construction activities, congestion, noise and dust could interfere with commutes and may be a nuisance to some nearby residences and businesses. Construction disruptions would likely be greatest near proposed interchanges.

The extension of the SR 167 corridor could affect local neighborhoods and the sense of community there for some time. Because improvements involve construction over several years, the early disruptions to neighborhood unity and temporary interference with the quality of life would be associated with disturbances from construction equipment and activities. The project area north of I-5 and in the vicinity of 54th Avenue East has primarily commercial and industrial activities. Within the vicinity of I-5 is a mix of commercial activities and residential areas. South of I-5 the roadway extension will pass through undeveloped vacant land that is in transition from farming areas to commercial activities and through residential areas that are moderately quiet. The intrusion of construction equipment and workers will affect these residents. Over time, the

initial disturbance will lessen, but residential and business areas are not expected to return to present conditions until construction ends.

Completion of the new roadway will likely result in some changes in community unity. From the SR 167/SR 161 interchange to Freeman Road, in the Puyallup area, much of the area surrounding the alignment has been developed commercially or is in the process of being developed from what was once farmland. Very few of the potential displacements would occur in this area. Overall, for Puyallup residents, the highway improvements will probably cause the most disturbances during construction, and afterward will result in enhanced transportation facilities. Physical barriers to social interaction, above the current conditions, are not expected.

Residents east of Freeman Road, primarily in Edgewood, will likely experience the most change in community cohesiveness after construction. Much of the existing community character south of I-5 to Freeman Road has been rural in nature with ever increasing transition to an urban commercial/industrial area. Most of the potential displacements will occur near the proposed Valley Avenue and I-5 interchanges. In some instances, local residences or businesses may be relocated in the same general area. In other cases, development related to the new improvements may replace existing businesses.

At the Valley Avenue interchange, the amount of community change will depend on the interchange option selected. Under the Preferred Valley Avenue, the neighborhoods along Valley Avenue will be most affected by displacements of single-family units as well as changes in traffic flow and access. Under the Valley Realignment Option, cul-de-sacs would be placed at the end of the remaining section of the existing Valley Avenue to maintain access to homes and businesses while relocating Valley Avenue north of its current alignment. This would reduce traffic on the neighborhood streets, move business off the main thoroughfare, while displacing some single- and multi-family housing. Residences along Freeman Road would be most affected by the Freeman Road Interchange Option. The southbound ramps of the highway will touch down on Freeman Road and could change existing travel patterns. The Cherrywood Mobile Home Park is located along Freeman Road. However it is outside the project alignment, and not impacted by the project. One minority-owned business which serves the area neighborhood would be displaced under this option. The Valley Avenue Interchange options could have the potential to act as increased physical barrier to farmed fields; however, the function of the streets (Valley and Freeman) as major arterials will not change from existing conditions.

The I-5 interchange is characterized by commercial and high-density residential uses. Most of the displacements along the I-5 corridor will occur to regional commercial businesses that cater to outside the area (auto and RV dealerships, boat sales, etc.) and do not relate to local neighborhoods. Some residences (both single- and multi-family housing) will require removal within the footprint of the I-5 interchange. The loss of multi-family units (Mountain View Apartments) will represent a loss of affordable housing and will likely include the displacement of some low-income housing. Because the interchange will likely travel through only a corner of the 241-unit Mountain View Apartment complex, only 12 apartment units will be displaced. Interchange development and proposed

improvements to 20th Street East, which is a major link between the Edgewood/Milton communities and Fife/Tacoma communities, are not expected to create physical separation between the communities.

As the project extends from the I-5 corridor towards the Port of Tacoma and SR 509, the area is currently developed at moderate density. Primary land uses are commercial and industrial, along with vacant land in places, most notably along Hylebos Creek. Residential displacements within this area would be the result not only of the project alignment, but also the Riparian Restoration Proposal and stormwater mitigation. The 54th Avenue East Interchange Options and associated highway mainline are not expected to impact movements between the existing neighborhoods of Pierce County, city of Fife and North Tacoma.

The new roadway could result in pockets of development activity centered around interchanges near undeveloped land that has been zoned for commercial/industrial use. The combination of increased traffic and new businesses will continue the current transition to a more urban character as planned in local jurisdictions' comprehensive plans. There will be an overall improvement in traffic conditions because transportation improvements will funnel traffic off of neighborhood arterials and onto highways, improving intra- and inter-neighborhood movement.

Fife is concerned that changes in east-west traffic movements will impact the cohesiveness of their community. However, improvements to 20th Street are not expected to create physical separation or negatively affect cohesion between the communities. Proposed bicycle and pedestrian trails within the area will also enhance the connections between communities. The completed project is generally anticipated to have an overall positive effect on the cohesiveness of the community, providing for the improved movement of people and goods throughout the project area. It is expected that the new highway alignment will greatly facilitate the shipment of goods through the region. Much of the congestion on local arterials is due to truck traffic. The through route provided by the new alignment will offer a better transportation alternative by removing heavy truck use on residential surface streets and the associated congestion-related delays. This will allow for better residential circulation and provide a safer environment for pedestrians. Community cohesiveness will thereby be supported by ease of access to family, friends, businesses, and local services through an efficient and effective transportation system.

Construction of this new alignment will not separate neighborhood residents from any social, public, or government services.

Economic Impacts

Construction within the project corridor will be site-specific and will cause temporary disruptions to businesses. Travel along segments of the project corridor could be slowed due to rerouting and heavier traffic volumes, which may cause some businesses to notice a downturn in their customer base. The vast majority of temporary construction impacts will occur along the I-5 Corridor. Businesses in this section of the project area have primary access located along 54th Avenue East and SR 99. While access to these businesses

will not be directly impacted by construction, added congestion in the area may inconvenience customers with longer wait times due to increased volumes.

Construction activity disruptions resulting in an economic downturn for businesses could be greatest for convenience type businesses such as restaurants, gas stations, and mini-marts. Customers may choose to avoid construction delays and congestion by patronizing convenience type businesses outside of the construction zone. Once construction activities have been completed, it is expected that business patterns would return to previous levels.

In the northern project area, businesses are predominantly industrial or warehouse type businesses providing service outside of their base of operations. While access to facilitate the transportation of goods and services is important for these types of businesses, they are less likely to be economically impacted during construction than convenience type businesses.

Once construction is complete, improved transportation facilities will facilitate existing business and planned growth in the areas served by the project. The new highway alignment in the I-5 vicinity will allow for greater access to/from the Port of Tacoma, allowing industrial traffic to bypass residential areas.

Project construction itself is expected to result in both long- and short-term employment impacts in Pierce County. The employment generated by the project's construction activity has been estimated using an economic multiplier measuring the ratio of employment to construction value. Short-term construction-related employment has been estimated using the 1996 Federal Highway Administration investment/employment ratio; one full-time equivalent job is created for each \$126,582 of highway investment (FHWA 1996).

The new SR 167 alignment proposed project costs are estimated at \$1.2 billion over an estimated ten-year period. In applying the ratio of one job for every \$126,582 of construction activity, over a ten-year period a demand for 948 direct, temporary construction-related jobs per year will result from the construction of the project. Based on an indirect multiplier range of 1.6–2.1, an additional 1520 to 1990 indirect jobs could be expected during each year of the construction phase (Holland 1994). However, construction-related jobs are generally not considered new jobs in the local economy. This estimate of employment is likely to reflect a reallocation of construction labor activity within the greater region and should not be construed as an estimate of new jobs.

The overall effect of construction and job reallocation in the project area will have positive impact on the local economy as well. The project will create temporary jobs for Pierce County and adjoining county residents, and benefit local/regional economies as these earnings are expended for goods and services. The indirect multiplier for construction is 1.74, which means that for every dollar of value added directly by construction, another \$0.74 are added to the local economy indirectly. This project will therefore generate \$2.1 to \$2.2 billion in direct/indirect economic benefits.

Permanent employment impacts will be minimized through the relocation process. Although displacement of some businesses is anticipated, no

employment loss is estimated. In some cases, commercial enterprises operate from more than one location. Displacement may require some of the employees working within the project impact area to be reassigned to neighboring work sites. In the case of single location commercial enterprises, field interviews conducted with business owners and employers indicated that relocation within a reasonable proximity would allow them to retain their current employee base.

Some businesses located within the project area along the I-5/SR 99 corridor depend upon their proximity to the I-5 corridor and high visibility for product display. ROW impacts may create a loss of commercial frontage space resulting in a decrease of parking and display/showroom space.

At the SR 161/SR 167 interchange, one business will lose drive by traffic due to the new configuration under all three options. The loss of traffic will negatively impact this business.

Agricultural employment will decline due to permanent loss of farmland. While these operations employ anywhere from two to ten farmhands, the vast majority of the work is seasonal; the farmhands are not employed year round. It is typical for seasonal farmhands to migrate from one agricultural region to the next depending upon regional weather conditions and the timing of sowing and harvesting crops.

Property Values

It is difficult to estimate possible property value impacts along the project corridor in the Fife Valley area. The annexation by the City of Fife and subsequent zoning change from agricultural to commercial and industrial has already exerted upward pressure on property values. In addition, the city's close proximity to the Port of Tacoma makes it appealing to port related warehouses and manufacturing areas. Nearly half of the city's land carries industrial and commercial zoning.

Short-term impacts on the tax base are associated with the reduction in property tax revenues that result when land needed for ROW requirements is removed from the tax rolls. It is estimated that the vast majority of lost revenue would be recovered as vacant land is developed or as the remaining land from displaced users is redeveloped. During business interviews, most expressed interest in relocation within the local area, particularly along the I-5 corridor (Fife and Milton).

The project corridor is predominantly zoned for commercial purposes to support the City of Fife's planned development of the area. The City of Fife will be most impacted with the loss of these industrial/commercial-zoned properties to ROW. Impacts to the City of Fife from the loss of these properties will result in the loss of tax revenues. Property values are not expected to decline over the long-term as result of the roadway improvements. Residential property values within the study area are equitable and stable compared to local markets. Due to the fact that the new corridor is located on properties zoned for commercial and industrial use, the roadway is unlikely to impact the market negatively. Since freeway proximity and access are important attributes for commercial business, existing

residential and commercial properties will likely increase in value as the potential for commercial development increases.

The proposed project's close proximity to the Port of Tacoma, sixth largest port in the United States, makes it appealing to port related warehouses and manufactures. Commercial property values along the development corridor are expected to increase as new developments and relocations compete for the small amount of available frontage space along the existing highway corridors (I-5 and SR 99). Commercial properties within the project corridor are valued from \$1.75 to \$16 per square foot for vacant commercial land in 2004. Improved commercial properties within the project corridor characteristically bring between \$92,500 to more than \$4,000,000 per site. Properties closest to the I-5 corridor typically demand the highest value.

The City of Milton is impacted by the I-5 Interchange portion of the project while the City of Puyallup is primarily impacted by the SR 161/167 Interchange options. Twenty-one parcels will be impacted within the City of Milton in the vicinity of I-5. Of these 21 parcels only 10 will result in a total displacement, accounting for a loss of up to seven businesses located along I-5 and SR 99. Approximately 15 acres would be impacted, which accounts for 15 percent of approximately 99 acres zoned commercial/industrial (light manufacturing) purposes within the city limits. The impacts would cause approximately \$5 million in assessed property value to be converted from private ownership to public ROW, resulting in a decrease in property tax revenues that accrue on an annual basis to Milton. This amount represents 1.4 percent of the total 2002 assessed value in Milton in Pierce County; it also represents 1.2 percent of the combined total assessed value in Pierce and King Counties for Milton.

The area along SR 99 (Pacific Highway East) is zoned as commercial/industrial; the SR 167/I-5 Interchange option will reduce congestion along SR 99. Improved traffic flow should assist in the development of this area. As a result, the city will likely experience indirect increase in tax revenues to the extent that businesses grow or relocate and new businesses are created.

The impacts that will likely result from SR 161/167 Interchange options will likely occur to primarily large vacant parcels zoned for commercial/industrial purposes as well as a few businesses. These impacts will cause approximately \$3.5 to \$4 million in assessed property value to be converted to public ROW, resulting in a decrease in property taxes that accrue on an annual basis to the City of Puyallup. This amount represents approximately 1 to 2 percent of the total 2002 assessed value in Puyallup.

3.11.3 Environmental Justice

An environmental justice analysis has been conducted for this project in accordance with Title VI of the Civil Rights Act, Executive Order 12898, and associated policies/guidance from the USDOT and FHWA. The full analysis can be found in the Land Use, Socioeconomic and Environmental Justice Discipline Report. The following summarizes the conclusions of the analysis.

Potential impacts associated with the proposed project would be distributed across a wide range of residential, agricultural, and commercial land uses. To assess the potential for disproportionate project effects on minority and low-income populations (hereafter referred to collectively as “environmental justice” populations) within the project, a demographics analysis was conducted of the project area (Table 3.11-6). The potential for disproportionate impact (on environmental justice populations) was then evaluated, based on the respective distribution of these populations in the affected block groups, the project area, and the County. In addition, the project’s public involvement process was reviewed to determine involvement of affected communities/populations in the overall decision-making process.

Minority Population Distribution

According to 2000 Census data, the project area has a 17.2 percent minority population (as compared to 21.8 percent overall for Pierce County); Asians, Native Americans, and Hispanics being the largest minority groups. As can be seen from Table 3.11-6, Census tract block groups 705-3, 709-2, and 709-3 have proportionally higher minority populations than the rest of the project area. The majority of residents living in each of these block groups are located outside the area that would be directly affected by the project (see Figure 3.11-4).

The Fife Valley has traditionally been a farming area, with many Japanese-Americans owning (and farming) land within the project area. Third and fourth generation Japanese-Americans account for most of the Asian population in the project area (approximately 5 percent). However, with the urbanization (zoning and land use changes) of the surrounding area, particularly within the city limits of Fife, it has become more difficult economically for the farmers to continue operations in this area. Consequently, many Japanese-American farmers have recently been retiring from farming and leasing or selling their property.

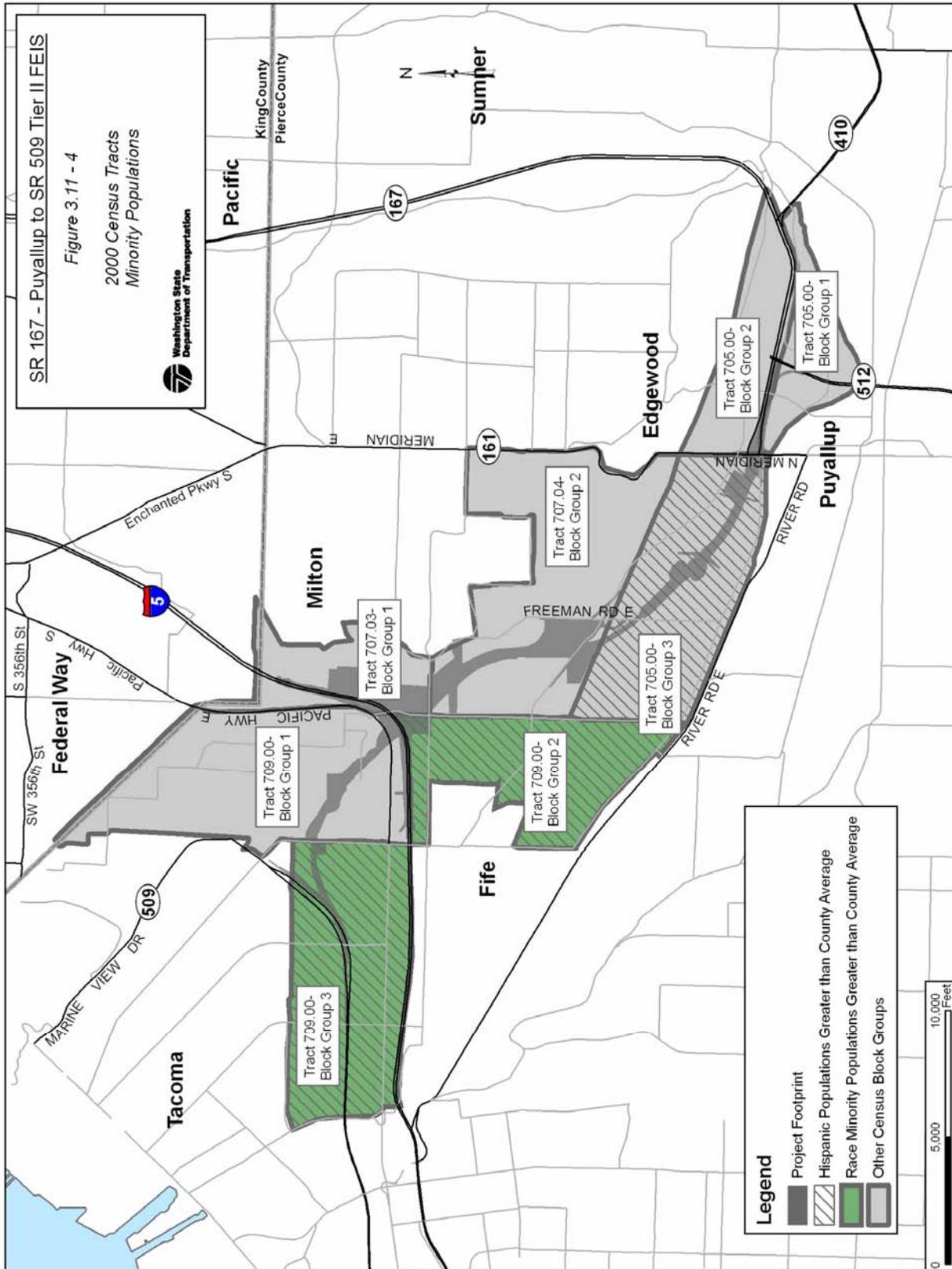
Much of the farmland in the project area today is leased by farmers who employ anywhere from two to ten farmhands (primarily Hispanic) who work on a temporary/seasonal basis. While Hispanics account for approximately 6 percent of the minority population in the project area, they are not necessarily associated with the farming operations.

The proposed project also crosses Puyallup Tribal land, which may account for the 4 percent Native American population reflected by the Census data.

Table 3.11-6: Race/Ethnicity Percentages by Block Groups

	<i>White</i>	<i>Black/ African American</i>	<i>American Indian/ Alaska Native</i>	<i>Asian</i>	<i>Native Hawaiian</i>	<i>Other Races</i>	<i>Total Minority Races</i>	<i>Hispanic or Latino Ethnicity</i>
Pierce County	78.2	8.1	2.7	6.6	1.3	3.1	21.8	6.0
Project Area	82.8	3.9	4.0	5.3	1.0	3.0	17.2	6.1
Affected Census Track- Block Groups								
705-1	94.7	1.3	1.0	1.8	0.4	0.9	5.3	2.1
705-2	89.3	2.0	2.0	4.0	0.5	2.3	10.7	4.6
705-3	78.5	3.1	5.0	4.3	0.2	8.9	21.5	10.6
707.03-1	89.5	1.3	3.9	3.9	0.2	1.3	10.5	4.7
707.04-2	89.1	1.0	3.3	3.6	0.7	2.3	10.9	5.9
709-1	83.9	2.5	3.9	5.8	0.7	3.2	16.1	5.1
709-2	73.8	7.2	6.5	8.1	0.3	4.0	26.2	9.9
709-3	54.5	16.8	8.8	11.2	5.5	3.2	45.5	9.4

Source: U.S. Census Bureau, 2000



Low-Income Population Distribution

Low-income households are defined as having income levels at or below the most current poverty threshold (as established by the U.S. Department of Health & Human Services). Low-income can affect many persons (of all races/ethnicity), including senior citizens and persons with disabilities. According to the 2000 Census, 9 percent of households in the project area are low-income (as compared to 11 percent overall for Pierce County). As can be seen in Table 3.11-7, Block groups 707.03-1, 709-2, and 709-3 have higher percentages of low-income households than the project area (or County).

In addition to the 2000 Census data, local school district data was also used as a means to validate the presence of low-income populations in the project area (as determined by the number of students participating in the Free/Reduced Lunch Program). Information from four schools serving the project vicinity was reviewed. Approximately 22 percent of students participate in the Free Lunch Program, while 6 percent participate in the Reduced Lunch Program. These figures are appreciably higher than those reflected by Census data. This could be due to students being bussed into the school from outside of the Census areas reviewed, or considering the age of the Census data, the school data could be more recent.

Information about the current distribution of low-income residents within the project area was also obtained from the Pierce County Housing Authority (PCHA). According to the agency, there are a couple of developments within the project area that provide low-income (i.e., Section 8) housing. The Hylebos Creek Estates (manufactured homes) and the Mountain View Apartments were identified as providing affordable housing units for Section 8 applicants (28 units total).

Approximately 11 percent of the project area population has been identified as elderly and 9 percent as persons with disabilities. These groups may be low-income as well. While Block Group 705-1 appears to have the highest concentration of elderly population in the project area, this Block Group is located at the Puyallup terminus of the project mostly situated outside of the project alignment.

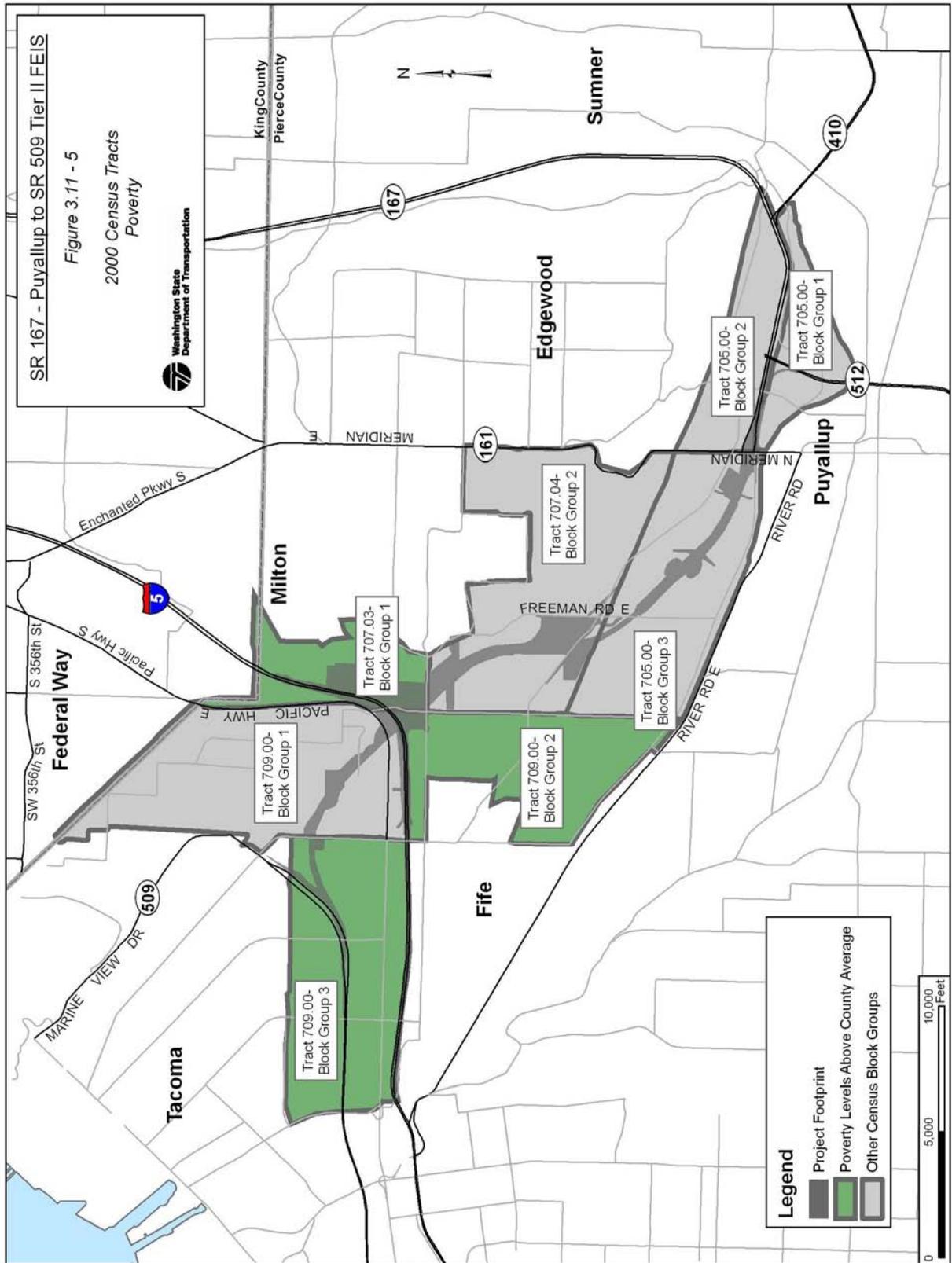
Lastly, a pocket of low-income households have been identified in Block Group 707.03-1 (City of Milton). These households will not be displaced; however, they may experience minor noise effects and visual changes.

Table 3.11-7: Study Area Community Profile (Environmental Justice)

	Total Population	Minority Percent	Hispanic Percent	Median Household Income	Per Capita Income	Low-Income Households Percentage	Mobility, Self-Care Limitations* Percent	Elderly (65+ years) Percent
Pierce County	723,531	22	6	\$47,221	\$20,948	11	6	10
City of Fife	4,760	38	14	\$31,806	\$16,723	10	7	7
City of Puyallup	32,682	12	5	\$47,269	\$22,401	6	8	11
Census Tract-Block Group								
705-1	709	5	2	\$34,148	\$22,251	7	15	33
705-2	2133	11	5	\$36,996	\$19,220	6	10	9
705-3	479	22	11	\$39,375	\$21,263	6	13	17
707.03-1	622	11	5	\$40,588	\$18,091	13	9	7
707.04-2	1500	11	6	\$50,385	\$26,788	5	10	14
709-1	2310	16	5	\$56,429	\$24,751	6	7	10
709-2	1141	26	10	\$35,924	\$18,846	12	5	7
709-3	854	46	9	\$27,039	\$12,114	26	6	3
Project Area	9,748	17	6	\$40,110	\$20,415	9	9	11

2000 US Census: DP-1, General Population and Housing Characteristics; DP-4, Income and Poverty Status

*2000 Census calculation according to US Dept. of Health & Human Services 2005 Poverty Thresholds



Construction Impacts

No-Build Alternative

The No Build Alternative assumes that the proposed project will not be constructed and that no ROW will need to be acquired and developed. However, the cities and county in the project area would continue to make improvements to the transportation network. These improvements would potentially have impacts on environmental justice populations, but the location and extent of these impacts are not known. While the SR 167 project would not be constructed, WSDOT would continue making improvements to existing state facilities. These include SR 167 (River Road), SR 161, SR 99, SR 509, and I-5. These improvements could include capacity additions, HOV lanes, intersection improvements, and park and ride facilities. These projects would potentially have impacts on minority, low-income, and/or disadvantaged populations in the project area. However, the likely locations and characteristics of such impacts are currently unknown.

Build Alternative (Preferred)

Construction of the build alternative will require many years. Construction-related impacts that may affect community cohesion could include additional traffic on surrounding roadways, detours/limited access, congestion, increased dust and exhaust (air quality) from construction vehicles, limited access to residential and business areas, increased response times for emergency vehicles, and increased noise levels in the vicinity of the construction activity. These impacts will be felt by all persons living, doing business, and commuting in and around the proposed corridor.

Construction access disruptions will likely be greatest near proposed interchanges. Over time, the initial disturbance will lessen, but residential and business areas are not expected to return to present conditions until construction ends. Access to Puyallup Tribal businesses located in the Valley Avenue Interchange is within the construction zone. Customers may choose to avoid construction delays and congestion by using other, similar type businesses outside the construction zone. Once construction activities have been completed, it is expected that business patterns will return to previous levels.

Several block groups in the project area have substantially higher proportions of environmental justice populations than the project area as a whole. However, field visits have concluded that the project footprint does not include entire census blocks but only portions of them. It appears that the majority of individuals composing these populations are located in areas away from the proposed project alignment.

Some of these construction-related impacts could affect businesses as well. Once construction is complete, improved transportation facilities will facilitate existing business and planned growth in the areas served by the project. The new highway alignment in the I-5 vicinity will allow for greater access to/from the Port of Tacoma, allowing industrial traffic to bypass residential areas.

Mitigation Measures

For most construction impacts, standard construction mitigation measures would be implemented for dust, traffic management, and visual impacts.

Construction noise from the Build Alternative will occur throughout the construction season over a ten-year period. Construction noise levels will depend on the type, amount, and location of construction activities. Most construction will occur during the daytime. Nighttime construction work is regulated by local ordinances, and WSDOT requires contractors to adhere to a variety of standard specifications aimed at reducing and minimizing nighttime construction noise impacts.

Operational Impacts

No Build Alternative

Under this alternative, neither positive nor adverse operational effects of the proposed project would be experienced in the project area. In keeping with the current trend, conversion of single-family housing to commercial use is expected to continue in the area. In addition, commercial and industrial development on existing agricultural lands would continue. Such conversion of residential and agricultural properties could potentially adversely affect the housing and employment options of environmental justice populations in the project area. This development may occur at a slower rate under the No Build Alternative than under the Build Alternative. However, as the City of Fife has rezoned in the project area to induce commercial development, the land use conversion will undoubtedly continue, and the expected land use changes would ultimately be the same under the No Build or Build Alternatives.

Without the proposed project improvements, Environmental Justice populations will continue to depend on existing transportation systems in the study area. Under the No Build Alternative, trips to and from environmental justice communities (including emergency service trips) may be affected by traffic backups and delays caused by overcrowded travel conditions. Community cohesion could suffer where individuals feel less connected to relatives, schools, businesses, and/or services.

Under the No Build Alternative, WSDOT and local jurisdictions would still continue to make improvements to the existing facilities in the project area. These improvements would potentially adversely affect environmental justice communities, however, the particular locations and characteristics of potential effects are unknown.

Operational Impacts of the Build Alternative (Preferred)

As described previously, the long-term operation of the proposed highway facility could affect community cohesion and social interaction in the project area neighborhoods in a variety of ways. Adverse effects could occur through the loss of affordable single and multi-family housing units in the project alignment, isolation of portions of neighborhoods, separation of currently adjoining residential areas, or changes to the character of neighborhoods. These effects could occur, to varying degrees, throughout areas adjacent to the project

alignment. Completion of the proposed facilities could also potentially result in benefits to community cohesion in some areas, primarily through improved circulation. Potential effects to environmental justice populations that would be associated with specific portions of the proposed facilities are described below.

Project Mainline: Residential displacements within this area would result not only from the alignment of the new right-of-way, but also from the proposed riparian restoration proposal. The Hylebos Creek Estates (Manufactured Home Park) will be directly displaced by land acquisition for both the roadway and riparian restoration requirements. Hylebos Creek Estates residents consist of a combination of retirees and young families. Two identified low-income households reside within the Hylebos Creek Estates (PCHA, 2006).

I-5 Interchange: The proposed improvements in this area would require the removal of residences (single- and multi-family housing) within the footprint of the proposed I-5 Interchange. The loss of multi-family units (Mountain View Apartments) will represent a loss of affordable housing and will likely result in the displacement of low-income residents. However, since the interchange will likely occupy only a corner of the Mountain View Apartment complex, the overall neighborhood connectivity should be maintained.

The project's development of proposed bicycle and pedestrian trails within this area will also potentially enhance connectivity between communities.

Valley Avenue Interchange: Under the Freeman Road Interchange option, the proposed southbound ramps of the highway interchange would touch down on Freeman Road, likely changing existing travel patterns. In addition, residences and businesses would be displaced under this option. One minority-owned business which serves the local neighborhood would be displaced.

At the Valley Avenue Interchange during construction, access and customer parking would be temporarily disrupted at two Tribal businesses; however, after the construction period is over, pre-existing conditions would resume as the access and parking areas would be re-consolidated and modified on-site within the existing business parcel.

The proposed park and ride improvements at the Valley Avenue Interchange would provide additional access to transit services and would likely lead to reductions in the number of vehicles that utilize the local road system.

Farming in the Project Area

As noted earlier, ongoing development continues to reduce the amount of land available for farming in the project area. The proposed project would potentially accelerate this change, though in the long-term the expected conversion of land uses would be same. Such decreases in farming operations would reduce the availability of local seasonal agricultural employment for migrant workers in the project area. However, current farm-owners in the project area often hold land in other parts of the county where seasonal workers from the project area could potentially find employment.

Noise

As discussed in Section 3.6, noise levels in some portions of the project area are expected to increase due to increased traffic traveling on portions of the proposed highway. Land uses in proximity to these affected areas would be primarily commercial and industrial. Changes in noise levels in other areas along the project alignment would not likely result in displacement or other disturbance of environmental justice populations.

The area surrounding the proposed I-5 interchange is presently experiencing elevated noise levels due to the existing I-5 roadway. The construction of the SR 167/ I-5 interchange is not expected to exacerbate existing noisy conditions.

During preparation of Tier I EIS for the proposed project, commitments were made by FHWA and WSDOT to the Puyallup Tribe regarding mitigation for potential visual and noise impacts of the project. Since that time, further evaluation has been conducted, and specific anticipated noise impacts have been identified.

In further evaluation, WSDOT analyzed noise barriers for feasibility and reasonableness. The determination of engineering feasibility includes whether barriers could be built in a location to achieve a noise reduction of at least 7 dBA at the closest receptors. The determination of reasonableness includes the number of sensitive receptors benefited by at least 3 dBA, the cost-effectiveness of the barriers, and concerns such as the desires of nearby residents, aesthetics, and safety. WSDOT has established a reasonableness criterion for the maximum allowed wall surface area per household. Noise walls that exceed the maximum allowed wall surface area are deemed not reasonable.

At the 45 locations where future noise levels approached or exceeded the Noise Abatement Criteria (NAC), 16 noise wall configurations were evaluated. Six of the 16 noise barriers were found to be feasible and one of the noise barriers was determined to also be reasonable. Noise walls that were not-feasible could not achieve a noise reduction of at least 7 dBA at the closest receptors in accordance with WSDOT Noise Abatement Policy and Procedures 1997 and will not be implemented.

The one noise barrier that was determined to be reasonable would protect Tribal properties from increased noise levels due to the proposed project in the vicinity of Milwaukee Avenue East. A noise barrier along the south shoulder of SR 167, to the west of Milwaukee Avenue East, has been added as an element of the project facility design for noise mitigation. (Refer to Section 3.6.5 for further details.)

Displacements and Relocations

Under the Preferred Alternative, property acquisition would be required for the new facility right-of-way and the riparian restoration area. In general, most of the parcels subject to acquisition (particularly along the mainline alignment southeast of I-5) would be large open parcels containing few structures.

Development of project facilities under the Build Alternative would likely displace a total of 57 single-family residential units, 12 multi-family apartment

units, 9 manufactured home units, 22-27 businesses, and one farming operation, depending on the interchange options developed. An additional 22 single-family residential units, 8 manufactured homes units, and 5-6 businesses would likely be displaced by implementation of the riparian restoration proposal. Information used to identify these property impacts was compiled from multiple sources and, where necessary, additional information was collected via site visits.

Table 3.11-8: Affected Environmental Justice Populations by Block-Groups

	Minority Percent	Low-Income Households Percent	Elderly (65+ years) Percent	Combined Study Area EJ Percent (Approximate percent)	Total Number of Households Directly Affected (Roadway & Riparian Restoration)	Estimated Number of EJ Households Directly Affected
Census Tract-Block Group						
705-1	5	7	33	15	3	1
705-2	11	6	9	9	3	1
705-3	22	6	17	15	11	2
707.03-1	11	13	7	10	25	3
707.04-2	11	5	14	13	11	2
709-1	16	6	10	11	33	4
709-2	26	12	7	15	26	4
709-3	46	26	3	25	0	0
Project Area	17	9	11	15	112	17

As can be seen from Table 3.11-8 (above), it is estimated that approximately 17 housing units occupied by environmental justice populations will be directly affected by the project. Of the affected housing units, it has not been field verified if the occupants are all environmental justice populations. Without field verification (personal contact), it is impossible to determine precisely how many environmental justice populations will actually be affected. However, from what can be determined using demographics and discussions with some of the property owners/managers, the number of units estimated to be occupied by EJ populations represents approximately 15 percent of the overall units potentially affected by this project.

Recent information (September 2006) gathered by contacting the managers of the affected facilities indicates that most of the displacements are not EJ impacts. The Mountain View Apartment complex (241-units) is required under the Washington State “Bond Program” to have 20 percent or 49 of the total number of units in the complex to be allocated to low-income (Environmental Justice populations) to qualify for tax incentives. These 49 units are not concentrated in any one location within the 241-unit complex. Nor were disproportionate numbers of minorities known to reside in the Mountain View Apartment complex. It was estimated that around 10 percent of the overall complex could be considered to be minority. It was also estimated by the Mountain View Apartment complex manager that no more than 4 of the 12 units potentially displaced units could be considered Environmental Justice (EJ) displacements.

In addition to residential displacements, the preferred alternative will potentially displace 20 businesses. These businesses are primarily industrial/commercial in nature, many providing service outside of their base of operations.

It is not known how displacement/relocation of these businesses will affect EJ populations. Although displacement of some businesses is anticipated, no employment loss is estimated. In some cases, commercial enterprises operate from more than one location. Displacement may require some of the employees working within the project area to be reassigned to neighboring work sites. In the case of single location commercial enterprises, field interviews conducted with business owners and employers indicated that relocation within a reasonable proximity would allow them to retain their current employee base. None of the businesses appear to serve specific cultural needs of the EJ population.

Agricultural employment will decline due to permanent loss of farmland. While these operations employ anywhere from two to ten farmhands (primarily Hispanic), the vast majority of the work is seasonal. It is typical for seasonal farmhands to migrate from one agricultural region to another depending upon regional weather conditions and the timing of sowing and harvesting crops. These seasonal workers will not be drawn to the area for employment and will likely travel to adjacent agricultural regions to meet the demands for seasonal labor.

Twelve Tribal properties are currently located within the proposed project right-of-way and will be affected by the project. Seven are identified as Tribal Trust lands, the remainder owned by individual Tribal members. WSDOT and FHWA have quarterly meetings with the Puyallup Tribe to coordinate project issues such as property impacts.

Availability of Affordable Replacement Housing & Business Relocation

As of July 2006, the area within zip codes affected by project-related displacements/relocations contained 186 single family dwellings (SFD) available for sale; less than 10 of these SFD were priced at \$200,000 or below. In this area, there were also 83 SFD available for rent; 20 were in the \$550 to \$1,200 per month price range. In addition, there were 47 apartment complexes with vacancies where monthly rents ranged from \$525 to \$1,400 per month. According to information provided by the PCHA and the U.S. Department of

Housing and Urban Development (HUD), payments for affordable housing should not exceed sale and rental residences in the project area. Many of the available houses and apartments can be considered affordable housing and they would be available to replace the housing units displaced by the project. Accordingly, given that relocation assistance would be provided to all qualifying households, there would be only minor impacts expected to affect displaced residents. In addition, based on analysis of population demographics in the project area, the displacement effects of the project would not be expected to adversely impact environmental justice populations. Nevertheless, a few displacement impacts effecting environmental justice populations are anticipated, as described below in relation to areas and/or interchange options along the project alignment.

Most of the project area is converting from rural agricultural land uses to urbanized commercial/industrial land uses. As such, there are substantial commercial and/or industrial properties available to relocate any businesses, including EJ owned within the study area.

Project Mainline: The Hylebos Creek Estates (Manufactured Home park) will be displaced by land acquisition for riparian restoration requirements. Two identified low-income households occur within this facility.

I-5 Interchange: The proposed improvements in this area would likely require displacement of approximately 4 low-income residents (affordable housing units) from the Mountain View Apartments (241-unit complex).

Valley Avenue Interchange: A portion of two minority-owned business properties would be acquired for project development. However, the acquisitions would not result in displacement of either business. Both affected businesses are in tribal ownership.

Valley Avenue Realignment Interchange: As under the Valley Avenue Interchange option, two minority-owned business parcels would be impacted, but the project would not require displacement of either business.

Freeman Road Interchange: As under the Valley Avenue Interchange, two minority-owned businesses would be affected but not displaced. In addition, another minority-owned business (a grocery store) would be displaced.

Golden Rule Motel: In the Tier I EIS, it was reported that the proposed project's likely displacement of the Golden Rule Motel would potentially result in Environmental Justice-related impacts. Since that time, the motel (an eleven-unit structure previously used by migrant workers during the farming season) was purchased as part of the project ROW and demolished. When the Golden Rule Motel was purchased as an early acquisition, it was no longer in operation as a motel and there were no occupants other than the owner. Since the facility was only owner-occupied it was not considered an EJ displacement. The owner was given relocation assistance per the terms of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Mitigation Measures

As right-of-way is acquired, displaced households and businesses would become eligible for relocation assistance under the Uniform Relocation Assistance and Real Property Act of 1970, which should help ease the disruption caused by relocation. Relocation resources are available to all relocated residents and businesses without discrimination.

Based on information contained in the Displacement, Disruption, and Relocation section of this document, there should be adequate housing and commercial space available within the vicinity of the project to accommodate displaced households/businesses.

Project Public Involvement Process

WSDOT has used several different public outreach techniques during the course of the proposed project (see subsection 1.4.1, pages 1-22 through 1-30). These techniques included open houses, presentations to local community groups, tribal consultation, newsletters, newspaper articles, stakeholder interviews, outreach with property owners and residents adjacent to the Build Alternative, and communication via a project website.

No specific outreach efforts to minority or low income communities (EJ populations), other than to the Puyallup Tribe have been attempted. Aside from the Puyallup Tribe no discrete identifiable minority or low income communities have been identified in the project corridor. There has been consistent and continuing outreach to the Puyallup Tribe since the project began, as well as an overall Public Outreach program that has invited everyone involved in the corridor to participate. Several Public Hearings and meetings have been held which were appropriately noticed in the local media. No minority or low income individuals, nor organizations representing them, have come forward to be heard or convey any concerns about the SR 167 project..

WSDOT also investigated the need to provide additional public outreach techniques for the non-English speaking population. WSDOT was prepared to provide interpreters and other bilingual forms of communication at the events, if necessary, to ease the language barriers with the public. These efforts such as offering interpreters for public meetings and translated materials will continue throughout the completion of this project.

Summary of Environmental Justice Analysis

During the analysis of environmental effects from the project, WSDOT evaluated how the project's effects might affect persons who live and do business in the area. As part of the evaluation, WSDOT considered whether or not adverse effects associated with the project would be disproportionate on the EJ population. In other words, would adverse effects be (1) predominantly borne by the EJ population; (2) appreciably more severe or greater in magnitude on the EJ population as compared to the non-EJ population; (3) does the project impact a resource that is especially important to an EJ population (i.e., does the project impact Tribal treaty rights (usual/accustomed fishing/hunting grounds), does it serve an especially important social, religious or cultural function for the EJ population)?

Taking the above into consideration, it does not appear that the construction affects associated with this project will impact the EJ population any more than the non-EJ population. The mitigation described above will help to minimize construction impacts. Once construction activities have been completed, it is anticipated that this corridor will have an overall positive effect on the cohesiveness of the community, providing improved traffic movement throughout the region. The new highway alignment in the I-5 vicinity will allow for greater access to/from the Port of Tacoma, allowing industrial traffic to bypass residential areas.

Although displacement of some residential units and businesses will occur, the totality of impacts does not appear to impact EJ populations any more than non-EJ populations (see Table 3.11-7 & Summary Table 3). Information received from the Pierce County Housing Authority indicates that there are affordable housing units available within proximity of the project area. Individuals, families and businesses displaced by this project will receive, as appropriate, assistance under the Uniform Relocation Assistance and Real Property Act of 1970. Translation services and translation of informational brochures will be offered, as appropriate, during the relocation process.

Tribal trust properties might experience disruptive impacts to existing access and parking; however, this would not result in displacement and the current property utilization will not be altered. The access and parking can be modified and reorganized within the existing parcel.

Considering the totality of impacts, this project is not expected to disproportionately impact minority and/or low-income populations within the project area. The impacts that have been identified are not considered to be high and adverse after proposed mitigation measures are implemented.

3.11.4 Indirect Effects

Indirect Effects are those effects caused by the proposed action that are later in time or farther removed in distance, but still reasonably foreseeable. Land Use, Socioeconomics, and Environmental Justice may be affected by land use changes consistent with local comprehensive plans developed under the GMA. Indirect Effects from this project are not expected.

3.11.5 Cumulative Impacts

There will be no cumulative impacts to Environmental Justice populations as a result of this project. Environmental Justice populations may be affected by other land use changes consistent with local comprehensive plans developed under the GMA.

3.11.6 Mitigating Measures

Land Use

The most substantial land use impact of the project will be the conversion of approximately 380 to 400 acres of existing land uses to transportation-related land uses. Depending on the interchange option selected, a total of approximately 106 to 113 acres of additional land will be converted for riparian restoration. These changes will result in permanent displacement of the current land use. In some areas, the direct conversion of existing land uses to accommodate new ROW may be avoided or minimized through additional design features such as retaining walls, design modifications to project improvements that result in reduced ROW requirements, etc. As the design proceeds, opportunities to minimize the impact on existing land uses will be examined.

Socioeconomics and Environmental Justice Mitigation

Construction Mitigation

As required under WSDOT contract provisions, the scheduling of road closures and detour routes will be coordinated with police, fire and emergency services, school districts, and businesses dependent on delivery routes in the active construction area to minimize delay times. Traffic control requirements during construction will conform to state and local regulations. Restricting lane closures and construction that impact traffic during peak commuter hours and peak holiday travel periods should help to ease backups and time delays. Maintaining ongoing communication will keep local residents informed of development phases, areas of construction and possible travel alternatives.

Long-term impacts on tax revenues are expected to be positive and not require mitigation. In the short-term, any reductions in tax base and stagnation in the increase of property values affected by construction could be mitigated through advance purchase of ROW and effective construction phasing and scheduling.

Operational Mitigation

To the extent possible, the final design will minimize the need for property acquisition and displacements. In some areas, the direct conversion of existing land uses to accommodate new ROW may be avoided or minimized through additional design features such as retaining walls, and design modifications to project improvements that result in reduced ROW requirements.

Due to the loss of agricultural land needed for ROW in the central and southern portion of the project corridor, it is likely that localized impacts to employment within the agricultural sector may occur. The loss of employment in the agricultural field is expected to be offset by the provision of new jobs, a result of increased economic development activity in the area. In the long-term, transportation investments generally have a positive effect on regional economic output. Business growth associated with highway investment can be attributed to increased productivity through improved access to markets, an increase in available labor, decreased travel time and increased mobility throughout the region.

When a displacement occurs, the property owner will be entitled to relocation assistance in accordance with the Uniform Relocation and Real Property Acquisition Policies Act of 1970, as amended. Chapters 8.25 and 8.26 of the Revised Code of Washington govern the ROW acquisition process. Also see Section 3.13.4 for more information regarding relocation assistance.

Mitigation for displacements resulting from ROW acquisition is discussed in Section 3.13.4.