

APPENDIX M

ENVIRONMENTAL JUSTICE REPORT

Environmental Justice Discipline Report

Capitol Boulevard – M Street to Israel Road Feasibility
City of Tumwater

Federal Aid #: STPUS-5235(015)

Final
July 31, 2017



SCJ ALLIANCE
CONSULTING SERVICES

Environmental Justice Discipline Report

Project Information

Project: **Capitol Boulevard – M Street to Israel Road Feasibility
Phase 1 – Capitol Boulevard/Trosper Road
Intersection Improvements
Federal Aid #: STPUS-5235(015)**

Prepared for: **City of Tumwater
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Tumwater, WA 98501**

Reviewing Agency

Jurisdiction: **City of Tumwater**

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Tumwater EJ report Draft.docx**

TABLE OF CONTENTS

- 1. SUMMARY AND PROJECT DESCRIPTION1**
 - 1.1 Executive Summary 1
 - 1.2 Project Description 1
 - 1.2.1 Project Features 2
 - 1.2.2 Project Area and Setting 2
 - 1.2.3 Project Purpose and Need 3
- 2. REGULATIONS, COORDINATION, AND STUDIES3**
 - 2.1 Regulations 3
 - 2.2 Coordination..... 4
 - 2.3 Outreach Activities 4
 - 2.4 Studies 7
 - 2.5 limited English Proficiency..... 7
- 3. EXISTING CONDITIONS.....8**
 - 3.1 Demographics..... 8
 - 3.2 Schools..... 14
 - 3.3 Transit..... 16
 - 3.4 Social and Religious Services 16
 - 3.5 Parks and Recreation Activities 17
 - 3.6 Businesses 17
 - 3.7 Residential 17
 - 3.8 Gathering Places..... 17
- 4. Potential Effects18**
- 5. Measures to Avoid or Minimize Effects23**
- 6. Summary and Recommendation29**
- 7. Environmental Justice Determination31**
- 8. References31**

LIST OF TABLES

Table 1 Public Outreach Open House Attendance 5
Table 2 Public Outreach Individual Contact..... 6
Table 3 Public Outreach Individual Contact Attempts..... 7
Table 4 2010 Census Data Minority Race Summary 10
Table 5 Elementary School Data Summary 2015-2016..... 14
Table 6 Partial Land Acquisition Properties and Use 20
Table 7 Right-of-Way Acquisition Summary 22
Table 8 Comparison of Impacts¹ 30

LIST OF FIGURES

Figure 1: Environmental Justice Impact Area 9
Figure 2: ACS Summary Report 11
Figure 3: ACS Summary Report (cont.) 12
Figure 4: ACS Summary Report (cont.) 13
Figure 5: OSPI Elementary School Data 2015-2016 15
Figure 6: InterCity Transit Bus Route 13 16
Figure 7: Property Acquisitions 21
Figure 8: Proposed Access Changes 23
Figure 9: 6th Avenue Property Impacts 24
Figure 10: 6th Avenue Alignment 1..... 25
Figure 11: 6th Avenue Alignment 2..... 26
Figure 12: 6th Avenue Alignment 3..... 27
Figure 13: 6th Avenue Alignment 4 (Proposed Alignment) 28

1. SUMMARY AND PROJECT DESCRIPTION

1.1 EXECUTIVE SUMMARY

The Washington State Department of Transportation (WSDOT) and the City of Tumwater (City) are proposing to improve the Interstate 5 (I-5) interchange and the intersection of Capitol Boulevard and Trosper Road. The project is located within an urban environment. The interface between the I-5 Interchange and the intersection of Capitol Boulevard and Trosper Road is the busiest intersection in the City of Tumwater with a Level of Service (LOS) D, with a 55-second delay and a 1,000-foot queue for the northbound lanes. It is projected that in 2040 this will increase to a LOS F, with a 124-second delay and a 4,500-foot queue for the northbound lane. The I-5 interchange and intersection improvements will improve the existing and future congestion.

Methods used to analyze Environmental Justice impacts were prepared with consideration of Executive Order 12898 (Federal Actions to Address Environmental Justice to Minority and Low-Income Populations), Title VI of the Civil Rights Acts of 1964, U.S. Department of Transportation Orders 5610.2 and 6640.23, Executive Order 13166 (Improving Access to Service for Persons with Limited English Proficiency), NEPA, and WSDOT's Environmental Procedures Manual (2014) and Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended).

The Environmental Justice Matrix, Social and Community Effects Decision Matrix for Complex Projects, and discussions with WSDOT staff indicated that because the project may affect environmental elements and resources, a discipline report is the appropriate method of documentation. Minimal public controversy is anticipated for the project.

Census data from 2010, school data for the 2015-2016 school year from the Office of Superintendent of Public Instruction (OSPI), EPA's EJScreen and American Community Services data, and information gathered through evaluations of the Environmental Justice area were the primary resources for determining the presence of and impacts to environmental justice populations (minority and low-income). The Environmental Justice area is defined as one-half mile from the project centerline, the furthestmost limits of potential project effects on minority and low-income populations.

1.2 PROJECT DESCRIPTION

The Capitol Boulevard/Trosper Road Intersection Improvements will modify four existing intersections around Capitol Boulevard and Trosper Road, construct a new street (6th Avenue) between Lee Street and Trosper Road, realign the I-5 northbound on/off ramps, and improve interconnectivity to businesses in the southeast quadrant of the Capitol Boulevard/Trosper Road intersection.

The project will relieve congestion at the Capitol Boulevard/Trosper Road intersection; provide increased pedestrian, bicycle, and vehicle safety; improve economic conditions; provide a gateway to the Capitol Boulevard corridor; and increase aesthetic appeal.

1.2.1 Project Features

The Capitol Boulevard/Trosper Road Intersection improvement project will construct the following:

- A new local street, 6th Avenue, connecting Trosper Road SW and Lee Street SW.
- A two-lane roundabout at the intersection of 6th Avenue/Trosper Road.
- A two-lane roundabout at Capitol Boulevard SE and Trosper Road SW.
- A one-lane roundabout at the ramp terminal on 6th Avenue.
- A new local street, Trosper Road SE, extending Trosper Road east of Capitol Boulevard.

The project will realign the Interstate 5 northbound off-ramp to Trosper Road SW and northbound I-5 on-ramp from eastbound Trosper Road SW to intersect 6th Avenue. In addition, Linda Street will be repurposed for local access only and will include driveway aprons at either end to discourage through traffic. The new street (6th Avenue) and I-5 access point will help relieve congestion at the Capitol Boulevard/Trosper Road intersection by providing an alternate access point for northbound Capitol Boulevard to northbound I-5 traffic.

The Capitol Boulevard/Trosper Road roundabout will serve as a gateway to the Capitol Boulevard community. The roundabout will include landscaping in the center of the truck apron, widened sidewalks to accommodate foot and bicycle traffic, and lighting. The north, south, and west legs of the roundabout will taper to the existing Capitol Boulevard and Trosper Road cross sections as allowed per standard engineering guidelines. This will help reduce right-of-way and economic impacts to the community. The east leg will require acquiring a local driveway access and converting it to a one-lane road with bike lanes. The new road will provide improved access to neighboring businesses. The improved access will have a positive economic impact.

The project includes improved stormwater management. Proposed stormwater management features include flow control through infiltration and water quality facilities through combined infiltration and engineered treatment technologies approved through the Washington State Department of Ecology.

In addition, the project proposes moving the overhead power and communication facilities underground. This will improve safety by removing roadway hazards and enhance the overall aesthetics of the corridor.

Right-of-way acquisition, including full-parcel acquisition, is required to complete the project. Section 4 details property impacts including right-of-way acquisition.

1.2.2 Project Area and Setting

The project envelope is in the central part of the City of Tumwater, in Township 18, Range 2 West, Sections 34 and 35. Capitol Boulevard is the boundary between Sections 34 and 35. The project area can be identified in three parts/locations for a description: (1) the northbound I-5 on/off ramps located east of Capitol Boulevard between Trosper Road and Lee Street; (2) along Capitol Boulevard from 340 feet north of the Capitol Boulevard and Trosper Road intersection to 340 feet south of the intersection; and (3) an extension of Trosper Road east of Capitol Boulevard, turn south to connect to Linda Street (including improvements to Linda Street) to create more parking stalls.

1.2.3 Project Purpose and Need

The purpose of the Interstate 5/Trospen Road Interchange project is to improve congestion at the intersection of Capitol Boulevard and Trospen Road for vehicular and bicycle/pedestrian traffic.

There is growing concern within the community about congestion and the difficulty of accessing businesses along Capitol Boulevard between Trospen Road and Lee Street. Additionally, the intersection environment for bicycling and walking does not encourage these travel modes. Increasing growth and future redevelopment in the Capitol Boulevard corridor raises questions about the best ways to accommodate growth, while maintaining safe and acceptable levels of mobility for all travel modes.

2. REGULATIONS, COORDINATION, AND STUDIES

2.1 REGULATIONS

Environmental justice acknowledges that the quality of our environment affects the quality of our lives, and that negative environmental effects should not disproportionately burden low-income or minority populations. Effects associated with transportation projects may include disruption in community cohesion, restricted commercial access, presence of hazardous material, raised noise levels, increased air pollution, and other adverse effects. On February 11, 1994, President Clinton issued Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (Executive Order 12898). In a memorandum accompanying the Executive Order, President Clinton urged federal agencies to incorporate environmental justice principles into planning and programming activities. The National Environmental Policy Act (NEPA) provides a forum for environmental justice analysis and involves minority and low-income populations in the planning and project development process. Executive Order 12898 lists three major principles of environmental justice:

- Avoid, minimize, or mitigate disproportionately high adverse human health and environmental effects, including social and economic effects on minority and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decisionmaking process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

In response to Executive Order 12898, the USDOT issued Order 5610.2, Order to Address Environmental Justice in Minority Populations and Low-Income Populations. It outlined generally how environmental justice analyses should be performed and how transportation project decisions should be made. The USDOT Order requires agencies to accomplish the following:

- Explicitly consider human health and environmental effects related to transportation projects that may have a disproportionately high and adverse effect on minority or low-income populations, and
- Implement procedures to provide “meaningful opportunities for public involvement” by members of those populations during project planning and development.

In response to the above, FHWA issued its own order, FHWA Order 6640.23, Actions to Address Environmental Justice in Minority Populations and Low-Income Populations. It contains almost identical language to USDOT Order 5610.2.

Title VI of the Civil Rights Act of 1964 requires that “no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal Financial Assistance.” FHWA provides guidance for documenting the potential social, economic, and environmental effects considered in the selection and implementation of highway projects (FHWA Guidance for Preparing and Processing Environmental and Section 4(f) Documents (FHWA Technical Advisory 6640.8A). Executive Order 12898 is a renewed focus on the Title VI law with respect to minority populations, and adds emphasis on low-income populations.

This environmental justice analysis was developed in a manner consistent with NEPA, Executive Order 12898, USDOT Order 5610.2, FHWA Order 6640.23, and the following guidance documents:

- WSDOT Environmental Procedures Manual (2014)
- Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended)

Environmental justice is analyzed for this project in compliance with FHWA guidance, due to the presence of low-income and minority populations in the study area. The project’s adverse effects were identified and were then evaluated for disproportionality.

2.2 COORDINATION

FHWA and the City of Tumwater have identified public involvement as a key to engaging all people in the decisionmaking process as well as identifying adverse effects on a community. Public involvement includes providing meaningful access to public information concerning the human health, social, or environmental effects of a project and soliciting input from affected minority and low-income populations. Outreach can also help to identify specific concerns of low-income and minority populations as well as identify any benefits to these populations that would result from the project.

2.3 OUTREACH ACTIVITIES

Outreach activities have been ongoing throughout the planning process. The City presented the project to the Tumwater City Council in three separate council work sessions open to the public. In addition, the City hosted three open house meetings in April 2017. The open houses were held on separate days and during various times of the day to provide multiple opportunities for the community to attend. Flyers were mailed to the homeowners and business owners within and bordering the project limits. Of the 19 parcels¹ where acquisition is considered, 13 of the property owners, or their representatives, attended one of the open houses. SCJ Alliance (SCJ) and the City met

¹ Eight of the parcels belong to a business condominium group represented by MVP Reality Group. The project will require acquiring common space from the businesses.

with three of the other owners in one-on-one meetings. The City has attempted to contact the remaining property owners by mailing informational flyers with contact information and telephone.

Council Meetings

January 27, 2015: Prior to the council work session, the City and SCJ Alliance evaluated eight alternatives to solve the congestion at the Capitol Boulevard and Trosper Road intersection. The alternatives were ranked using a value metrics table that assigns a weighted value to performance attributes determined to be most important to the public and the City in the *Capitol Boulevard Corridor Plan*, January 7, 2014. Top-ranking alternatives were presented, including the solution discussed in Section 1, to the council work session. The council members in attendance did not voice any concerns with the alternatives.

March 14, 2017: The City and SCJ Alliance presented the project discussed in Section 1 to the council work session. The council members agreed with the need for the project and the solution. However, members did voice concern over right-of-way impacts and stressed the importance of public outreach and following the appropriate guidelines for parcel acquisitions and relocations. They were also concerned that the engineering construction and right-of-way estimates were low.

Public Open Houses

April 2017: The City hosted three public open houses during the month of April at the Fire Department Headquarters Training Room at 311 Israel Road SW, Tumwater, Washington. The meeting room is located along Intercity Transit routes 12 and 13. Flyers were sent to the parcel owners impacted by the Capitol Boulevard/Trosper Road Intersection Improvement project two weeks prior to the first open house. Flyers included an overview of the open house topics; meeting dates, times, and locations; brief project background; Title VI Notice to Public; and ADA accommodation notification.

The following individuals attended the open houses:

Table 1 Public Outreach Open House Attendance

Name	Business	Address	Owner/Representative
Nita Mungra	Shalimar Suites ²	348 Lee St SW ²	Owner
Richard Sampson	Farmers Insurance	207 Lee St SW	Owner
Paul Gubbe		110 Trosper Rd SW ¹	Representatives
Scott Gubbe	Southgate ¹	182 Trosper Rd SW	
Pam Bershauer		5203 Capitol Blvd S	
Don Thompson			Owner
Ward Glass	Thompson's Furniture ¹	5407 Capitol Blvd S ¹	Representative
Mary Blakely			Representative
Shay Mitchell	Burger King ¹	5252 Capitol Blvd S ¹	Owner
Margery Owens	WEA Chinook	5220 Capitol Blvd S	Representatives
Kathie Axtell			

Table 1 Public Outreach Open House Attendance

Chrissy McIntosh	Motel 6 ¹	400 Lee St SW ¹	Representative
		208 Lee St SW STE 104 ¹	
		208 Lee St SW STE 108 ¹	
		222 Lee St SW STE 116 ¹	
		222 Lee St SW STE 112 ¹	
Matthew Plummer	MVP Realty Group	260 Lee St SW STE 124 ¹	Representative
		260 Lee St SW STE 120 ¹	
		284 Lee St SW STE 132 ¹	
		284 Lee St SW STE 128 ¹	

¹ Properties requiring partial property acquisition for the proposed alignment

² Properties requiring full property acquisition for the proposed alignment

Feedback was generally positive. The owners of the Shalimar Suites did have questions. While they understood the need and concept of the project, they wanted to better understand the right-of-way acquisition process, relocation of their tenants, and compensation and relocation of their business. Mitch Legel, Universal Field Services, was at the meeting to provide an overview of how the right-of-way process works to help ease their concerns.

Individual Outreach

The City and SCJ held individual meetings with the following individuals:

Table 2 Public Outreach Individual Contact

Name	Business	Address	Owner/Representative
Mark Escamilla	Burger King ¹	5252 Capitol Blvd S ¹	Owner
Van Ho and Anna Tran	Pho 102 ²	211 Trosper Rd SW ²	Business Owners
Scott Wall	Scott Wall Construction Inc ²	211 Trosper Rd SW ²	Property Owner
Clint Owen	Line-X ¹	5403 Capitol Blvd S ¹	Owner

¹ Properties requiring partial property acquisition for the proposed alignment

² Properties requiring full property acquisition for the proposed alignment

Feedback was generally positive. The owners of Pho 102 restaurant expressed concern that their access will be cut off requiring a full parcel acquisition and business relocation. We briefly explained the right-of-way acquisition process and are continuing talks with the tenants and owners to ensure that their concerns are heard and that they understand the process. The owners of Burger King and Line-X did not express any concern with the project.

The City and SCJ reached out to the following individuals via mail and/or phone:

Table 3 Public Outreach Individual Contact Attempts

Name	Business	Address	Owner/Representative
Lawrence Billingsley	Vacant Commercial Bldg ¹	5210 Capitol Blvd S ¹	Owner
Lawrence Billingsley	Vacant Lot ²	No Address	Owner
Manuel and Fecitas Arceo	Parking/Easement ¹	5204 Capitol Way N ¹	Owners
Sound Credit Union	Sound Credit Union ²	5301 Capitol Blvd S ²	Owner

¹ Properties requiring partial property acquisition for the proposed alignment

² Properties requiring full property acquisition for the proposed alignment

We have not received feedback from the property owners, business owners, or their representatives.

Both the City and SCJ are making continued efforts to contact the owners and/or representatives to ensure they are familiar with the project and understand the impacts to their property.

2.4 STUDIES

Published information used to prepare this report was gathered from the following project documents for which no impacts to the project area were identified in the reports.

- Hazardous Materials Environmental Report, Prepared by GeoEngineers, May 24, 2017
- Cultural Resources Inventory, Prepared by Historical Research Associates, Inc., June 2017
- Draft Noise Discipline Report, Prepared by Landau Associates, Inc., June 15, 2017

2.5 LIMITED ENGLISH PROFICIENCY

Information on race/ethnicity is useful in identifying populations with limited ability to understand English and the need for translation services. The U.S. Department of Justice recommends that agencies consider providing language translation services if an ethnic group with a primary language other than English comprises 5 percent, or 1,000 persons or more, of an area. For example, if 5 percent or more of an area’s population is Hispanic, there is a strong possibility that individuals may be limited in their understanding of English, thereby limiting their ability to participate in the project decision-making process. In this case, translation and interpreter services should be provided.

The ACS Summary Report identifies that the population of the Environmental Justice Area has 1 percent of the population that “speak English less than well.” According to the U.S. Department of Justice recommendations, translation services are not required. However, if during the proposal or project process a person is identified as a person who “speaks English less than well,” interpretation services will be provided.

3. EXISTING CONDITIONS

3.1 DEMOGRAPHICS

The study area is entirely within the city limits of the City of Tumwater. The study area was set to include Census Tract Block Groups within a 0.50-mile radius of the project area and consists of the following Census Tracts:

- Census Tract 109.20
- Census Tract 108

The study area was determined using the EJScreen website as required by FHWA.

Figure 1: Environmental Justice Impact Area
I-5/Trospen Interchange



April 7, 2017

- Buffer Area
- Digitized Line

1:18,056

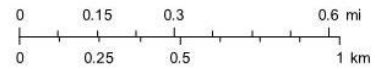


Image courtesy of USGS Earthstar Geographics SIO © 2017 Microsoft Corporation © 2017 HERE © AND

EJSCREEN 2016

The 2010 census data, EJScreen, and ACS Summary Report identifies that the Environmental Justice Area (the study area) has a combined population of 3,171 people. The population contains 23 percent minorities (724 minority individuals) and the following race groups: Black, American Indian, Asian, Pacific Islander, and Hispanic. The population for the City of Tumwater currently sits at 19,348. Minority races account for 23 percent of the total population for the City with the most prominent ethnic minority group being Hispanic (14%).

Table 4 2010 Census Data Minority Race Summary

Race	Environmental Justice Area	City of Tumwater
Hispanic/Latino	14 %	6.1 %
American Indian	1 %	1.2 %
Asian	4 %	4.7 %
Black/African American	2 %	1.6 %
Native Hawaiian/Pacific Islander	0 %	0.5 %
Two or More Races	3 %	2.4 %
White	77 %	84 %

Additionally, the study area is made up of 461 low-income households (32 percent), of a total of 1,428 total households. This is more than Thurston County’s rate of 30 percent of low-income households.

Figure 2: ACS Summary Report



EJSCREEN ACS Summary Report




Location: User-specified linear location
 Ring (buffer): .5-mile radius
 Description: I-5/Trosper Interchange

Summary of ACS Estimates		2010 - 2014		
Population				3,171
Population Density (per sq. mile)				2,615
Minority Population				724
% Minority				23%
Households				1,428
Housing Units				1,581
Housing Units Built Before 1950				187
Per Capita Income				26,342
Land Area (sq. miles) (Source: SF1)				1.21
% Land Area				100%
Water Area (sq. miles) (Source: SF1)				0.00
% Water Area				0%
		2010 - 2014	Percent	MOE (±)
		ACS Estimates		
Population by Race				
Total		3,171	100%	404
Population Reporting One Race		3,063	97%	865
White		2,646	83%	344
Black		52	2%	67
American Indian		26	1%	52
Asian		116	4%	106
Pacific Islander		11	0%	28
Some Other Race		212	7%	268
Population Reporting Two or More Races		107	3%	119
Total Hispanic Population		432	14%	337
Total Non-Hispanic Population		2,739		
White Alone		2,447	77%	298
Black Alone		52	2%	67
American Indian Alone		26	1%	52
Non-Hispanic Asian Alone		116	4%	106
Pacific Islander Alone		11	0%	28
Other Race Alone		0	0%	12
Two or More Races Alone		87	3%	119
Population by Sex				
Male		1,520	48%	305
Female		1,651	52%	228
Population by Age				
Age 0-4		154	5%	90
Age 0-17		427	13%	126
Age 18+		2,743	87%	312
Age 65+		576	18%	121


Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race. N/A means not available.
Source: U.S. Census Bureau, American Community Survey (ACS) 2010 - 2014.

Figure 3: ACS Summary Report (cont.)



United States Environmental Protection Agency

EJSCREEN ACS Summary Report



Location: User-specified linear location
 Ring (buffer): .5-mile radius
 Description: I-5/Trosper Interchange

	2010 - 2014 ACS Estimates	Percent	MOE (±)
Population 25+ by Educational Attainment			
Total	2,347	100%	278
Less than 9th Grade	41	2%	45
9th - 12th Grade, No Diploma	216	9%	120
High School Graduate	751	32%	225
Some College, No Degree	946	40%	156
Associate Degree	266	11%	80
Bachelor's Degree or more	394	17%	105
Population Age 5+ Years by Ability to Speak English			
Total	3,016	100%	371
Speak only English	2,691	89%	307
Non-English at Home ¹⁺²⁺³⁺⁴	325	11%	280
¹ Speak English "very well"	251	8%	270
² Speak English "well"	43	1%	60
³ Speak English "not well"	31	1%	45
⁴ Speak English "not at all"	0	0%	12
³⁺⁴ Speak English "less than well"	31	1%	45
²⁺³⁺⁴ Speak English "less than very well"	75	2%	74
Linguistically Isolated Households*			
Total	21	100%	35
Speak Spanish	0	0%	12
Speak Other Indo-European Languages	0	0%	12
Speak Asian-Pacific Island Languages	21	100%	33
Speak Other Languages	0	0%	12
Households by Household Income			
Household Income Base	1,428	100%	154
< \$15,000	254	18%	88
\$15,000 - \$25,000	207	14%	84
\$25,000 - \$50,000	302	21%	112
\$50,000 - \$75,000	375	26%	113
\$75,000 +	290	20%	95
Occupied Housing Units by Tenure			
Total	1,428	100%	154
Owner Occupied	568	40%	98
Renter Occupied	860	60%	161
Employed Population Age 16+ Years			
Total	2,775	100%	371
In Labor Force	1,632	59%	353
Civilian Unemployed in Labor Force	146	5%	82
Not In Labor Force	1,143	41%	215

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race. N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2010 - 2014.
 *Households in which no one 14 and over speaks English "very well" or speaks English only.

Figure 4: ACS Summary Report (cont.)



EJSCREEN ACS Summary Report



Location: User-specified linear location
 Ring (buffer): .5-mile radius
 Description: I-5/Trosper Interchange

	2010 - 2014 ACS Estimates	Percent	MOE (±)
Population by Language Spoken at Home*			
Total (persons age 5 and above)	3,016	100%	371
English	N/A	N/A	N/A
Spanish	N/A	N/A	N/A
French	N/A	N/A	N/A
French Creole	N/A	N/A	N/A
Italian	N/A	N/A	N/A
Portuguese	N/A	N/A	N/A
German	N/A	N/A	N/A
Yiddish	N/A	N/A	N/A
Other West Germanic	N/A	N/A	N/A
Scandinavian	N/A	N/A	N/A
Greek	N/A	N/A	N/A
Russian	N/A	N/A	N/A
Polish	N/A	N/A	N/A
Serbo-Croatian	N/A	N/A	N/A
Other Slavic	N/A	N/A	N/A
Armenian	N/A	N/A	N/A
Persian	N/A	N/A	N/A
Gujarathi	N/A	N/A	N/A
Hindi	N/A	N/A	N/A
Urdu	N/A	N/A	N/A
Other Indic	N/A	N/A	N/A
Other Indo-European	N/A	N/A	N/A
Chinese	N/A	N/A	N/A
Japanese	N/A	N/A	N/A
Korean	N/A	N/A	N/A
Mon-Khmer, Cambodian	N/A	N/A	N/A
Hmong	N/A	N/A	N/A
Thai	N/A	N/A	N/A
Laotian	N/A	N/A	N/A
Vietnamese	N/A	N/A	N/A
Other Asian	N/A	N/A	N/A
Tagalog	N/A	N/A	N/A
Other Pacific Island	N/A	N/A	N/A
Navajo	N/A	N/A	N/A
Other Native American	N/A	N/A	N/A
Hungarian	N/A	N/A	N/A
Arabic	N/A	N/A	N/A
Hebrew	N/A	N/A	N/A
African	N/A	N/A	N/A
Other and non-specified	N/A	N/A	N/A
Total Non-English	N/A	N/A	N/A

Data Note: Detail may not sum to totals due to rounding. Hispanic population can be of any race. N/A means not available. **Source:** U.S. Census Bureau, American Community Survey (ACS) 2010 - 2014.

*Population by Language Spoken at Home is available at the census tract summary level and up.

3.2 SCHOOLS

The presence of minority and low-income populations in the study area was further confirmed by obtaining school data for the 2015-2016 school year for school the elementary school served by the study area, Peter G. Schmidt. The elementary school had a total population of 615 students in 2015-2016. Of the total population, 28.1 percent of the students were of minority race.

Table 5 Elementary School Data Summary 2015-2016

Race Groups	Population	Percentage
Hispanic/Latino	84	13.7%
American Indian/Alaskan Native	1	0.2%
Asian	8	1.3%
Black/African American	14	2.3%
Native Hawaiian/Pacific Islander	4	0.7%
Two or More Races/Other Race	62	10.1%
White	442	71.9%
Totals	615	100%

The school data reflects a higher level of low-income population and minority population as compared to the census data. School data reveals the most prominent ethnic minority group to be Hispanic (13.7 percent). Students eligible for financial assistance through government lunch programs comprised of the student population of 231 (37.6 percent). The National School Lunch Program (NSPL 2015) provides the following criteria for eligibility for free or assisted lunch programs. Children from families with incomes at or below 130 percent of the poverty level are eligible for free meals. Those with incomes between 130 percent and 185 percent of the poverty level are eligible for reduced-price meals, for which students can be charged no more than 40 cents.

Figure 5: OSPI Elementary School Data 2015-2016

4/7/2017

Washington State Report Card



Peter G Schmidt Elementary

Principal Jack Arend
360.709.7200 ([more info](#))

237 Dennis Street SE Tumwater 98501-0000 Grade Span: K-6
Tumwater School District

Select a year: 2015-16 90

Grade Level	SBA ELA	SBA Math
3rd Grade	58.5%	62.3%
4th Grade	56.6%	52.3%
5th Grade	51.0%	52.0%
6th Grade	63.0%	48.9%

Grade Level	MSP Science
5th Grade	57.2%

English Language Arts

Grade	2014-15 SBA	2015-16 SBA
3rd	42%	58%
4th	50%	55%
5th	58%	50%
6th	55%	62%

Math

Grade	2014-15 SBA	2015-16 SBA
3rd	60%	62%
4th	52%	50%
5th	40%	50%
6th	42%	48%

Science

Year	Percent Meeting Standard
2012-14 MSP/HSPE	68%
2014-15 MSP/HSPE	60%
2015-16 MSP/HSPE	55%

Student Demographics	
Enrollment	
October 2015 Student Count	615
May 2016 Student Count	615
Gender (October 2015)	
Male	302 49.1%
Female	313 50.9%
Race/Ethnicity (October 2015)	
Hispanic / Latino of any race(s)	84 13.7%
American Indian / Alaskan Native	1 0.2%
Asian	8 1.3%
Black / African American	14 2.3%
Native Hawaiian / Other Pacific Islander	4 0.7%
White	442 71.9%
Two or More Races	62 10.1%
Special Programs	
Free or Reduced-Price Meals (May 2016)	231 37.6%
Special Education (May 2016)	77 12.5%
Transitional Bilingual (May 2016)	27 4.4%
Migrant (May 2016)	0 0.0%
Section 504 (May 2016)	7 1.1%
Foster Care (May 2016)	N<10
Other Information (more info)	
Unexcused Absence Rate (2015-16)	648 0.7%

Teacher Information (2015-16) (more info)	
Classroom Teachers	
Asian	1
Black / African American	1
White	39
Two or More Races	2
Average Years of Teacher Experience	
Asian	3
Black / African American	13.6
White	12.7
Two or More Races	6.4
Teachers with at least a Master's Degree	69.8%
Total number of teachers who teach core academic classes	39
% of teachers teaching with an emergency certificate	0.0%
% of teachers teaching with a conditional certificate	0.0%
Total number of core academic classes	39
ESEA Highly Qualified Teacher Information	
% of classes taught by teachers meeting ESEA highly qualified (HQ) definition	100.0%
% of classes taught by teachers who do not meet ESEA HQ definition	0.0%
% of classes in high poverty schools taught by teachers who meet ESEA HQ definition	N/A
% of classes in high poverty schools taught by teachers who do not meet ESEA HQ definition	N/A
% of classes in low poverty schools taught by teachers who meet ESEA HQ definition	N/A
% of classes in low poverty schools taught by teachers who do not meet ESEA HQ definition	N/A

<http://reportcard.ospi.k12.wa.us/Summary.aspx?domain=AYP&schoolId=2930&OrgType=4&reportLevel=School&printable=True>

1/1

Public schools that serve the Environmental Justice area include:

- **Peter G. Schmidt Elementary, 237 Dennis St SE, Tumwater, Washington**
Approx. 0.69 miles from the Environmental Justice Area.
- **G.W. Bush Middle School – 2130 83rd Ave SW, Tumwater, Washington**
Approx. 3.25 miles from the Environmental Justice Area
- **Tumwater High School – 700 Israel Rd Tumwater, Washington**
Approx. 0.66 miles from the Environmental Justice Area

3.3 TRANSIT

InterCity Transit provides transit service on Capitol Boulevard via a fixed route. Route 13 runs north and south along Capitol Blvd between Olympia Transit Center and Tumwater Timberland Library. Service along Capitol Blvd has 15-minute scheduled headways at each stop during the day between the AM and PM peak hours.

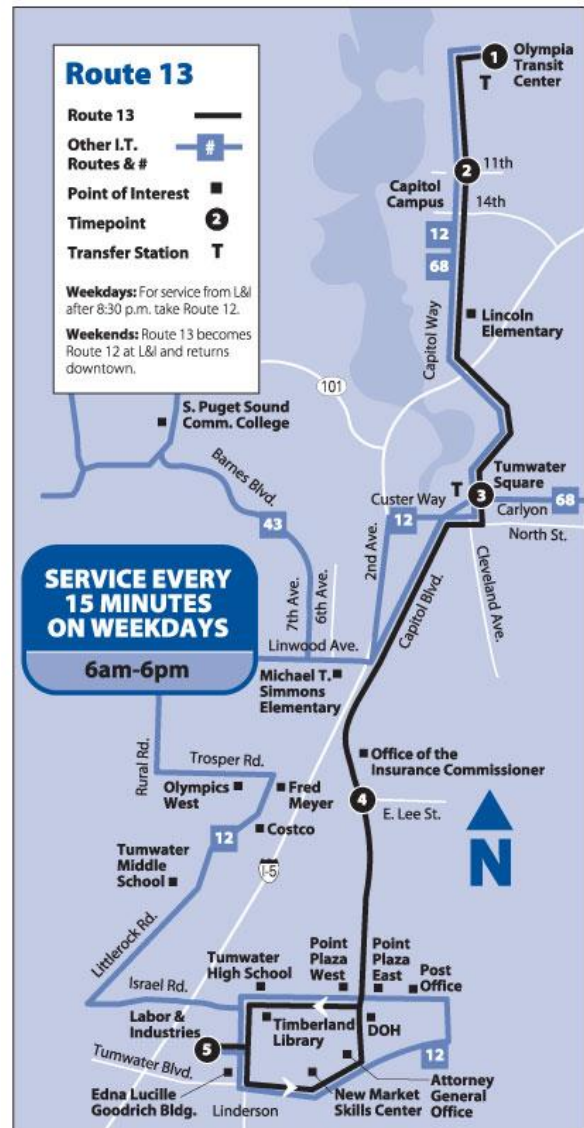
Within the Environmental Justice area there are two bus stops (one northbound on Capitol Blvd and one southbound on Capitol Blvd). Both stops are located between Lee St SW, to the north and Gerth St SW, to the south. Both bus stops provide shelters for waiting passengers.

3.4 SOCIAL AND RELIGIOUS SERVICES

No schools, fire facilities, police facilities, social service programs, or social service facilities are located directly within the Environmental Justice area. The nearest facilities identified are as follows:

- **Mt. View Christian Church of Nazarene 940 Israel Rd SW, Tumwater, Washington**
Approx. 0.71 miles from the Environmental Justice Area
- **Tumwater Fire Station Headquarters – 555 Israel Rd, SW, Tumwater, Washington**
Approx. 0.87 miles from the Environmental Justice Area
- **Tumwater North End Fire Station – 405 Linwood Ave, SW, Tumwater, Washington**
Approx. .034 miles from the Environmental Justice Area
- **Tumwater Police Department – 555 Israel Rd, SW, Tumwater, Washington**
Approx. 0.87 miles from the Environmental Justice Area

Figure 6: InterCity Transit Bus Route 13



3.5 PARKS AND RECREATION ACTIVITIES

No designated or informal recreation opportunities are located within the project area. The project will not impact any designated or informal parks. The nearest City recreational opportunities are located:

- **V Street Park, 415 V Street SW, Tumwater, Washington**
Approx. 0.265 miles from the Environmental Justice Area
- **Deschutes Valley Park, 600 T Street SE, Tumwater, Washington**
Approx. 0.47 miles from the Environmental Justice Area
- **Palermo Pocket Park, 309 O Street SE, Tumwater, Washington**
Approx. 0.20 miles from the Environmental Justice Area
- **Tumwater Valley Golf Course, 4611 Tumwater Valley Dr, SE, Tumwater, Washington**
Approx. 0.24 miles from the Environmental Justice Area

In addition to the City opportunities for recreation, there are three Tumwater School District schools located no further than 0.75 miles from the Environmental Justice area, which can also provide recreational opportunities.

3.6 BUSINESSES

The project area is characterized by commercial development along Trosper Road and Capitol Boulevard. On Trosper Road, only two accesses are available to commercial developments. To the north is the Southgate commercial development center, which has access from both Trosper Road and Capitol Boulevard. Southgate has fast food restaurants, merchandise shopping, a pharmacy, a pet store, a coffee stand, an auto parts store, and dine-in restaurants. To the south on Trosper Road is an access driveway for a dine-in restaurant.

On Capitol Boulevard, there is a gas station, banks, office buildings, fast food restaurants, a coffee house, an auto oriented business/repair, and a furniture store. All businesses on Capitol Boulevard have individual access from the roadway to the businesses.

3.7 RESIDENTIAL

Within the project area there is only one location where residential or residential types of structures exist. The Shalimar Suites located on the north side of Lee Street and sits between a motel and an office building. The building has eight units that house individuals on a month-by-month basis. The neighboring property to the west, a motel, houses people on a day-by-day basis. There are apartment complexes located to the south of Lee Street; however, these complexes are not within the project area.

3.8 GATHERING PLACES

There are no known community centers or libraries within the Environmental Justice area. The Old Town Center is located approximately one mile south of the Environmental Justice Area. Tumwater

Timberland Library is also located south of the Environmental Justice area. Both nearby gathering places are located along InterCity Transit bus routes.

- **Old Town Center, 215 2nd Ave SW, Tumwater, Washington**
Approx. 1 mile from the Environmental Justice Area
- **Tumwater Timberland Library, 7023 New Market St SW, Tumwater, Washington**
Approx. 0.90 miles from the Environmental Justice area

4. POTENTIAL EFFECTS

The potential effects in Section 4 are specific to the proposed alignment described in Section 6. For a description of each of the alignments evaluated, please refer to Section 5.

Whole Parcel Acquisition – Relocation of Residents. A new road is proposed, which will impact the entire Shalimar Suites property as a total acquisition to complete the transportation project. The owner of the property will be displaced as a landlord and, assuming each of the eight units are occupied, the residents will be displaced as residential tenants. The property is 0.56 acres in size and is categorized as apartments according to the Thurston County Assessor’s Office and as confirmed by visual inspection. According to one of the property owners, Nita Mungra, the property is managed as a short-term and long-term month-by-month rental basis. The owner of the property has stated in conversation, *“these units are rented more like a motel than as apartments.”* Nita Mungra attended an open house arranged by the City. During discussions with her, it was determined she could be considered a minority from a middle-eastern country. At the open house, Ms. Mungra mentioned she also owned the Tumwater Inn & Suites, a similar 17-unit apartment building just blocks away located at 5895 Capitol Boulevard. It is assumed the occupants of the Shalimar are low-income and may require special needs such as proximity to bus routes or need to be a reasonable distance to a transit center.

During the latter part of June 2017, a search of potential replacement sites was conducted for comparable rental properties available for sale and for rentals units consisting of both short- and long-term stays. It is assumed that further discussions with the property owner will reveal opportunities of replacement properties. Our search revealed reasonable results including:

Apartment Buildings for sale: Three ranging from \$800,000 to \$1,800,000 located in Olympia.

Apartment Rental Units: Four apartment complexes were identified within 1,000 feet of an “Intercity Transit” bus route with rental rates starting at \$750. Furthermore, there are many large apartment buildings in the vicinity, and it is assumed availability of other comparable rental units would increase upon expanding the search area throughout the cities of Tumwater, Lacey, and Olympia.

Additionally, the Housing Authority of Thurston County (HATC) is a resource for potential rental housing. HATC owns 16 affordable multi-family housing sites in Olympia, Lacey, and Tumwater. They also own five properties for low-income veterans, families transitioning from homelessness, and those with disabilities. The HATC will be a resource for further search of replacement properties.

It is reasonable to assume apartment buildings for sale and vacancy of units for rent will change over time, and a more exhaustive search may result in increased availability. Because this is a federally funded project, federal and state regulations may provide reimbursement opportunities through the

“Federal Uniform Relocation Assistance and Real Property Acquisitions Policies Act” for reimbursement of relocation assistance to help offset the increased cost for housing within a 50-mile radius of the project and the displacement site. With the available resources, including the federal Relocation Assistance program, it is reasonable to assume sufficient replacement housing will be available to those residential occupants displaced by the project.

Whole Parcel Acquisition – Relocation of Businesses. Sound Credit Union, located at 5301 Capitol Boulevard SW, will need to be relocated to complete the transportation project. The intersection improvements proposed will expand to and through more than 70 percent of the parcel. The property is 0.66 acres in size and is categorized as office use according to the Thurston County Assessor’s Office. Based upon our research of multiple resources, including the internet and the multiple listing service, there should be sufficient comparable replacement properties for the owner to purchase. As mentioned earlier, on federally funded projects, the “Federal Uniform Relocation Assistance and Real Property Acquisitions Policies Act” may provide assistance with payment reimbursement to help offset various costs for the business move.

The property located at tax parcel number 12834440600 is currently vacant land owned by a private citizen. Although the property is in private ownership, it is currently used as a roadway access to the Burger King and other businesses adjacent to the access. Additionally, this property is signalized and is used as an extension of Trosper Road. The property is 0.33 acres in size and is listed as vacant land according to the Thurston County Assessor’s Office.

The business located at 211 Trosper Road SW, Pho 102 restaurant, will be relocated to complete the transportation project. The project footprint will not encroach upon the building; however, acquisition of access rights along Trosper Road eliminates access to the site. Without access, the business needs to be relocated. In late-June 2017, a meeting was held with the business owner(s) Van Ho & Anna Tran. The owners are Vietnamese and speak fluent English. It is assumed Pho 102 is a minority-owned business.

During the latter part of June 2017, a search of potential replacement sites within the Tumwater, Lacey, and Olympia area was conducted for available comparable properties to purchase and/or lease. Our search revealed a reasonable list of results including:

Restaurant Space for Sale: Four properties ranging from \$395,000 to \$1,150,000

Restaurant Space for Lease: Six sites ranging from \$12 to \$18 per SF (NNN)

The parcel is 0.54 acres and is categorized as restaurant use according to the Thurston County Assessor’s Office. Expanding the search area throughout the cities of Tumwater, Lacey, and Olympia will more than likely see an increase in availability of restaurant spaces for lease and for sale.

As previously stated, on federally funded projects, the “Federal Uniform Relocation Assistance and Real Property Acquisitions Policies Act” may provide assistance with payment reimbursement to help offset various costs for the business and landlord move.

Partial Acquisition – Loss of parking/commercial storage space. Some businesses will be impacted by the need for partial acquisitions due to the transportation project. The acquisitions will be for loss of commercial storage space, property frontage, or parking. The properties identified for partial acquisition are:

Table 6 Partial Land Acquisition Properties and Use

Business	Address	Parcel Size (acres)	Land Use
Line-X of Olympia	5403 Capitol Blvd S	1.04	Service/Commercial
Thompson’s Furniture	5407 Capitol Blvd S	1.9	Retail
Motel 6	400 Lee St SW	2.23	Lodging
Burger King	5252 Capitol Blvd S	0.42	Restaurant
Jack in the Box	110 Trosper Rd SW	0.56	Restaurant
Parking Lot (Parcel #0908006500)	5204 Capitol Way N	0.19	Parking Lot
Vacated Bank/Office Bldg	5210 Capitol Blvd S	0.64	Office/Bank
	208 Lee St SW Suite 104		
	208 Lee St SW Suite 108		
	222 Lee St SW Suite 116		
Lee Street Commercial Office Buildings	222 Lee St SW Suite 112	1.00	Common Space / Landscaping
	260 Lee St SW Suite 124		
	260 Lee St SW Suite 120		
	284 Lee St SW Suite 132		
	284 Lee St SW Suite 128		

Construction Easements. It is anticipated temporary construction easements will be necessary for construction. The need for these easements is for construction personnel to physically access parcels to complete the proposed work. If needed, all construction easements will be acquired in accordance with FHWA requirements and will be obtained prior to bid advertisement.

Figure 7: Property Acquisitions for the Proposed Alignment

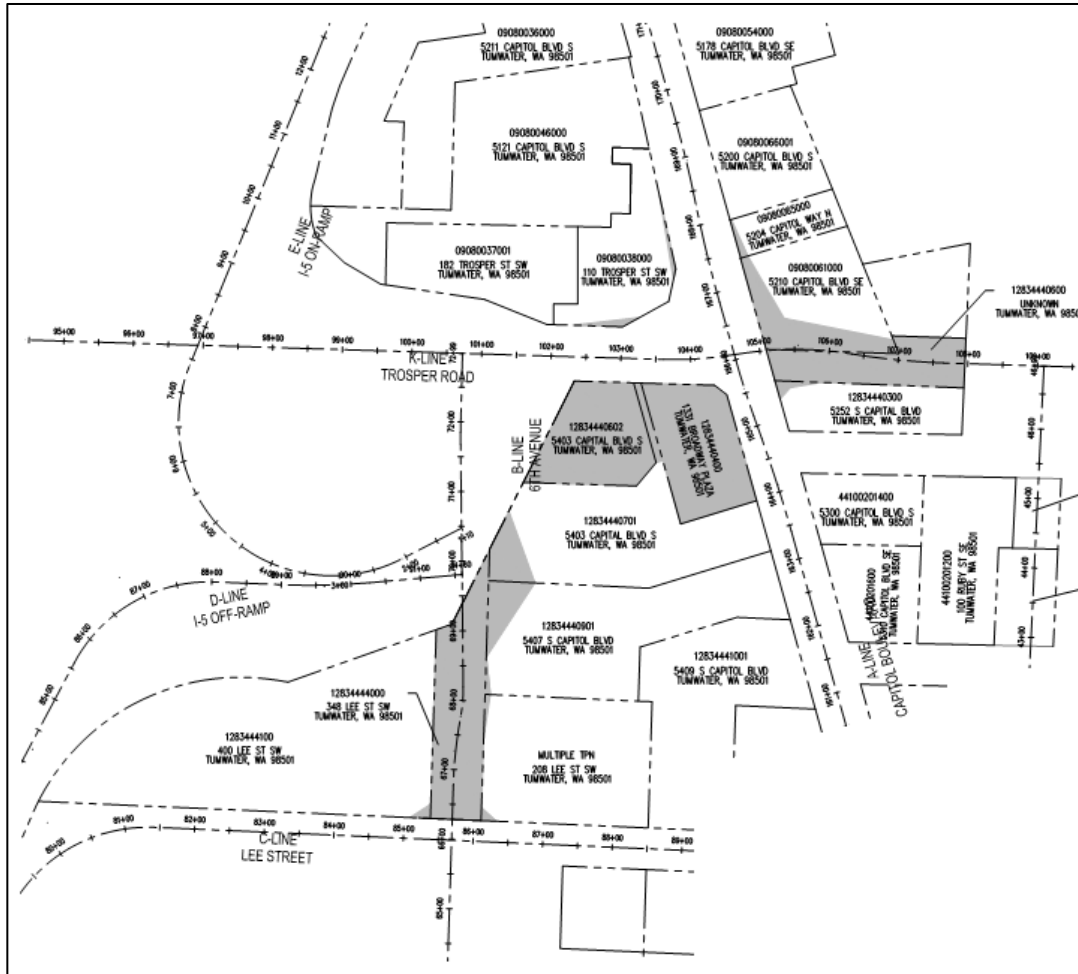
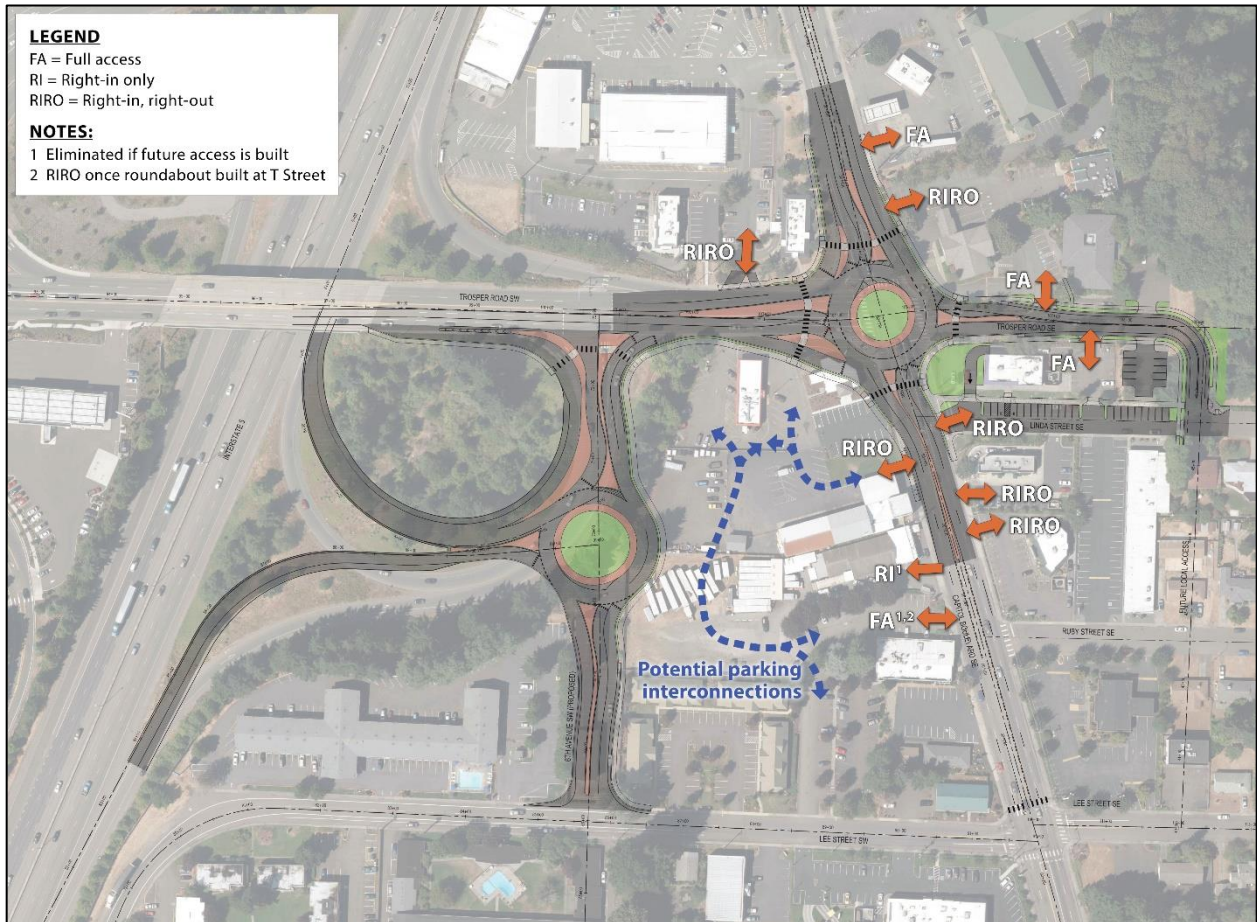


Table 7 Right-of-Way Acquisition Summary (Proposed Alignment)

Business	Address	Acquisition Type
Pho 102	211 Trosper Road SW	Full
Sound Credit Union	5301 Capitol Blvd S	Full
Shalimar Suites	348 Lee St SW	Full
Parking/Driveway Easment (Parcel #12834440600)	N/A	Full
Parking Lot (Parcel #0908006500)	5204 Capitol Way N	Partial
Line-X of Olympia	5403 Capitol Blvd S	Partial
Thompson's Furniture	5407 Capitol Blvd S	Partial
Motel 6	400 Lee St SW	Partial
Burger King	5252 Capitol Blvd S	Partial
Jack in the Box	110 Trosper Rd SW	Partial
Vacated Bank/Office Bldg	5210 Capitol Blvd S	Partial
	208 Lee St SW Suite 104	
	208 Lee St SW Suite 108	
	222 Lee St SW Suite 116	
Lee Street Commercial Office Buildings	222 Lee St SW Suite 112	Partial
	260 Lee St SW Suite 124	
	260 Lee St SW Suite 120	
	284 Lee St SW Suite 132	
	284 Lee St SW Suite 128	

Change in access. Changes in access are necessary to accommodate the project construction. The changes are for existing commercial developments along Capitol Boulevard. Approximately six businesses will be impacted with either new entrance locations or restricted directional access (right-in/right-out).

Figure 8: Proposed Access Changes



5. MEASURES TO AVOID OR MINIMIZE EFFECTS

Existing improvements and developments surrounding the Capitol Boulevard/Trospers Road intersection do not allow for flexibility with the alignment and location of the roundabout. The roundabout was placed to limit impacts to the surrounding businesses. Every option evaluated resulted in full parcel acquisitions of Pho 102 restaurant and Sound Credit Union.

Through the preliminary stages of this project, we evaluated four alignments for 6th Avenue and the associated impacts to the following parcels highlighted in Figure 9:

- Parcel #12834440701 (Line-X of Olympia)
- Parcel #12834440901 (Thompson’s Furniture)
- Parcel #12834444000 (Shalimar Suites)

- Parcel #12834444100 (Motel 6)
- Condominium Office Units, Shared Common Space, and Parking:
 - Parcel #58910000100 (Travis Vaughn)
 - Parcel #58910000200 (WA Association of School Business Officials)
 - Parcel #58910000700 (Saeidi-Razavi Trust 2-26-15)
 - Parcel #58910000800 (Saeidi-Razavi Trust 2-26-15)
- Shared Common Space and Parking:
 - Parcel #58910000300 (Street-Lee LLC)
 - Parcel #58910000400 (MVP Industries)
 - Parcel #58910000500 (TEG Rentals)
 - Parcel #58910000600 (TEG Rentals)

The alignments and their impacts are summarized below.

Figure 9: 6th Avenue Properties Impacted by Alignments Considered



Alignment 1:

Alignment 1 would construct 6th Avenue through the Motel 6 parking lot between the Shalimar Suites and the hotel lobby. The northbound I-5 on/off ramp terminus at Trospen Road would be moved south on 6th Avenue to the proposed roundabout. The intersection alignment at Trospen Road would shift west approximately 60 feet.

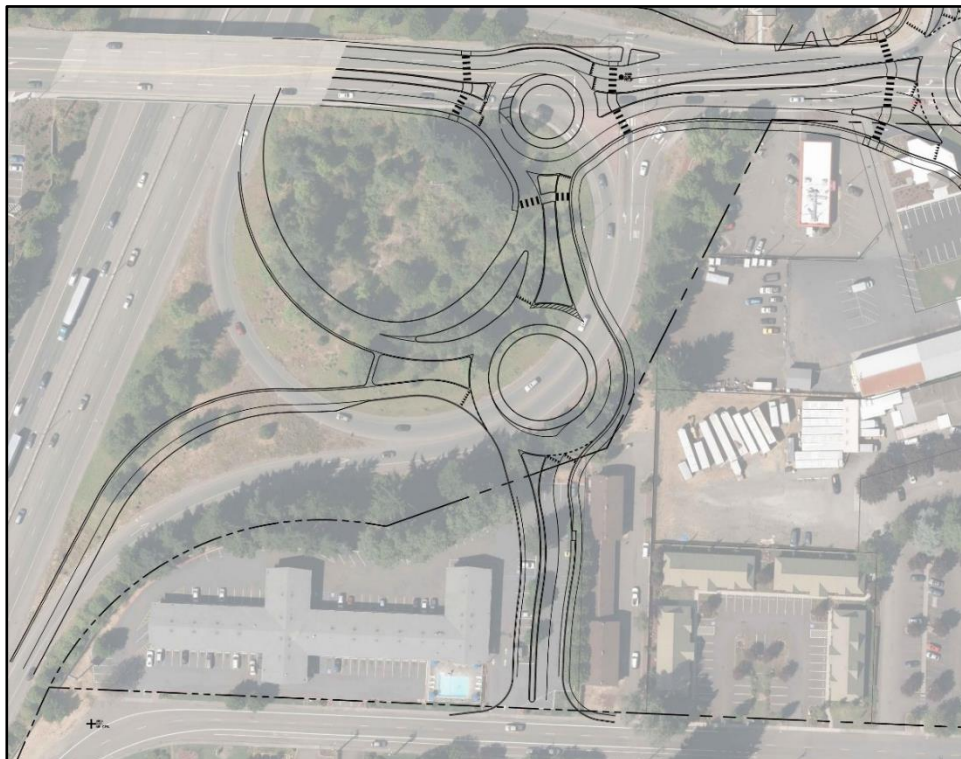
The impacts would require acquisition of a portion of the Motel 6 property located at 400 Lee St. The Motel 6 acquisition area is the main entrance to the front lobby area as well as parking for the guests and staff. The alignment would remove 35-40 of the 120 parking stalls, cut off vehicle access (limit accessible access) to the front lobby, and limit emergency access and circulation through the parking lot.

City of Tumwater requires one parking stall for every room. With 119 rooms at the Motel 6, additional parking would need to be provided.

The impacts to the hotel parking lot and circulation would require major reconstruction to the hotel building and site. To provide access to the lobby, the pool would need to be removed or the lobby would need to be relocated to another section of the building. Providing additional parking would prove challenging as there is no available space on-site and no vacant lots available adjacent to the site. Depending on the total impacts and cost to mitigate, those impacts could result in a full parcel acquisition.

In addition, the alignment would create a nonconforming setback for the Shalimar Suites at 348 Lee Street SW, which could lead to total acquisition of the residential complex.

Figure 10: 6th Avenue Alignment 1



Alignment 2:

Alignment 2 would construct 6th Avenue from the existing intersection at Troser Road to Lee Street. The south leg of the roundabout would be angled to align the 6th Avenue/Lee Street intersection with a possible future 6th Avenue extension to T Street.

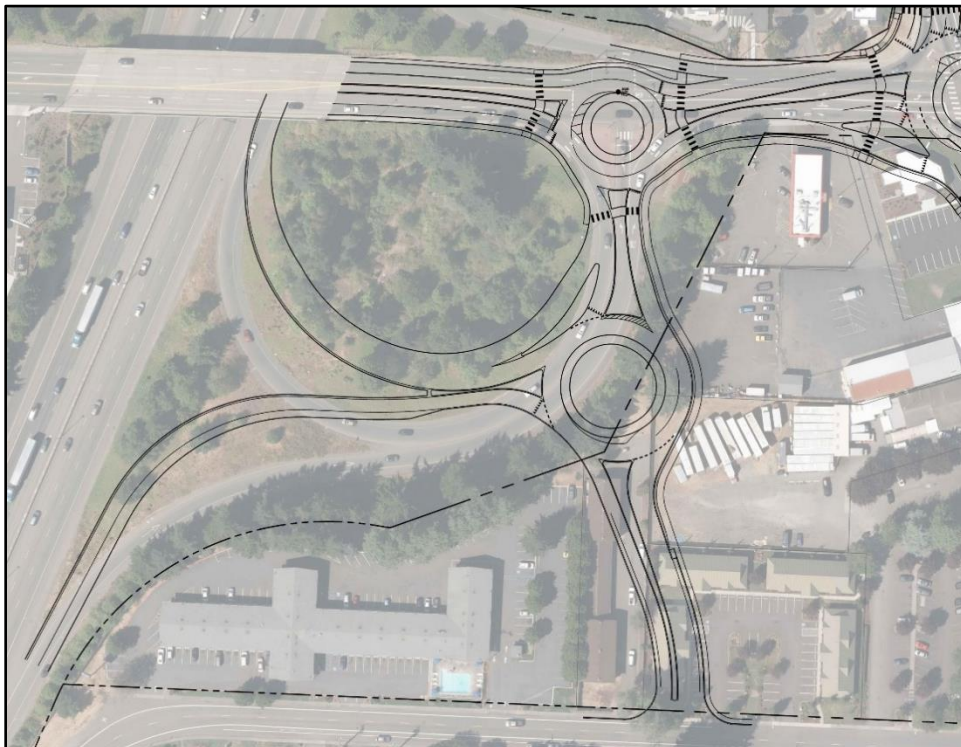
The alignment requires partial acquisition of the properties at 5403 Capitol Boulevard (Line-X of Olympia) and 5407 Capitol Boulevard (Thompson’s Furniture), property acquisition and demolition of two commercial duplex buildings fronting Lee Street (260 and 284 Lee Street, a four-building business complex), and acquisition of the Shalimar Suites at 348 Lee Street.

In addition, the alignment would remove parking and cut off parking lot circulation for the remaining business fronting Lee Street. The parking lot would need to be reconfigured to provide adequate parking for staff and visitors and to comply with emergency access codes. If the parking lot were unable to be built to code, full parcel acquisition and relocation of the remaining business may be required.

Shalimar Suites is comprised of eight residential units. The units are split into two fourplexes separated by covered parking/storage. The alignment intersects the north unit, but does not impact the south unit. There is a possibility that the south unit could be saved while demolishing the north unit. This would require relocation of four residents instead of eight. However, there are too many unknown factors to make an accurate determination at this point, and it is appropriate to assume that the whole parcel would be acquired with this alignment.

The acquisition would not have an adverse impact on the existing business operations at Line-X of Olympia and Thompson’s Furniture.

Figure 11: 6th Avenue Alignment 2



Alignment 3:

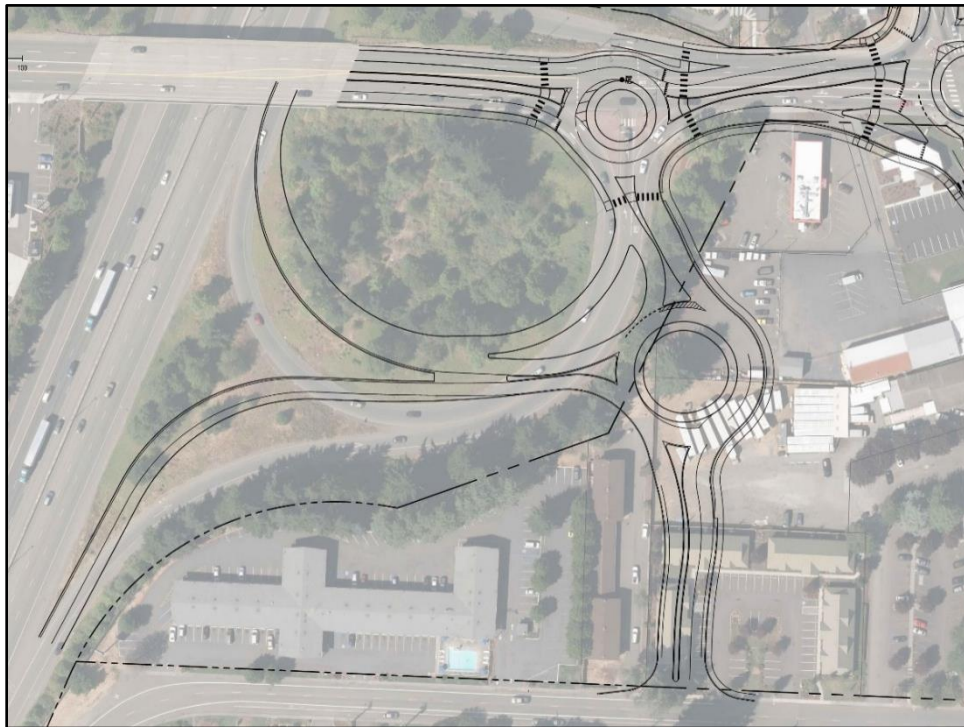
Alignment 3 intersects Trospen Road at the existing intersection location and aligns the 6th Avenue/Lee Street intersection with a possible future 6th Avenue extension to T Street (undeveloped right-of-way) on the south side of Lee Street. The alignment requires the north leg of the roundabout to be angled at a significant skew in order to intersect Trospen Road at an operationally safe distance from the Capitol Boulevard/Trospen Road intersection.

The alignment requires partial acquisition of the properties at 5403 Capitol Boulevard (Line-X of Olympia) and 5407 Capitol Boulevard (Thompson’s Furniture) and property acquisition and demolition of two commercial duplex buildings fronting Lee Street, 260 and 284 Lee Street (four-building business complex).

In addition, the alignment would remove parking and cut off parking lot circulation for the remaining business fronting Lee Street. The parking lot would need to be reconfigured to provide adequate parking for staff and visitors and to comply with emergency access codes. If the parking lot were unable to be built to code, full parcel acquisition and relocation of the remaining business may be required.

The acquisition would significantly reduce the parking and storage availability for Line-X of Olympia and Thompson’s Furniture, which may have an adverse impact on their day-to-day business operations.

Figure 12: 6th Avenue Alignment 3



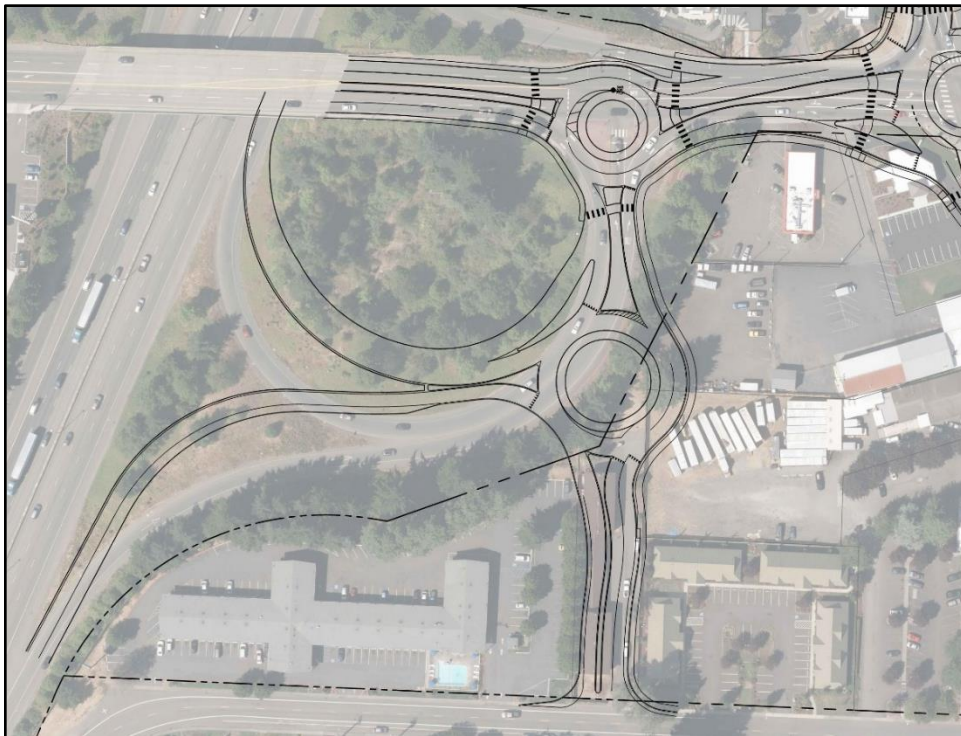
Alignment 4:

Alignment 4 extends 6th Avenue south from the intersection at Trosper Road south to Lee Street. The north and south legs of the roundabout on 6th Avenue intersect the roundabout at 90 degrees, which is desirable for roundabout navigation and safety.

The south leg alignment will require full parcel acquisition and relocation of the eight residents at the Shalimar Suites and partial property acquisition of the properties at 5403 Capitol Boulevard (Line-X of Olympia) and 5407 Capitol Boulevard (Thompson's Furniture). In addition, the alignment requires small property acquisitions of 400 Lee Street (Motel 6) and of common space for the four-building business complex fronting Lee Street east of 6th Avenue.

The acquisition would not have an adverse impact on the existing business operations at Line-X, Thompson's Furniture, Motel 6, or the office buildings fronting Lee Street.

Figure 13: 6th Avenue Alignment 4 (Proposed Alignment)



6. SUMMARY AND RECOMMENDATION

Alignment 4 is the recommended Proposed Alignment. This alignment does impact potential Environmental Justice resources (Shalimar Suites). The alignment is the most desirable geometric layout with regards to operations and safety, and it has the least total impacts to private properties and commercial businesses.

Alignment 1 and 4 provide equal operation and safety benefits. However, the Alignment 1 impacts to Motel 6 are considerable and may require total acquisition. Alignment 1 may also impact the Shalimar Suites due to setback limitations which may require further mitigation including building remodel and/or property acquisition.

The operation and safety benefits of Alignment 2 are acceptable. However, at a minimum, the alignment requires demolishing four of the eight units at the Shalimar Suites and two duplex office buildings. It is likely that the alignment will require a total parcel acquisition of the Shalimar Suites. In addition, if the parking lot for the two remaining duplex office buildings cannot be designed to city code, a full parcel acquisition may be required.

While Alignment 3 does not impact Shalimar Suites, it does not provide desirable operation and safety benefits due to the heavily skewed intersection of 6th Avenue and Trosper Road. The alignment has the potential to significantly impact the day-to-day operations of Line-X of Olympia and Thompson's Furniture. As with Alignment 2, the remaining two duplex offices fronting Lee Street may need to be acquired if the parking lot cannot be reconfigured to city code.

Each alignment has impacts to the adjacent business and/or residents. Alignment 4 provides the most desirable operation and safety benefits while minimizing the total impacts to private property and commercial businesses.

In order to help persons with limited ability to understand English, they will be offered translation and interpreter services in some, or all, of the languages identified in the Limited English Proficiency section so that they are able to participate in the decisionmaking process.

In order to avoid or minimize the effects to adjacent property owners, ongoing coordination and outreach activities will be used to solicit property owner input. This input will guide refinements to the project during final design.

Acquisitions of property will be performed in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Table 8 Comparison of Impacts¹

Business	Address / Parcel Number	6 th Avenue Alignments			
		Alignment 1	Alignment 2	Alignment 3	Alignment 4 (Proposed Alignment)
Shalimar Suites ²	348 Lee St SW	Possible Impact – May require property and/or building modifications due to setback limitations from the new street.	Significant Impact – Whole parcel acquisition/relocation.	No Impact	Significant Impact – Whole parcel acquisition/relocation.
Motel 6	400 Lee St SW	Significant Impact – Removal of parking, remodel for new entrance, removal/replacement of swimming pool, engineering constraints, possible whole parcel acquisition/relocation	No Impact	No Impact	Minor Impact – Acquire portion of landscaping. No impacts to parking or building.
Line-X of Olympia	5403 Capitol Blvd	No Impact	Minor Impact – Partial acquisition. No impact to owner/property use.	Impact – Partial acquisition. Possible impacts to owner and property use.	Minor Impact – Partial acquisition. No impact to owner/property use.
Thompson’s Furniture	5407 Capitol Blvd	No Impact	Minor Impact – Partial acquisition. No impact to owner/property use.	Impact – Partial acquisition. Possible impacts to owner and property use.	Minor Impact – Partial acquisition. No impact to owner/property use.
Lee Street Commercial Office Buildings	208 Lee St SW 222 Lee St SW 260 Lee St SW 284 Lee St SW	No Impact	Significant Impact – Building demolition and relocation for four owners/tenants: 260 Lee St SW 284 Lee St SW Parking lot circulation and parking stall impacts to the remaining units.	Significant Impact – Building demolition and relocation for four owners/tenants: 260 Lee St SW 284 Lee St SW Parking lot circulation and parking stall impacts to the remaining units.	Minor Impact – Acquire portion of the common space/landscaping on the west side of the property. No impacts to the buildings or tenants.

¹ Parcels not impacted by the 6th Avenue alignments are not included in this table

² Potential EJ Resource

7. ENVIRONMENTAL JUSTICE DETERMINATION

As shown in the demographics in the Existing Conditions section, concentrations of low-income and minority populations in the study area are higher than the citywide concentrations. Further, as discussed in the Potential Effects section, impacts would be disproportionately borne by the whole parcel acquisitions of the 8-unit apartment complex and the two commercial parcels, a restaurant, and bank. The proposed alignment provides the most desirable operation and safety benefit and minimizes the total impacts to private property and commercial businesses. The whole parcel acquisitions will follow the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended). The beneficial effects due to the new transportation systems and configuration will provide increased vehicle, bicycle, and pedestrian mobility and increased access to neighborhood facilities that will be experienced equally by the general population and minority and low-income populations. Therefore, this proposed project has met the provisions of Executive Order 12898, as it is supported by Title VI of the Civil Rights Act of 1964

8. REFERENCES

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