January 2026

Tacoma Dome Access Improvements Project

SEPA Environmental Checklist

Attachment A

Conceptual Engineering Drawings

SOUNDTRANSIT

SOUND TRANSIT

CONCEPTUAL ENGINEERING PLANS

TACOMA DOME ACCESS IMPROVEMENTS

SEPTEMBER 2025

SOUNDTRANSIT

Parametrix

INDEX OF DRAWINGS - BOOK 1 OF 1

SHEET NO.	DWG. NO.	PROJ. ID	TITLE
GENERAL DRAWINGS			
	G1	-	TITLE PAGE
	G2	-	INDEX OF DRAWINGS
	G3	-	LEGEND & ABBREVIATIONS
	G4	-	KEY PLAN
CIVIL			
	C1	TD07	CIVIL - S 25TH ST
	C2	TD07	CIVIL - E 25TH ST
	C3	TD07	CIVIL - E 25TH ST
	C4	TD07	CIVIL - E 25TH ST
	C5	TD07	CIVIL - E 25TH ST
	C6	TD08	CIVIL - E 26TH ST
	C7	TD08	CIVIL - E 26TH ST
	C8a	TD09	CIVIL - E D ST (INTERIM)
	C8b	TD09	CIVIL - E D ST
	C9	TD09	CIVIL - E D ST
	C10	TD09	CIVIL - E D ST
	C11	TD09	CIVIL - E D ST / E McKINLEY WAY
	C12	TD09	CIVIL - E McKINLEY WAY
	C13	TD09	CIVIL - E McKINLEY WAY
	C14	TD11	CIVIL - PACIFIC AVE
	C15	TD11	CIVIL - PACIFIC AVE
	C16	TD13	CIVIL - STATION AREA
	C17	TD13	CIVIL - STATION AREA
	C18	TD12	CIVIL - TACOMA DOME STATION
	C19	TD12	CIVIL - TACOMA DOME STATION
	C20	TD14	CIVIL - TACOMA DOME STATION WAYFINDING
	C21	TD14	CIVIL - TACOMA DOME STATION WAYFINDING
	C22	TD14	CIVIL - TACOMA DOME STATION WAYFINDING
	C23	TD03	CIVIL - C ST RR XING AT 25TH/26TH
	C24	TD03	CIVIL - D ST RR XING AT 25TH/26TH
	C25	TDPK	CIVIL - PARKING LOT PEDESTRIAN ACCESS ROUTE
	C26	TDPK	CIVIL - PARKING SITE A2
	C27	TDPK	CIVIL - PARKING SITE A3

SHEET NO.	DWG. NO.	TITLE

09/11/25 | 10:14 PM | CROFOJOS
U:\PS0\PROJECTS\CLIENTS\1800-HDRENGINEERING\5554-1800-030 TDLE PHASE 2\02WBS\TDA\CADD\DWGS\SHEETS\PS1800030G.DWG

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRA T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — FOR REVIEW

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

SCALE: NTS
FILENAME: PS1800030G
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

TACOMA DOME ACCESS IMPROVEMENTS

INDEX OF DRAWINGS
CITY OF TACOMA

DRAWING No.: **G2**
PROJECT ID: -
SHEET No.: REV:

LEGEND

EXISTING	PROPOSED	DESCRIPTION
		RIGHT-OF-WAY
SS SS		SANITARY SEWER LINE
SD SD		STORM DRAIN PIPE
		EDGE OF ASPHALT
		CURB AND GUTTER
		CEMENT CONCRETE SIDEWALK
		CEMENT CONCRETE PEDESTRIAN ISLAND
		LANDSCAPING
		DETECTABLE WARNING SURFACE
		CROSSWALK MARKING
		PEDESTRIAN ISLAND MARKING
		HMA OVERLAY, HMA FULL DEPTH PAVING OR CEMENT CONCRETE FULL DEPTH PAVING
		"BLACK ICE" CONCRETE
		ACCESSIBLE PEDESTRIAN SIGNAL PUSH BUTTON ON NEW POLE
		ACCESSIBLE PEDESTRIAN SIGNAL PUSH BUTTON ON EXISTING POLE
		TRAFFIC SIGNAL

ABBREVIATIONS

APS	ACCESSIBLE PEDESTRIAN SIGNALS
COT	CITY OF TACOMA
HMA	HOT MIX ASPHALT
ROW	RIGHT OF WAY
STD	STANDARD
WSDOT	WASHINGTON DEPARTMENT OF TRANSPORTATION
XING	CROSSING

GENERAL NOTES

1. CENTERLINE ALIGNMENTS, PROPERTY LINES, AND UTILITIES GENERATED FROM GIS. NO FIELD SURVEY WAS CONDUCTED TO VERIFY LOCATIONS.
2. EXISTING CONDITIONS GENERATED FROM AERIAL IMAGERY AND DESKTOP REVIEW. NO FIELD SURVEY WAS CONDUCTED TO VERIFY LOCATIONS.
3. INSTALLATION OF CURB RAMPS, SIDEWALKS, AND DRIVEWAYS INCLUDES REMOVAL OF EXISTING SIDEWALK, CURB RAMP, DRIVEWAY, LANDSCAPING, CURB, AND GUTTER, IF PRESENT. RECONSTRUCTED CURB AND/OR GUTTER AS SHOWN ON PLANS SHALL BE PER COT STD PLAN NO. SU-03.
4. INSTALLATION OF CROSSWALK MARKINGS INCLUDES REMOVAL OF EXISTING CROSSWALK MARKINGS IF IN CONFLICT WITH LOCATION OF PROPOSED MARKINGS.
5. INSTALLATION OF APS INCLUDES REMOVAL OF EXISTING INCOMPATIBLE PEDESTRIAN PUSH BUTTON EQUIPMENT, IF PRESENT.
6. IMPACTS TO EXISTING UTILITIES AND STREET TREES TO BE IDENTIFIED AS PART OF THE NEXT SUBMITTAL.

09/11/25 | 10:14 PM | CROFOJOS
U:\PS0\PROJECTS\CLIENTS\1800-HDRENGINEERING\5554-1800-030 TDLE PHASE 2\02WBS\TDA\CADD\DWGS\SHEETS\PS1800030G.DWG

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRA T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — FOR REVIEW

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

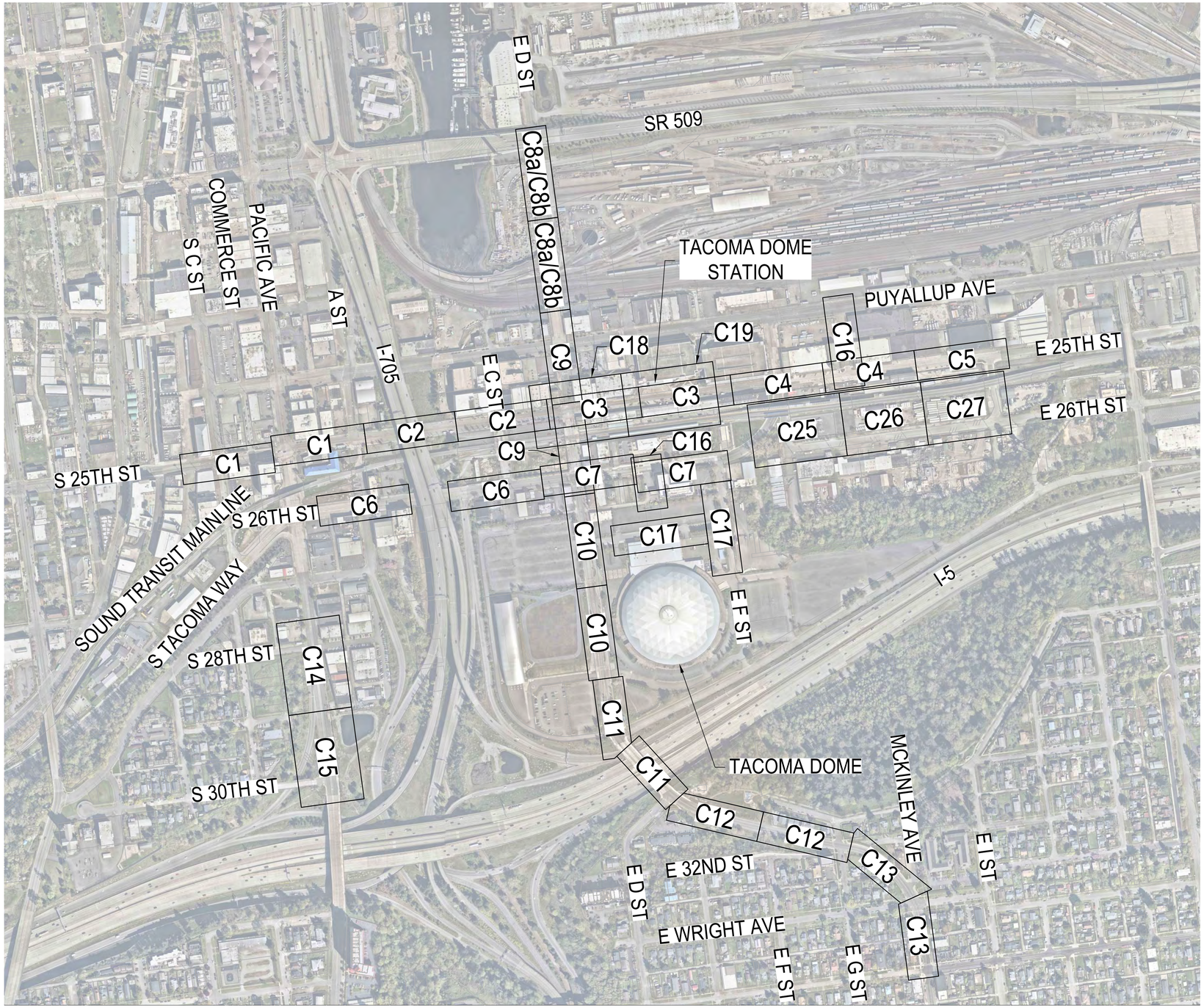
SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

SCALE: NTS
FILENAME: PS1800030G
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

TACOMA DOME ACCESS IMPROVEMENTS

LEGEND & ABBREVIATIONS
CITY OF TACOMA

DRAWING No.: G3
PROJECT ID: -
SHEET No.: REV:



N

SCALE IN FEET

0 300 600

09/11/25 | 10:15 PM | CROFOJOS
U:\PS0\PROJECTS\CLIENTS\1800-HDRENGINEERING\5554-1800-030 TDLE PHASE 2\02WBS\TDA\CADD\DWGS\SHEETS\PS1800030G.DWG

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRK T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER
FOR REVIEW

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

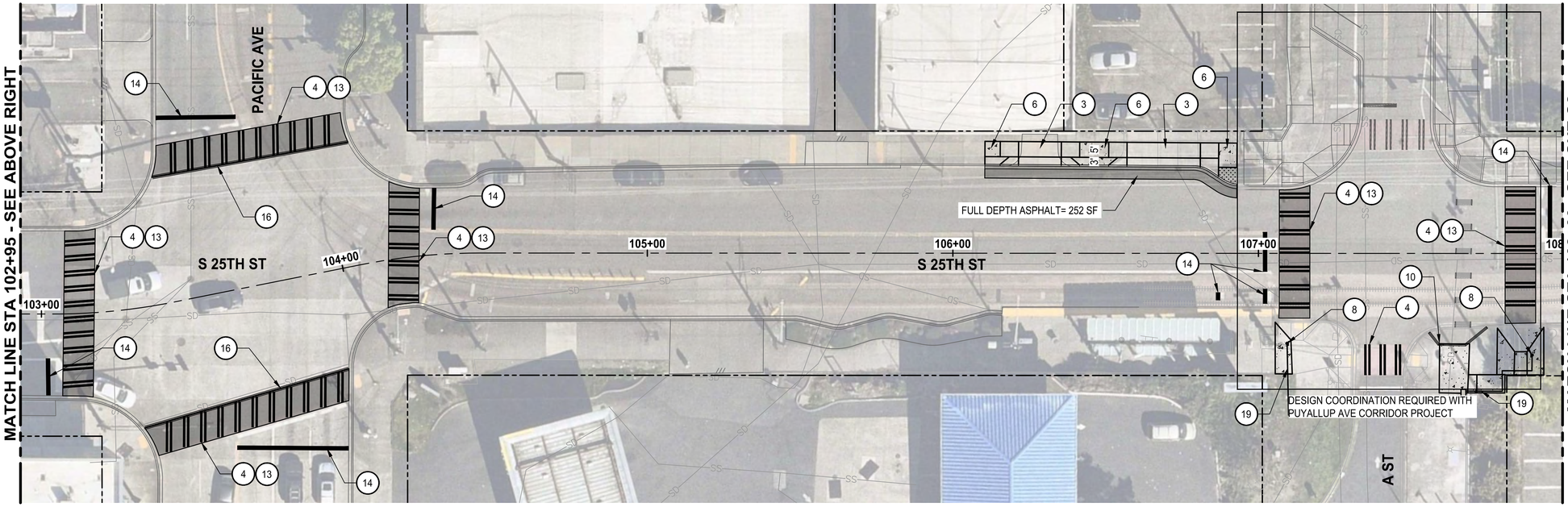
SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025	09/12/2025

SCALE: 1"=300'
FILENAME: PS1800030G
CONTRACT No.: AE 0030-17

TACOMA DOME ACCESS IMPROVEMENTS

KEY PLAN
CITY OF TACOMA

DRAWING No.: G4
PROJECT ID: -
SHEET No.: REV:



CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
4. INSTALL CROSSWALK MARKING PER COT STD PLAN NO. CH-02.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.26-01 WITH 12" SIGN, FOUNDATION PER J-20.15-04 WITH COT POLE.
9. INSTALL PEDESTRIAN ISLAND & MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-07.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
11. INSTALL TRAFFIC SIGNAL PER COT STD TRAFFIC SIGNAL (TS) PLANS WITH FB POLE AS NEEDED PER WSDOT STD PLAN NO J-21.16-02
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
14. INSTALL STOP BAR MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-02.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT FIXED BASE TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01 AND FOUNDATION PER WSDOT STD PLAN J-21.10.05.
18. INSTALL TRAFFIC SIGNAL CABINET PER WSDOT STD PLAN J-10.10-04 AND COT STD PLAN NO. TS-10.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-08.
20. INSTALL RIGHT TURN ONLY PAVEMENT MARKINGS PER COT STD PLAN NO. CH-09 AND CH-10.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.

N

SCALE IN FEET
0 20 40

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRAT PAULSEN STATE OF WASHINGTON 57469 REGISTERED PROFESSIONAL ENGINEER
FOR REVIEW

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

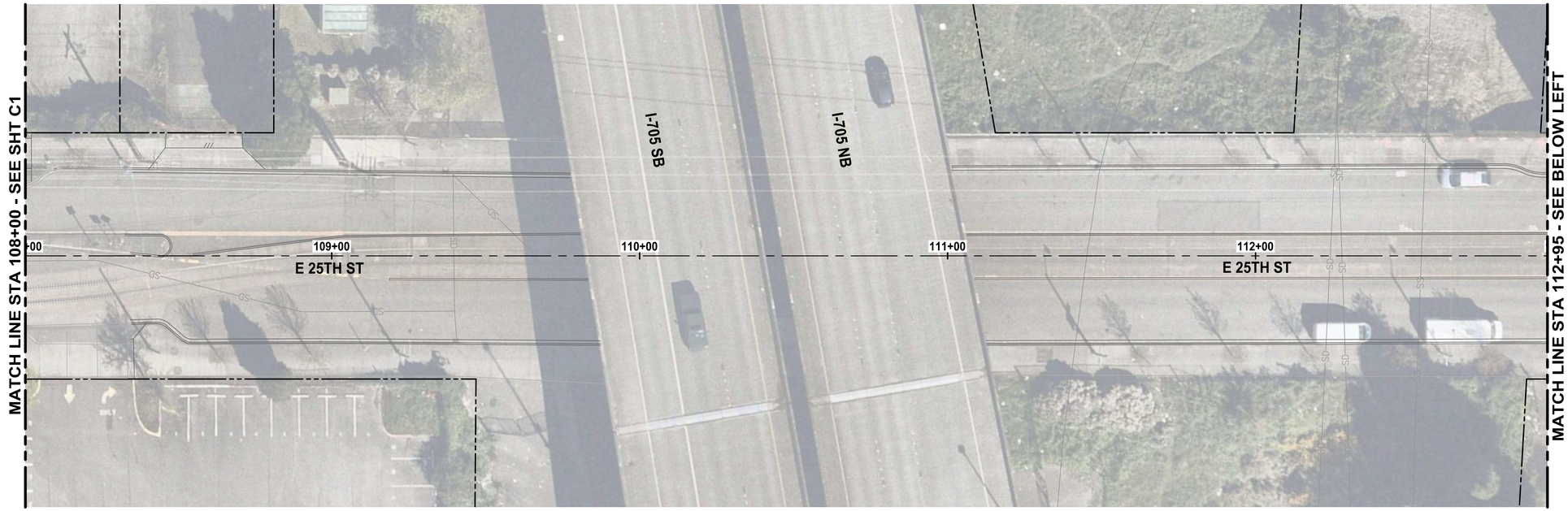
SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

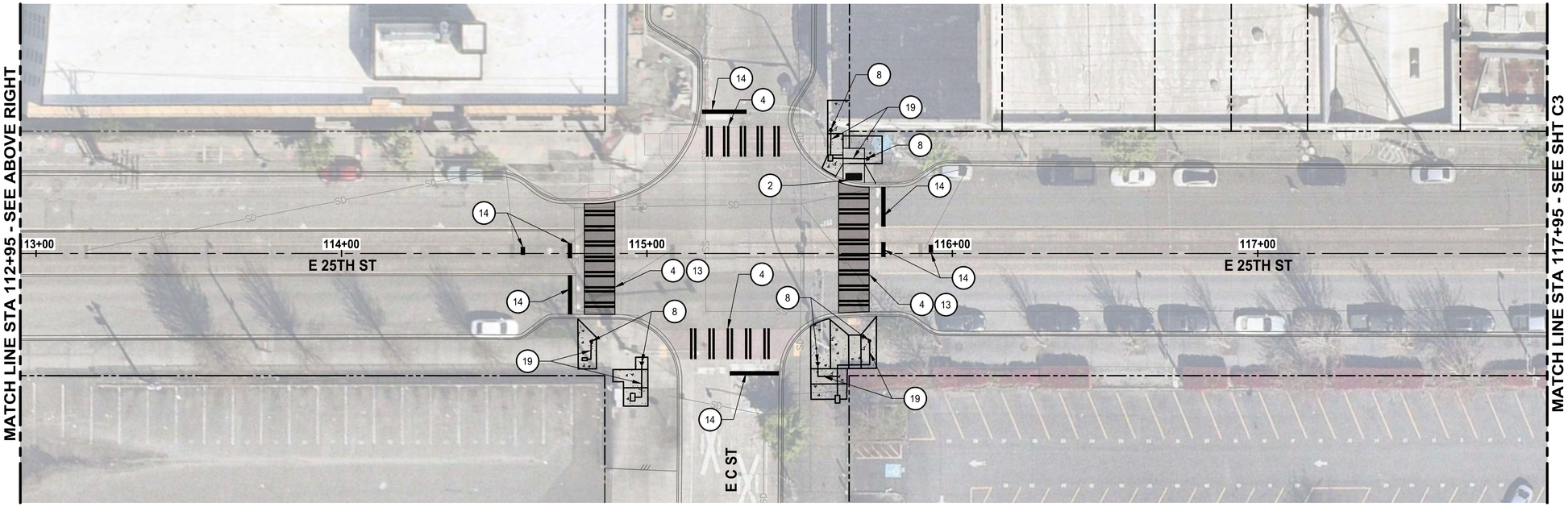
TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
S 25TH ST

DRAWING No.: C1
PROJECT ID: TD07
SHEET No.: REV:

09/11/25 | 9:32 PM | CROFOJOS
U:\PSO\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02WBS\TDA\CADD\DWGS\SHEETS\PS1800030C-PL.DWG





CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
4. INSTALL CROSSWALK MARKING PER COT STD PLAN NO. CH-02.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.26-01 WITH 12" SIGN, FOUNDATION PER J-20.15-04 WITH COT POLE.
9. INSTALL PEDESTRIAN ISLAND & MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-07.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
11. INSTALL TRAFFIC SIGNAL PER COT STD TRAFFIC SIGNAL (TS) PLANS WITH FB POLE AS NEEDED PER WSDOT STD PLAN NO J-21.16-02
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
14. INSTALL STOP BAR MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-02.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT FIXED BASE TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01 AND FOUNDATION PER WSDOT STD PLAN J-21.10.05.
18. INSTALL TRAFFIC SIGNAL CABINET PER WSDOT STD PLAN J-10.10-04 AND COT STD PLAN NO. TS-10.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-08.
20. INSTALL RIGHT TURN ONLY PAVEMENT MARKINGS PER COT STD PLAN NO. CH-09 AND CH-10.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.

N

SCALE IN FEET
0 20 40

09/11/25 | 9:33 PM | CROFOJOS
U:\PSO\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02WBS\TDA\CADD\DWGS\SHEETS\PS1800030C-PL.DWG

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRAT PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — FOR REVIEW

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

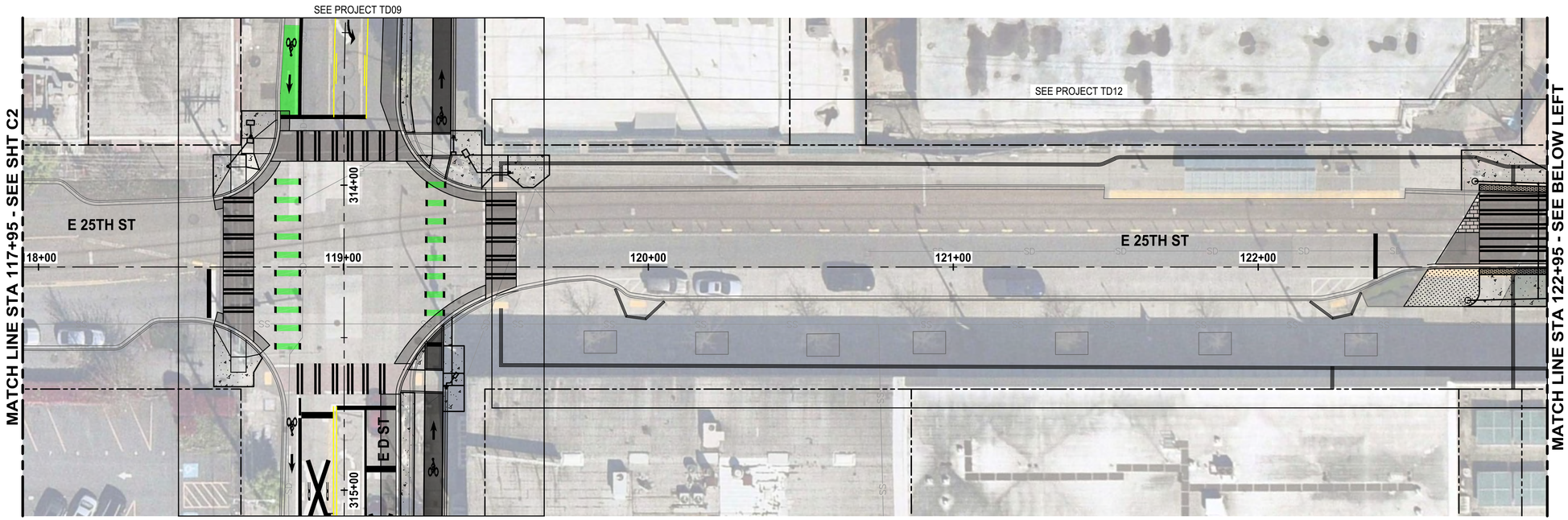
SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

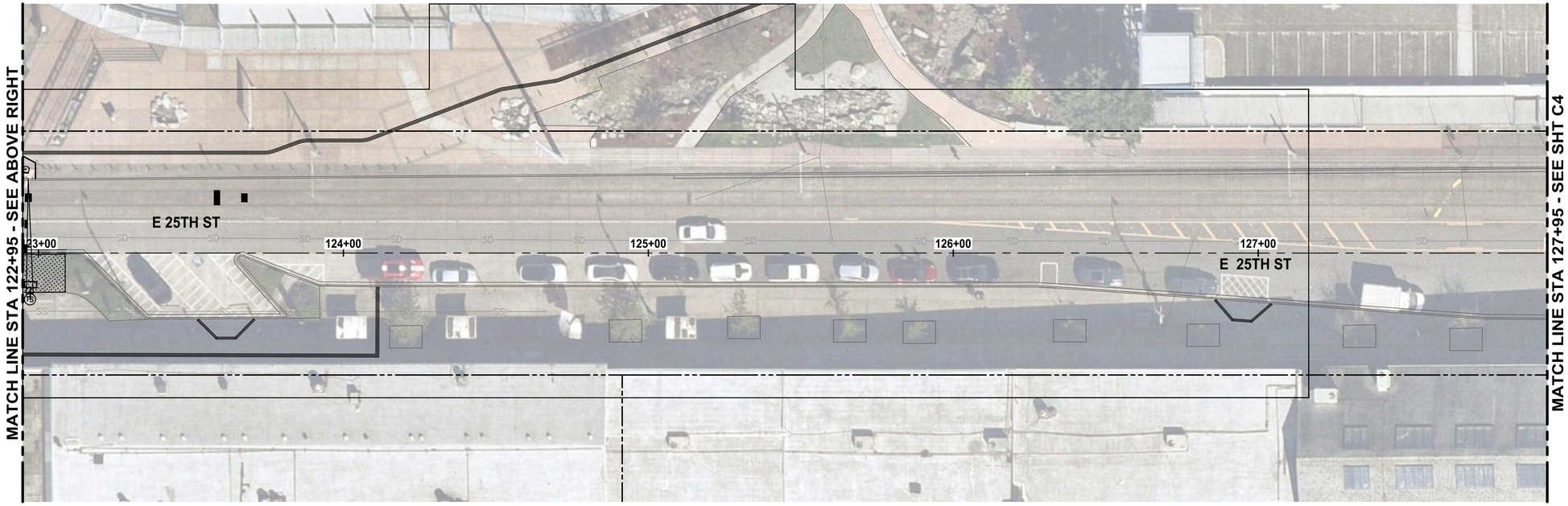
SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
E 25TH ST

DRAWING No.: C2
PROJECT ID: TD07
SHEET No.: REV:





CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
4. INSTALL CROSSWALK MARKING PER COT STD PLAN NO. CH-02.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.26-01 WITH 12" SIGN, FOUNDATION PER J-20.15-04 WITH COT POLE.
9. INSTALL PEDESTRIAN ISLAND & MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-07.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
11. INSTALL TRAFFIC SIGNAL PER COT STD TRAFFIC SIGNAL (TS) PLANS WITH FB POLE AS NEEDED PER WSDOT STD PLAN NO J-21.16-02
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
14. INSTALL STOP BAR MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-02.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT FIXED BASE TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01 AND FOUNDATION PER WSDOT STD PLAN J-21.10.05.
18. INSTALL TRAFFIC SIGNAL CABINET PER WSDOT STD PLAN J-10.10-04 AND COT STD PLAN NO. TS-10.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-08.
20. INSTALL RIGHT TURN ONLY PAVEMENT MARKINGS PER COT STD PLAN NO. CH-09 AND CH-10.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.

N

SCALE IN FEET
0 20 40

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRK T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — FOR REVIEW

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

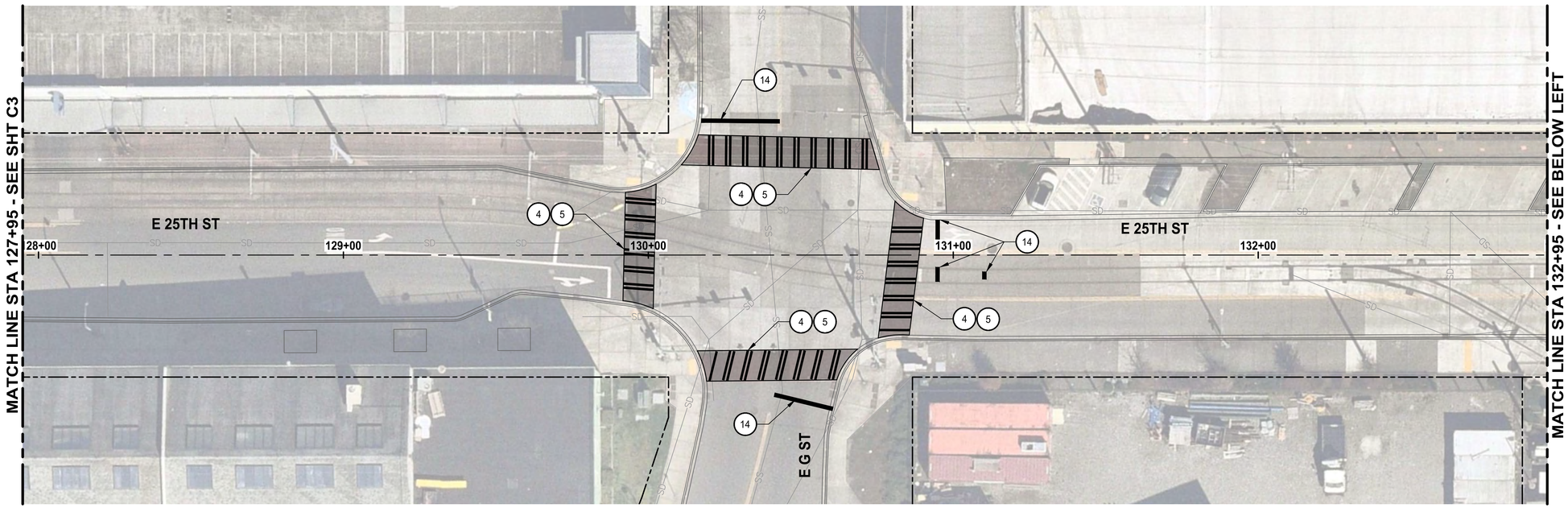
SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

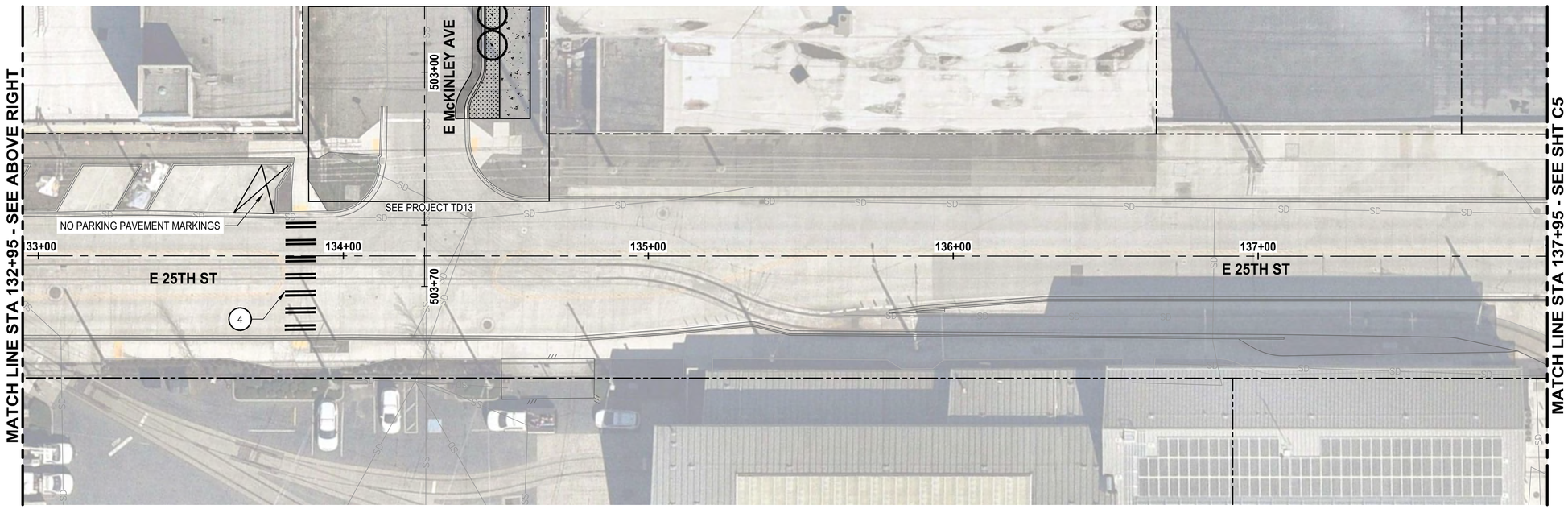
TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
E 25TH ST

DRAWING No.: C3
PROJECT ID: TD07
SHEET No.: REV:

09/11/25 | 9:33 PM | CROFOJOS
U:\PSO\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02WBS\TDA\CADD\DWGS\SHEETS\PS1800030C-PL.DWG





CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
4. INSTALL CROSSWALK MARKING PER COT STD PLAN NO. CH-02.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.26-01 WITH 12" SIGN, FOUNDATION PER J-20.15-04 WITH COT POLE.
9. INSTALL PEDESTRIAN ISLAND & MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-07.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
11. INSTALL TRAFFIC SIGNAL PER COT STD TRAFFIC SIGNAL (TS) PLANS WITH FB POLE AS NEEDED PER WSDOT STD PLAN NO J-21.16-02
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
14. INSTALL STOP BAR MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-02.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT FIXED BASE TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01 AND FOUNDATION PER WSDOT STD PLAN J-21.10.05.
18. INSTALL TRAFFIC SIGNAL CABINET PER WSDOT STD PLAN J-10.10-04 AND COT STD PLAN NO. TS-10.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-08.
20. INSTALL RIGHT TURN ONLY PAVEMENT MARKINGS PER COT STD PLAN NO. CH-09 AND CH-10.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.

N

SCALE IN FEET
0 20 40

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRK T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — FOR REVIEW

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

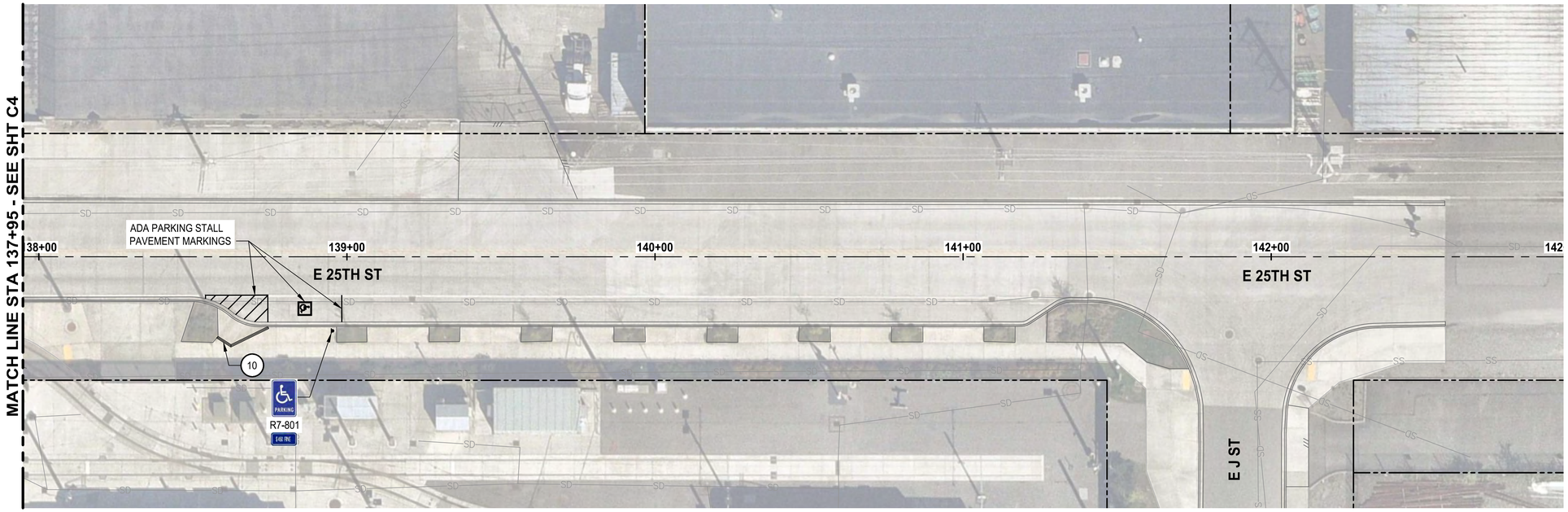
SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
E 25TH ST

DRAWING No.: C4
PROJECT ID: TD07
SHEET No.: REV:

09/11/25 | 9:33 PM | CROFOJOS
U:\PSO\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02WBS\TDA\CADD\DWGS\SHEETS\PS1800030C-PL.DWG



CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
4. INSTALL CROSSWALK MARKING PER COT STD PLAN NO. CH-02.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.26-01 WITH 12" SIGN, FOUNDATION PER J-20.15-04 WITH COT POLE.
9. INSTALL PEDESTRIAN ISLAND & MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-07.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
11. INSTALL TRAFFIC SIGNAL PER COT STD TRAFFIC SIGNAL (TS) PLANS WITH FB POLE AS NEEDED PER WSDOT STD PLAN NO J-21.16-02
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
14. INSTALL STOP BAR MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-02.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT FIXED BASE TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01 AND FOUNDATION PER WSDOT STD PLAN J-21.10.05.
18. INSTALL TRAFFIC SIGNAL CABINET PER WSDOT STD PLAN J-10.10-04 AND COT STD PLAN NO. TS-10.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-08.
20. INSTALL RIGHT TURN ONLY PAVEMENT MARKINGS PER COT STD PLAN NO. CH-09 AND CH-10.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.

SCALE IN FEET
0 20 40

09/11/25 | 9:34 PM | CROFOJOS
U:\PSO\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02WBS\TDAI\CADD\DWGS\SHEETS\PS1800030C-PL.DWG

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRK T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER
FOR REVIEW

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

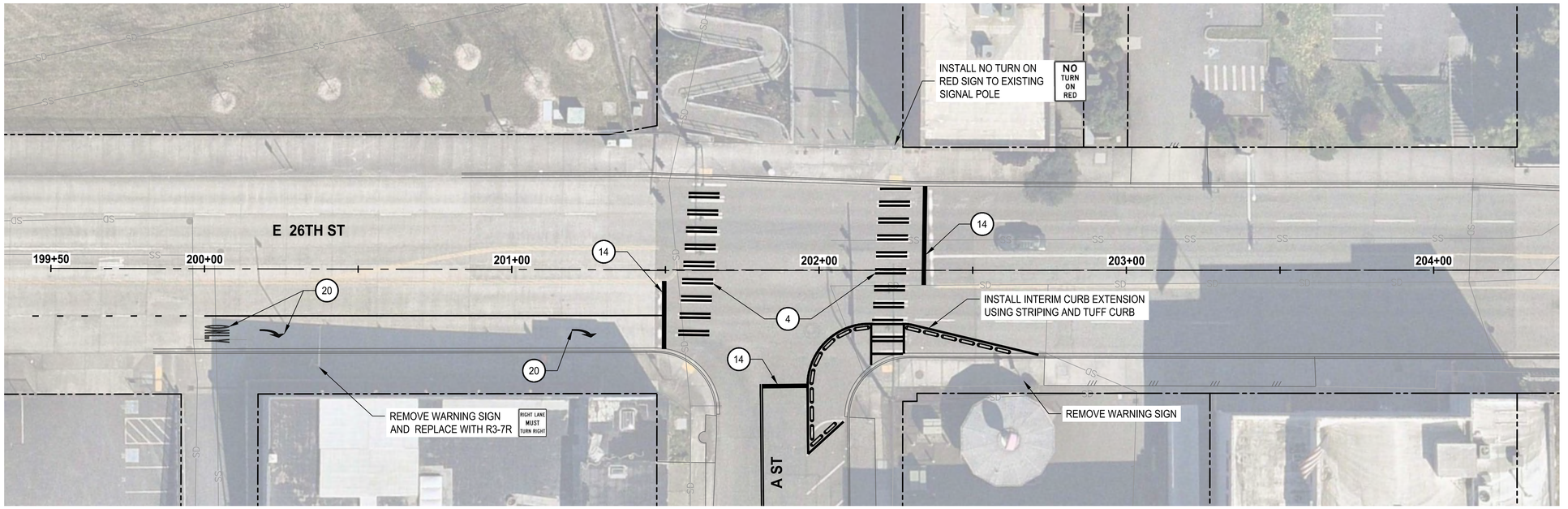
SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

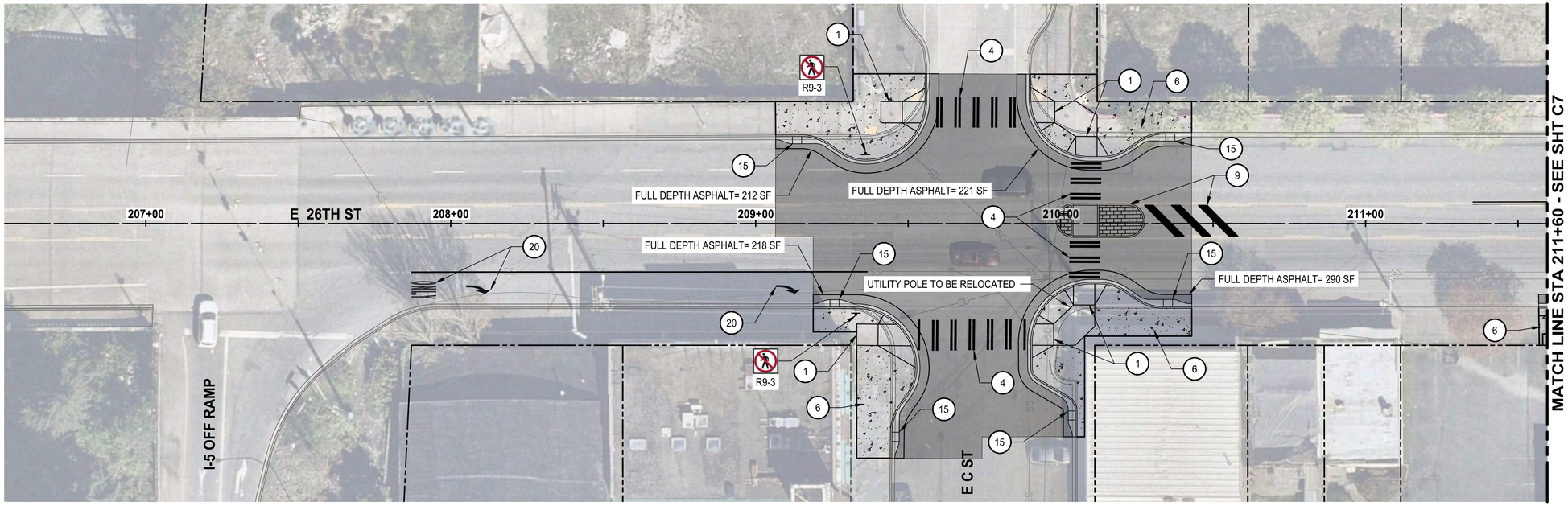
SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
E 25TH ST

DRAWING No.: C5
PROJECT ID: TD07
SHEET No.: REV:





CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
4. INSTALL CROSSWALK MARKING PER COT STD PLAN NO. CH-02.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.26-01 WITH 12" SIGN, FOUNDATION PER J-20.15-04 WITH COT POLE.
9. INSTALL PEDESTRIAN ISLAND & MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-07.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
11. INSTALL TRAFFIC SIGNAL PER COT STD TRAFFIC SIGNAL (TS) PLANS WITH FB POLE AS NEEDED PER WSDOT STD PLAN NO J-21.16-02
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
14. INSTALL STOP BAR MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-02.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT FIXED BASE TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01 AND FOUNDATION PER WSDOT STD PLAN J-21.10.05.
18. INSTALL TRAFFIC SIGNAL CABINET PER WSDOT STD PLAN J-10.10-04 AND COT STD PLAN NO. TS-10.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-08.
20. INSTALL RIGHT TURN ONLY PAVEMENT MARKINGS PER COT STD PLAN NO. CH-09 AND CH-10.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.

N

SCALE IN FEET
0 20 40

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRK T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — FOR REVIEW

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

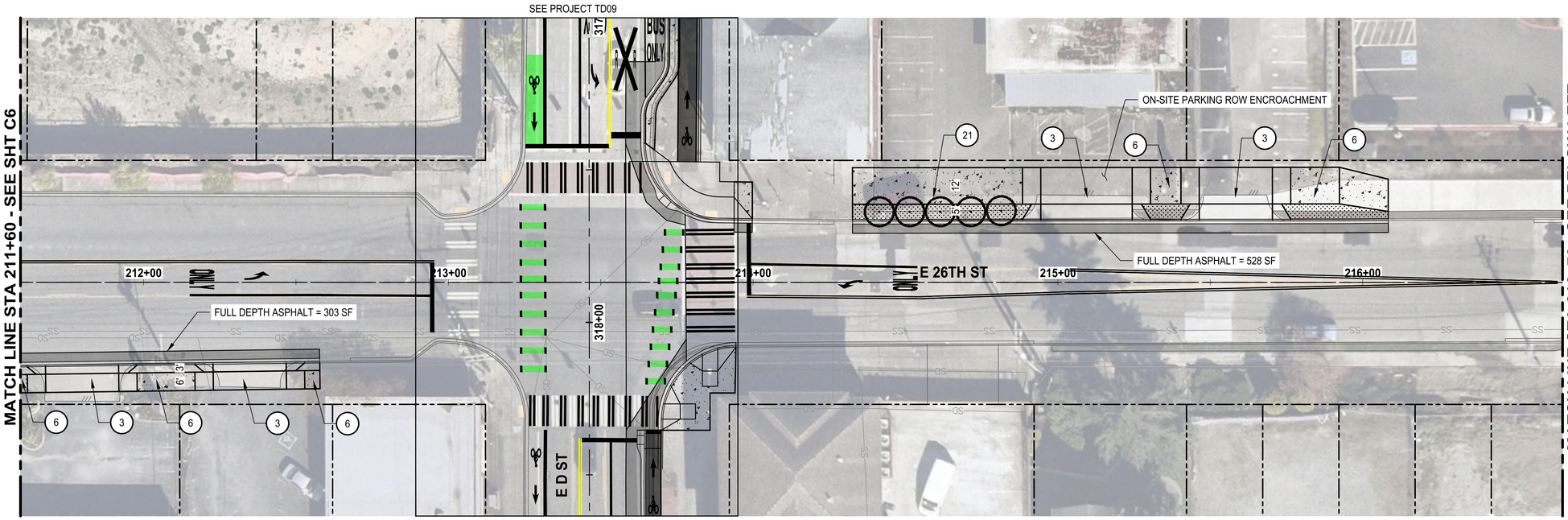
SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

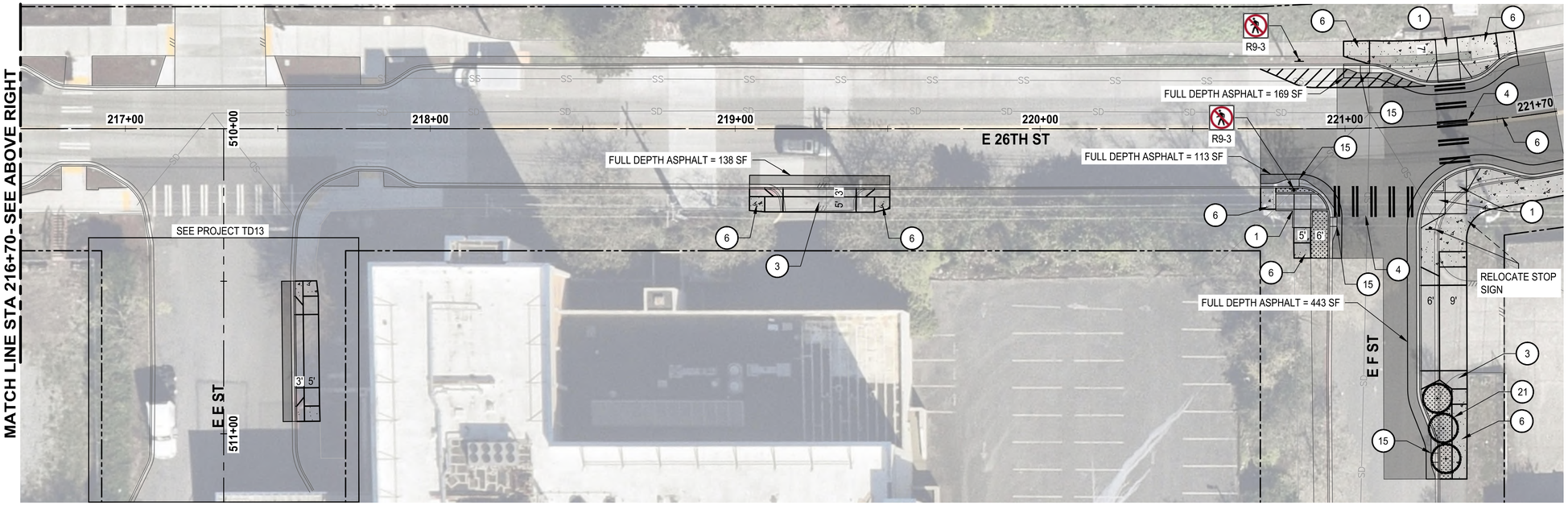
TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
E 26TH ST

DRAWING No.: C6
PROJECT ID: TD08
SHEET No.: REV:

09/11/25 | 9:34 PM | CROFOJOS
U:\PS0\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02WBS\TDA\CADD\DWGS\SHEETS\PS1800030C-PL.DWG





CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
4. INSTALL CROSSWALK MARKING PER COT STD PLAN NO. CH-02.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.26-01 WITH 12" SIGN, FOUNDATION PER J-20.15-04 WITH COT POLE.
9. INSTALL PEDESTRIAN ISLAND & MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-07.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
11. INSTALL TRAFFIC SIGNAL PER COT STD TRAFFIC SIGNAL (TS) PLANS WITH FB POLE AS NEEDED PER WSDOT STD PLAN NO J-21.16-02
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
14. INSTALL STOP BAR MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-02.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT FIXED BASE TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01 AND FOUNDATION PER WSDOT STD PLAN J-21.10.05.
18. INSTALL TRAFFIC SIGNAL CABINET PER WSDOT STD PLAN J-10.10-04 AND COT STD PLAN NO. TS-10.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-08.
20. INSTALL RIGHT TURN ONLY PAVEMENT MARKINGS PER COT STD PLAN NO. CH-09 AND CH-10.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.

N

SCALE IN FEET
0 20 40

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KURT PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — PRELIMINARY

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

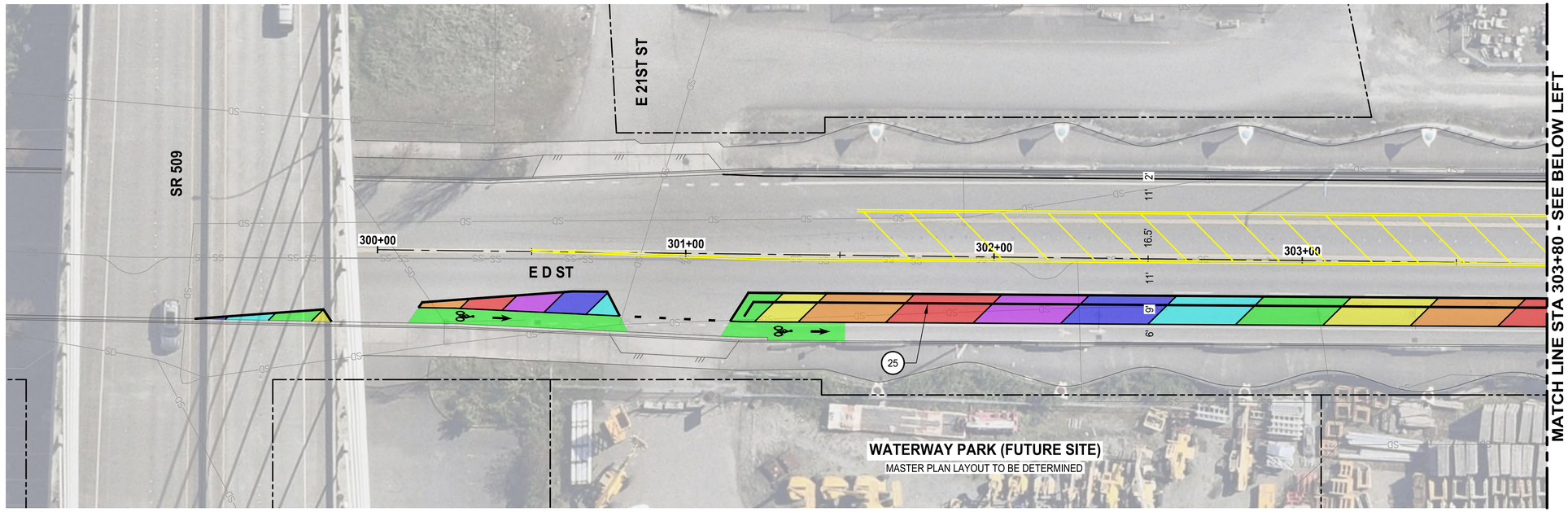
SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

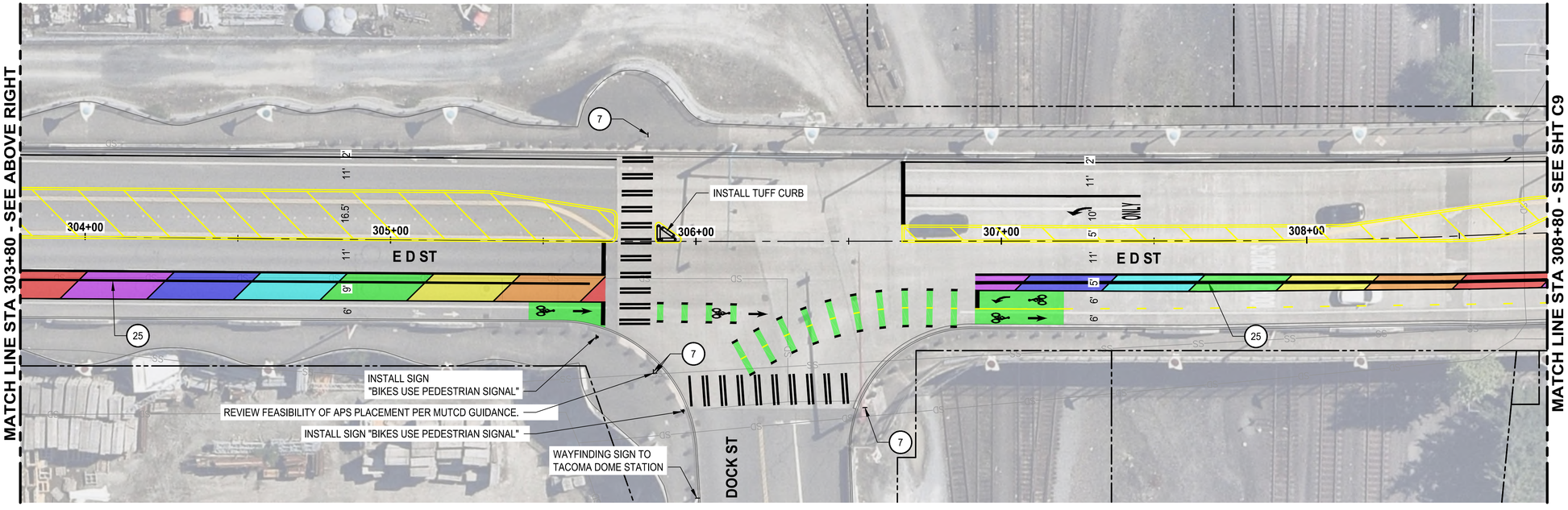
TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
E 26TH ST

DRAWING No.: C7
PROJECT ID: TD08
SHEET No.: REV:

09/12/25 | 1:20 PM | CROFOJOS
U:\PS0\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02WBS\TDA\CADD\DWGS\SHEETS\PS1800030C-PL.DWG





NOTE TO REVIEWER: NOT ALL CONSTRUCTION NOTES INDICATED ELSEWHERE IN THE PLAN SET ARE SHOWN ON PROJECT ID TD09 SHEETS. PROPOSED PAVEMENT MARKINGS ARE NOT ANNOTATED ON PROJECT ID TD09 SHEETS.

CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.15-04 AND J-20.26-01, FOUNDATION PER J-20.15-04 WITH COT POLE.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-05 AND TS-08.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.
22. INSTALL SIDEWALK LEVEL BIKEWAY PER COT STD PLAN NO. SU-04 AND WSDOT DESIGN MANUAL CHAPTER 1510 AND 1520.
23. INSTALL BIKEWAY RAMP PER WSDOT DESIGN MANUAL CHAPTER 1520.
24. INSTALL CURB AND GUTTER PER COT STD PLAN NO. SU-03.
25. INSTALL WHITE MODULAR CURB WITH TUBULAR DELINEATORS (TUFF CURB OR APPROVED SIMILAR), 12" WIDE AND 40" LONG.
26. INSTALL RAISED CROSSWALK PER WSDOT DESIGN MANUAL CHAPTER 1510.

SCALE IN FEET
0 20 40

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRK T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — PRELIMINARY

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025	09/12/2025

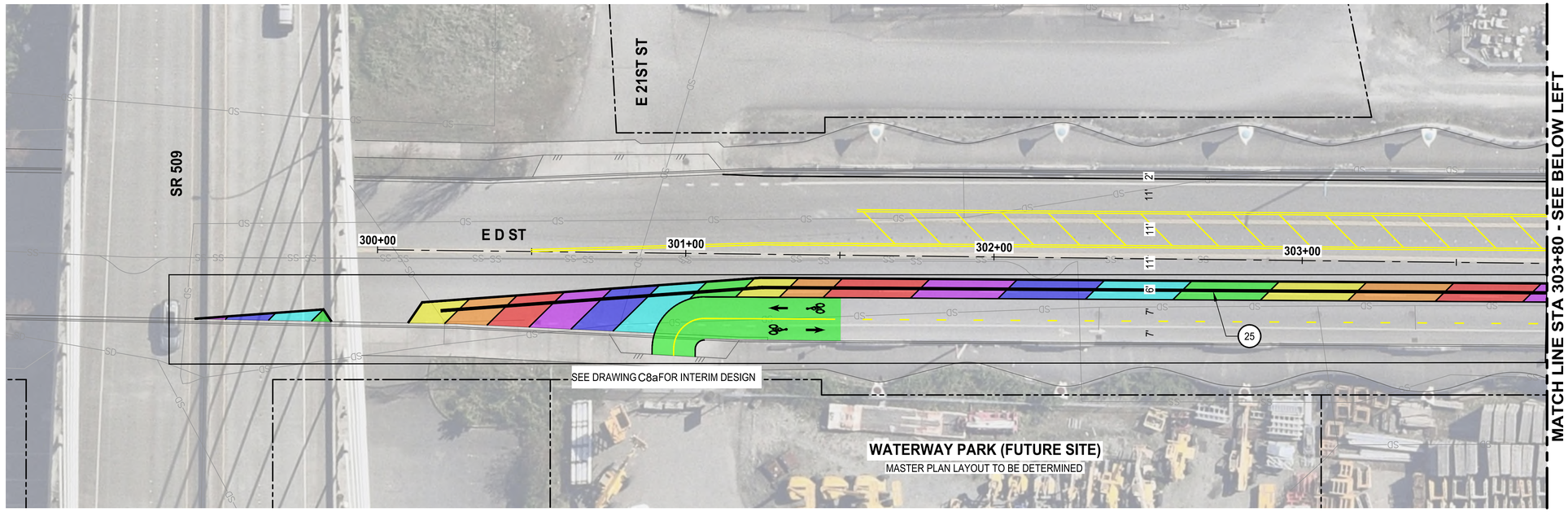
SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17

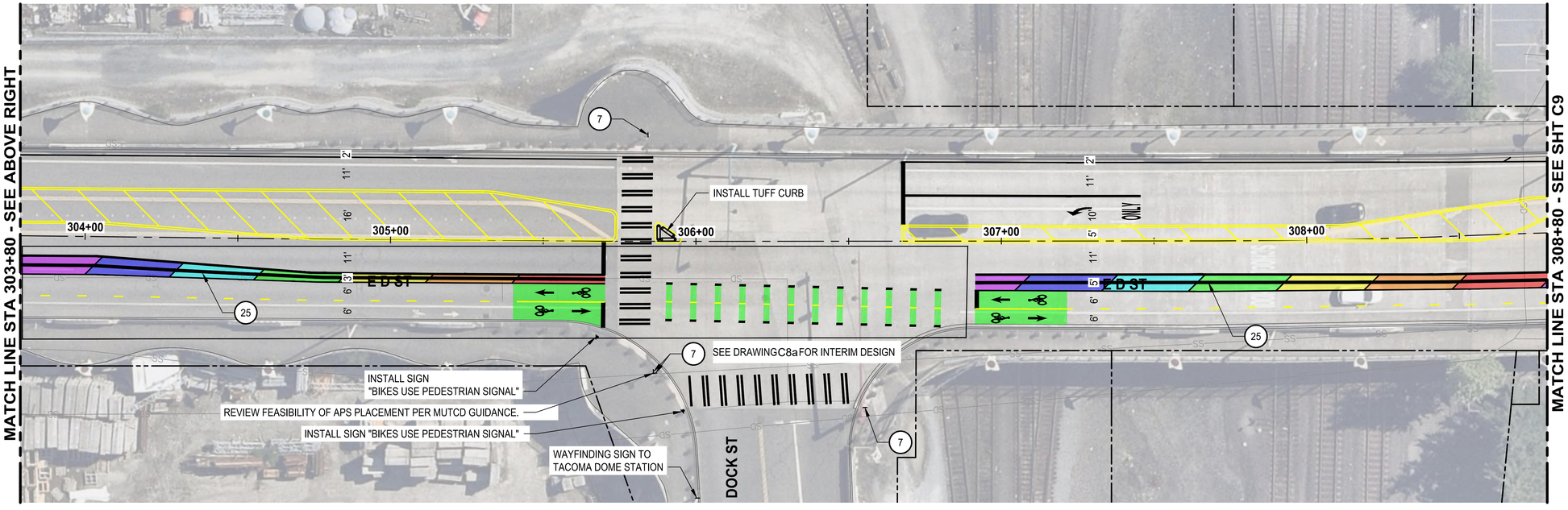
TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
E D ST (INTERIM)

DRAWING No.: C8a
PROJECT ID: TD09
SHEET No.: REV:

09/12/25 | 1:20 PM | CROFOJOS
U:\PS0\PROJECTS\CLIENTS\1800-HDRENGINEERING\5554-1800-030 TDLE PHASE 2\02WBS\TDA\CADD\DWGS\SHEETS\PS1800030C-PL.DWG





NOTE TO REVIEWER: NOT ALL CONSTRUCTION NOTES INDICATED ELSEWHERE IN THE PLAN SET ARE SHOWN ON PROJECT ID TD09 SHEETS. PROPOSED PAVEMENT MARKINGS ARE NOT ANNOTATED ON PROJECT ID TD09 SHEETS.

CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.15-04 AND J-20.26-01, FOUNDATION PER J-20.15-04 WITH COT POLE.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-05 AND TS-08.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.
22. INSTALL SIDEWALK LEVEL BIKEWAY PER COT STD PLAN NO. SU-04 AND WSDOT DESIGN MANUAL CHAPTER 1510 AND 1520.
23. INSTALL BIKEWAY RAMP PER WSDOT DESIGN MANUAL CHAPTER 1520.
24. INSTALL CURB AND GUTTER PER COT STD PLAN NO. SU-03.
25. INSTALL WHITE MODULAR CURB WITH TUBULAR DELINEATORS (TUFF CURB OR APPROVED SIMILAR), 12" WIDE AND 40" LONG.
26. INSTALL RAISED CROSSWALK PER WSDOT DESIGN MANUAL CHAPTER 1510.

SCALE IN FEET
0 20 40

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRK T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — PRELIMINARY

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

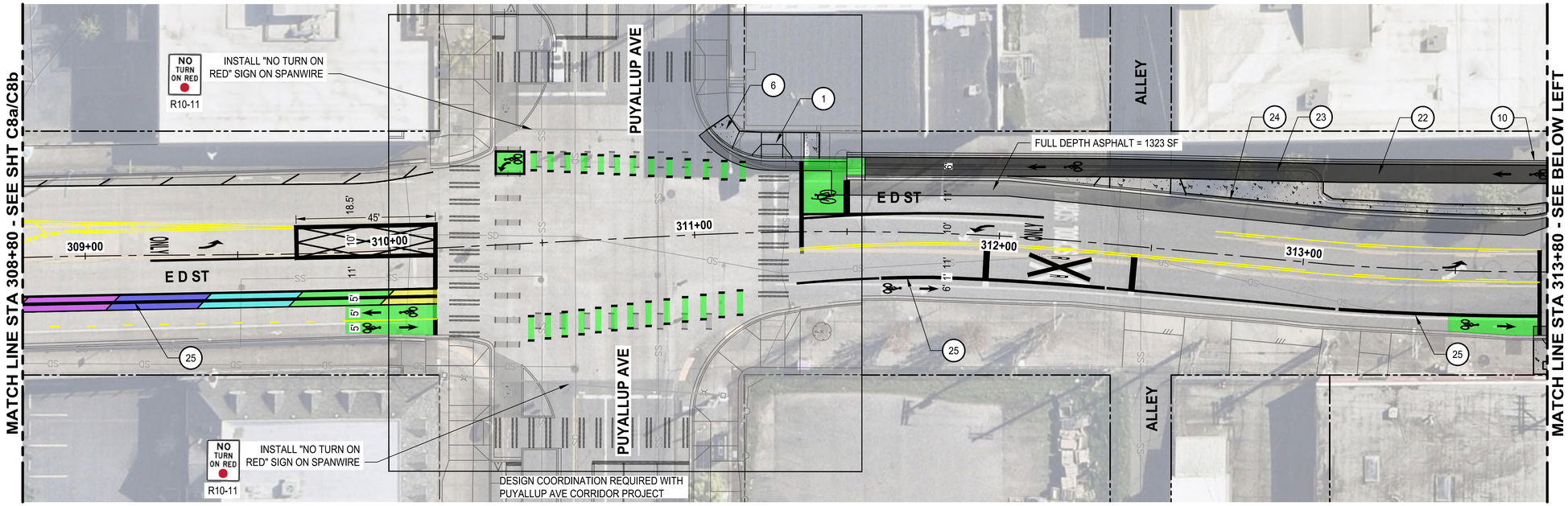
SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

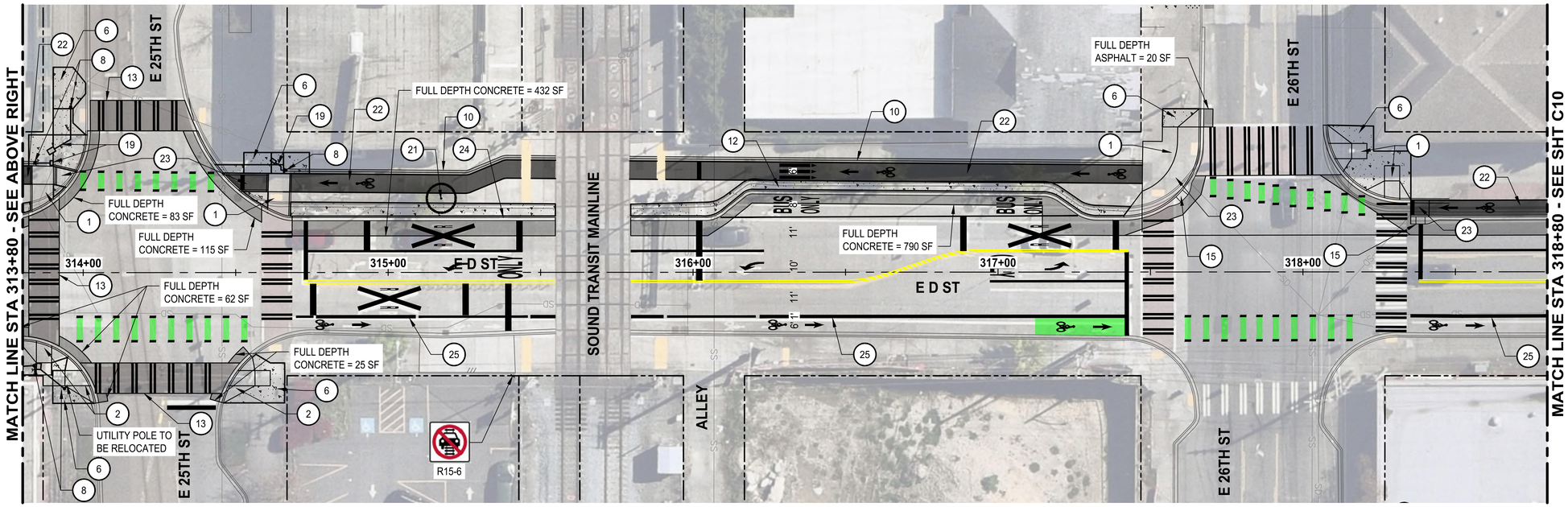
TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
E D ST

DRAWING No.: C8b
PROJECT ID: TD09
SHEET No.: REV:

09/12/25 | 1:20 PM | CROFOJOS
U:\PS0\PROJECTS\CLIENTS\1800-HDRENGINEERING\5554-1800-030 TDLE PHASE 2\02WBS\TDA\CADD\DWGS\SHEETS\PS1800030C-PL.DWG





NOTE TO REVIEWER: NOT ALL CONSTRUCTION NOTES INDICATED ELSEWHERE IN THE PLAN SET ARE SHOWN ON PROJECT ID TD09 SHEETS. PROPOSED PAVEMENT MARKINGS ARE NOT ANNOTATED ON PROJECT ID TD09 SHEETS.

CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.15-04 AND J-20.26-01, FOUNDATION PER J-20.15-04 WITH COT POLE.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-05 AND TS-08.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.
22. INSTALL SIDEWALK LEVEL BIKEWAY PER COT STD PLAN NO. SU-04 AND WSDOT DESIGN MANUAL CHAPTER 1510 AND 1520.
23. INSTALL BIKEWAY RAMP PER WSDOT DESIGN MANUAL CHAPTER 1520.
24. INSTALL CURB AND GUTTER PER COT STD PLAN NO. SU-03.
25. INSTALL WHITE MODULAR CURB WITH TUBULAR DELINEATORS (TUFF CURB OR APPROVED SIMILAR), 12" WIDE AND 40" LONG.
26. INSTALL RAISED CROSSWALK PER WSDOT DESIGN MANUAL CHAPTER 1510.

SCALE IN FEET
0 20 40

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KRAIT PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER
FOR REVIEW

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

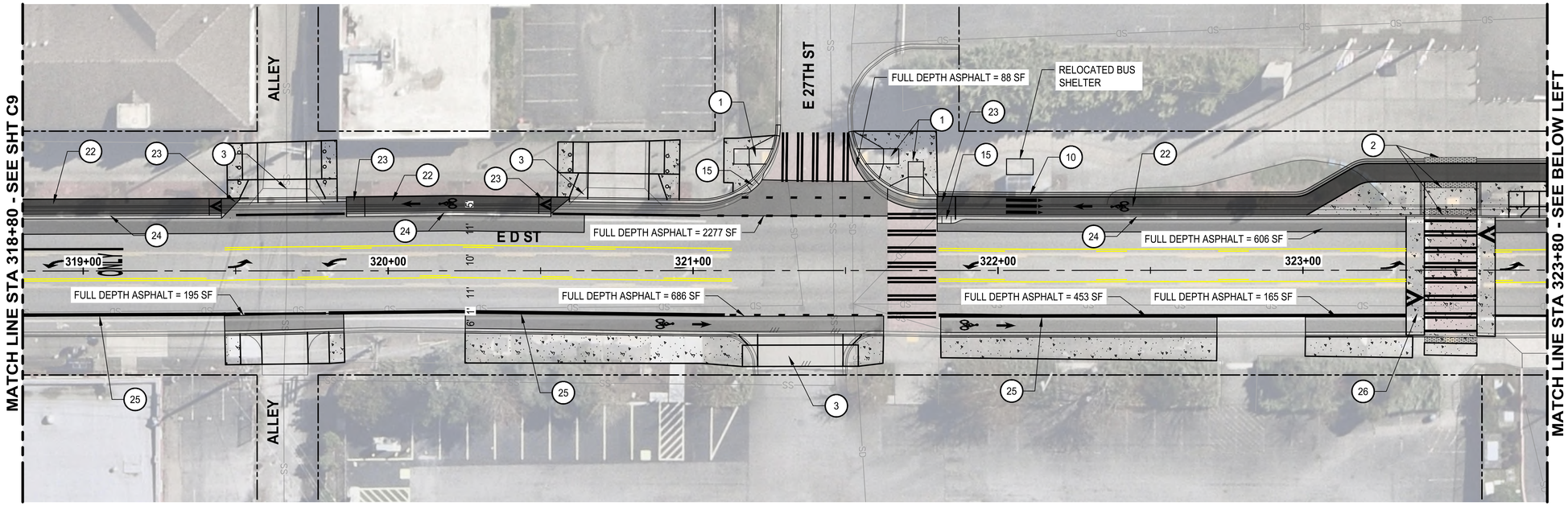
SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

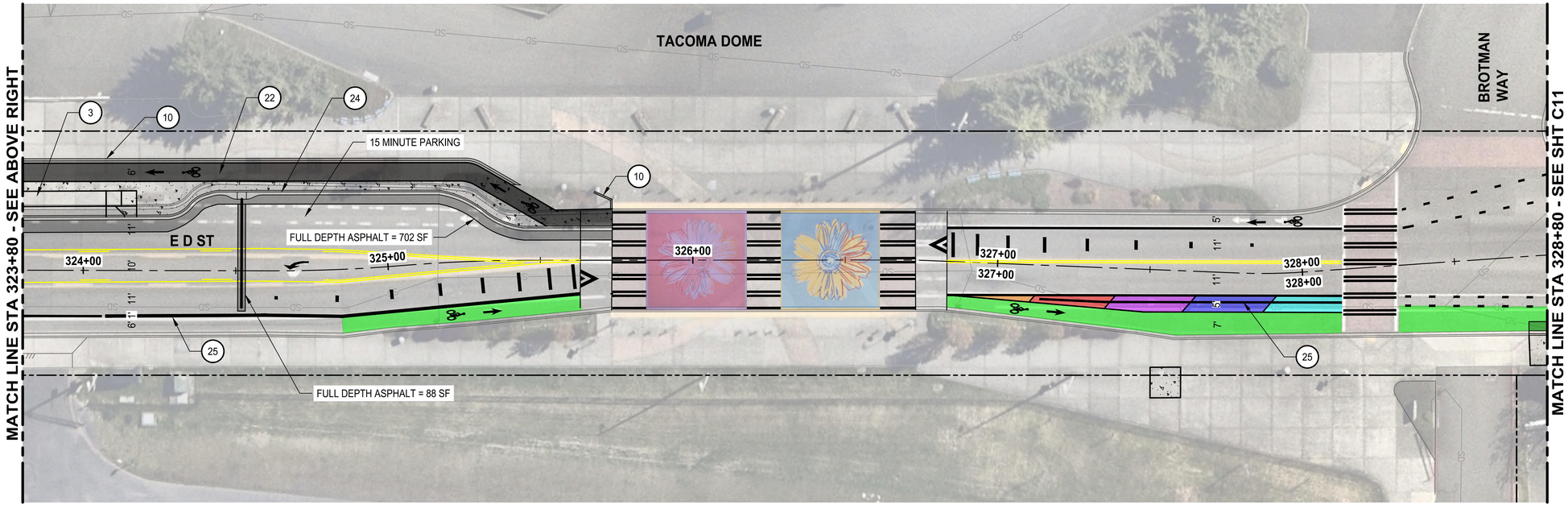
TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
E D ST

DRAWING No.: C9
PROJECT ID: TD09
SHEET No.: REV:

09/12/25 | 1:21 PM | CROFOJOS
U:\PS0\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02WBS\TDA\CADD\DWGS\SHEETS\PS1800030C-PLL.DWG





NOTE TO REVIEWER: NOT ALL CONSTRUCTION NOTES INDICATED ELSEWHERE IN THE PLAN SET ARE SHOWN ON PROJECT ID TD09 SHEETS. PROPOSED PAVEMENT MARKINGS ARE NOT ANNOTATED ON PROJECT ID TD09 SHEETS.

CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.15-04 AND J-20.26-01, FOUNDATION PER J-20.15-04 WITH COT POLE.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-05 AND TS-08.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.
22. INSTALL SIDEWALK LEVEL BIKEWAY PER COT STD PLAN NO. SU-04 AND WSDOT DESIGN MANUAL CHAPTER 1510 AND 1520.
23. INSTALL BIKEWAY RAMP PER WSDOT DESIGN MANUAL CHAPTER 1520.
24. INSTALL CURB AND GUTTER PER COT STD PLAN NO. SU-03.
25. INSTALL WHITE MODULAR CURB WITH TUBULAR DELINEATORS (TUFF CURB OR APPROVED SIMILAR), 12" WIDE AND 40" LONG.
26. INSTALL RAISED CROSSWALK PER WSDOT DESIGN MANUAL CHAPTER 1510.

SCALE IN FEET
0 20 40

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KRAIT PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — FOR REVIEW

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

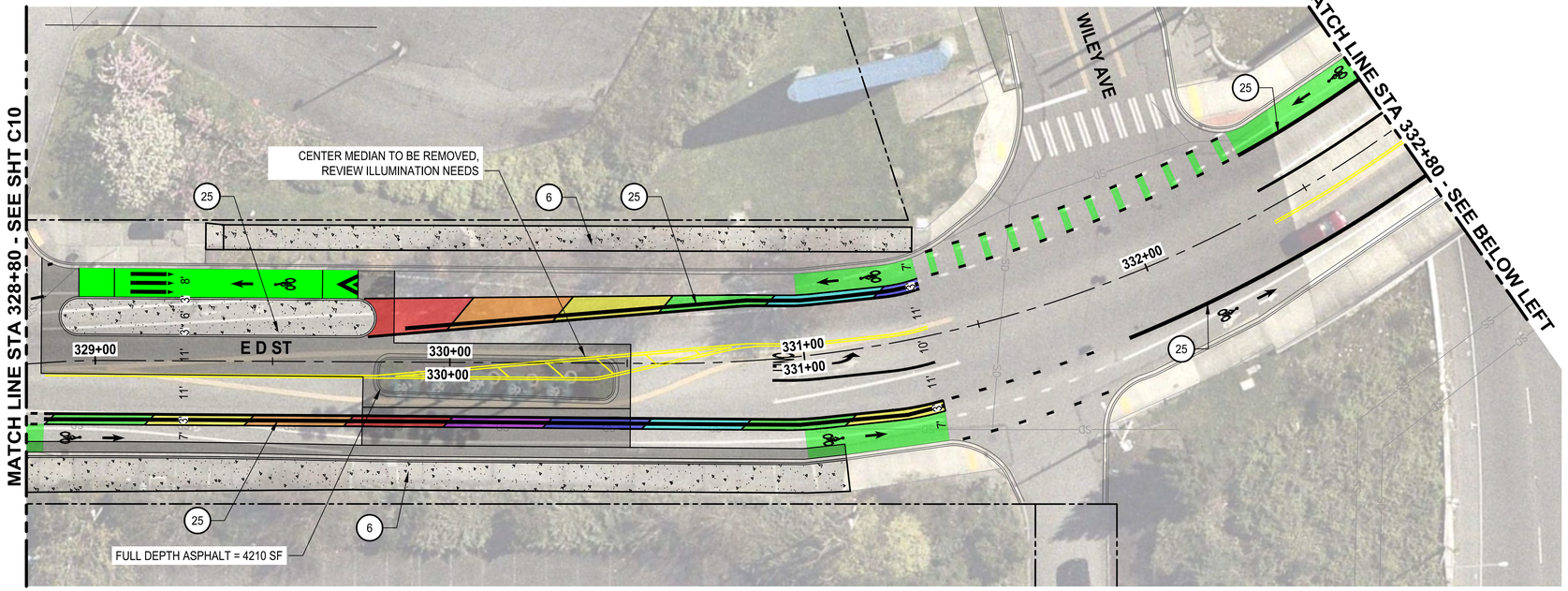
SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

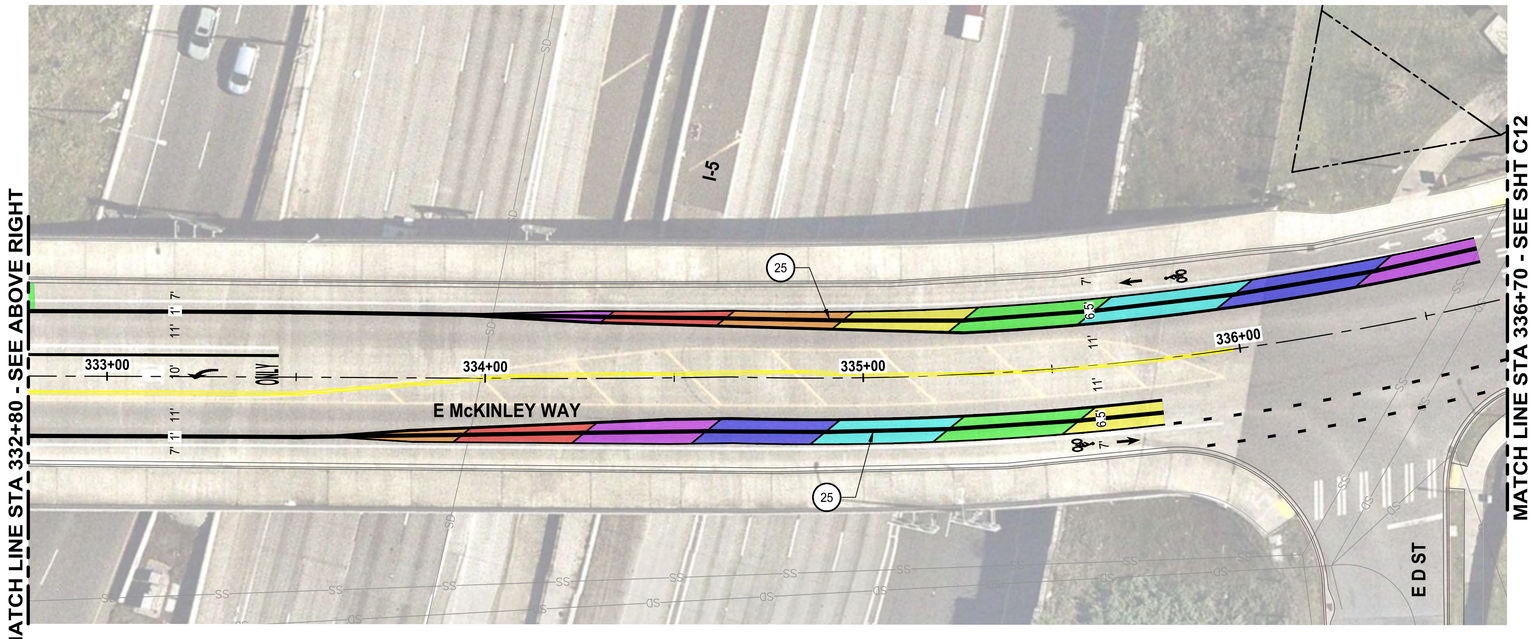
TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
E D ST

DRAWING No.: C10
PROJECT ID: TD09
SHEET No.: REV:

09/12/25 | 1:21 PM | CROFOJOS
U:\PS\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02WBS\TDA\CADD\DWGS\SHEETS\PS1800030C-PL.DWG





SCALE IN FEET
0 20 40

NOTE TO REVIEWER: NOT ALL CONSTRUCTION NOTES INDICATED ELSEWHERE IN THE PLAN SET ARE SHOWN ON PROJECT ID TD09 SHEETS. PROPOSED PAVEMENT MARKINGS ARE NOT ANNOTATED ON PROJECT ID TD09 SHEETS.

CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.15-04 AND J-20.26-01, FOUNDATION PER J-20.15-04 WITH COT POLE.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-05 AND TS-08.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.
22. INSTALL SIDEWALK LEVEL BIKEWAY PER COT STD PLAN NO. SU-04 AND WSDOT DESIGN MANUAL CHAPTER 1510 AND 1520.
23. INSTALL BIKEWAY RAMP PER WSDOT DESIGN MANUAL CHAPTER 1520.
24. INSTALL CURB AND GUTTER PER COT STD PLAN NO. SU-03.
25. INSTALL WHITE MODULAR CURB WITH TUBULAR DELINEATORS (TUFF CURB OR APPROVED SIMILAR), 12" WIDE AND 40" LONG.
26. INSTALL RAISED CROSSWALK PER WSDOT DESIGN MANUAL CHAPTER 1510.

SCALE IN FEET
0 20 40

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KURT PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER
FOR REVIEW

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

SUBMITTED BY: F. YOUNG | DATE: 09/12/2025
REVIEWED BY: T. WONG | DATE: 09/12/2025

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

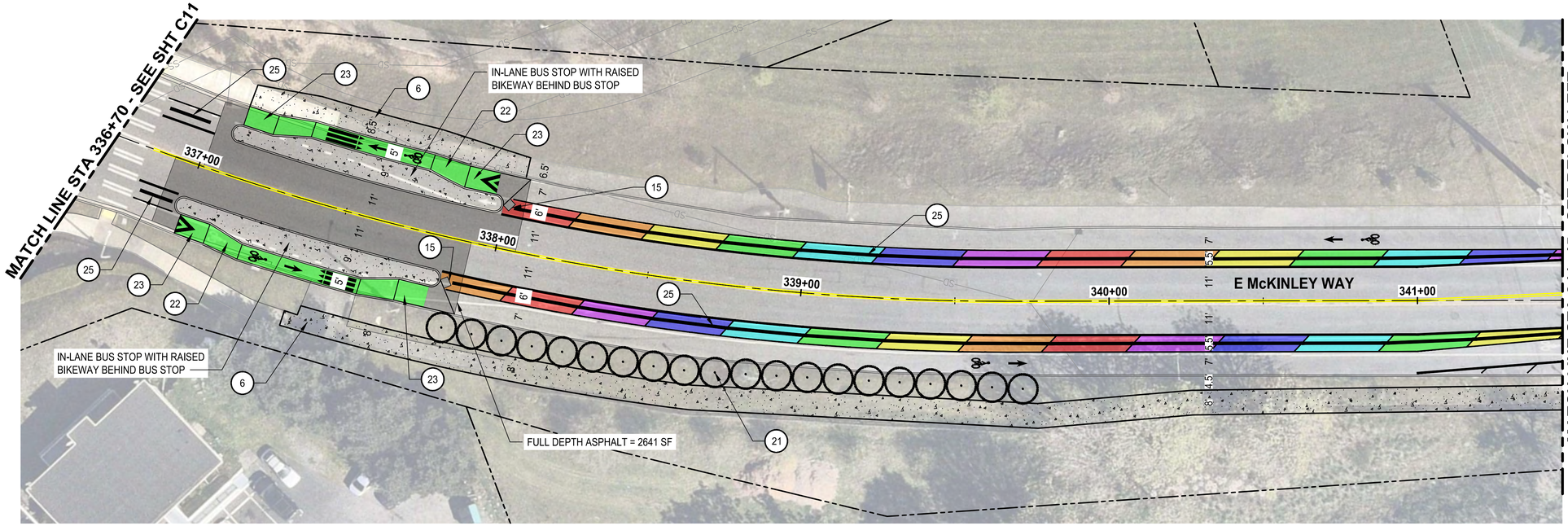
SCALE: 1"=20'
FILENAME: PS1800030C-PL

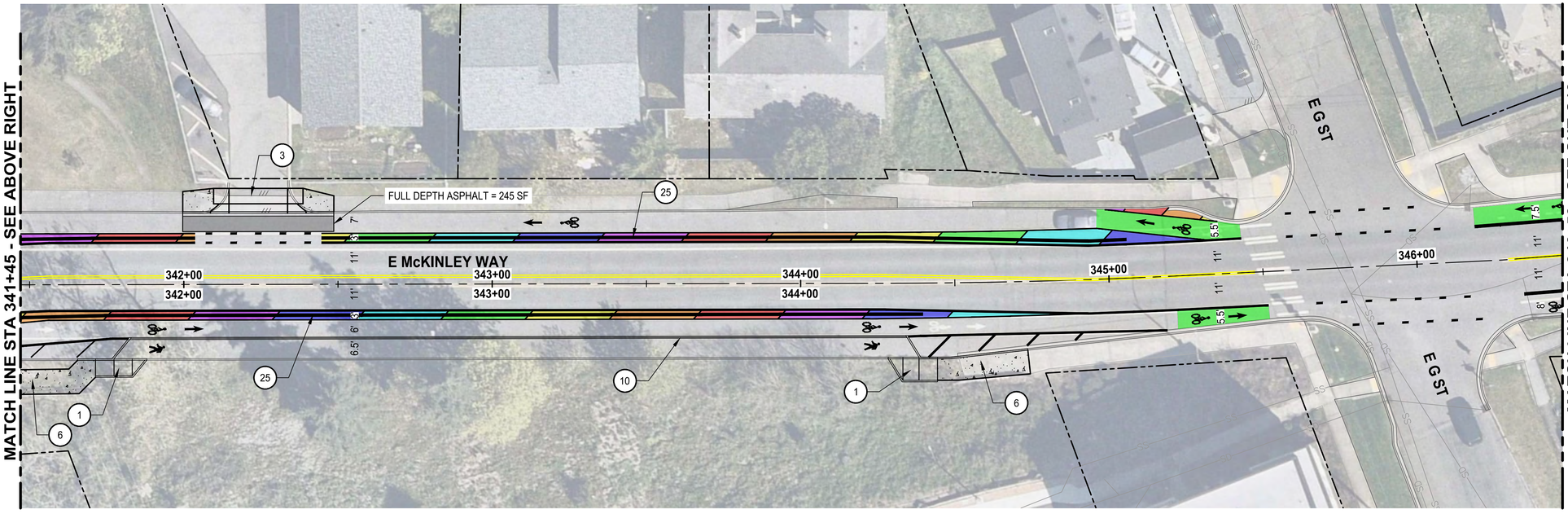
TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
E D ST / E McKINLEY WAY

DRAWING No.: C11
PROJECT ID: TD09
SHEET No.: REV:

09/11/25 | 9:36 PM | CROFOJOS
U:\PSO\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02WBS\TDA\ICADD\DWGS\SHEETS\PS1800030C-PL.DWG





NOTE TO REVIEWER: NOT ALL CONSTRUCTION NOTES INDICATED ELSEWHERE IN THE PLAN SET ARE SHOWN ON PROJECT ID TD09 SHEETS. PROPOSED PAVEMENT MARKINGS ARE NOT ANNOTATED ON PROJECT ID TD09 SHEETS.

CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.15-04 AND J-20.26-01, FOUNDATION PER J-20.15-04 WITH COT POLE.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-05 AND TS-08.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.
22. INSTALL SIDEWALK LEVEL BIKEWAY PER COT STD PLAN NO. SU-04 AND WSDOT DESIGN MANUAL CHAPTER 1510 AND 1520.
23. INSTALL BIKEWAY RAMP PER WSDOT DESIGN MANUAL CHAPTER 1520.
24. INSTALL CURB AND GUTTER PER COT STD PLAN NO. SU-03.
25. INSTALL WHITE MODULAR CURB WITH TUBULAR DELINEATORS (TUFF CURB OR APPROVED SIMILAR), 12" WIDE AND 40" LONG.
26. INSTALL RAISED CROSSWALK PER WSDOT DESIGN MANUAL CHAPTER 1510.

SCALE IN FEET
0 20 40

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRK T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — PRELIMINARY

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

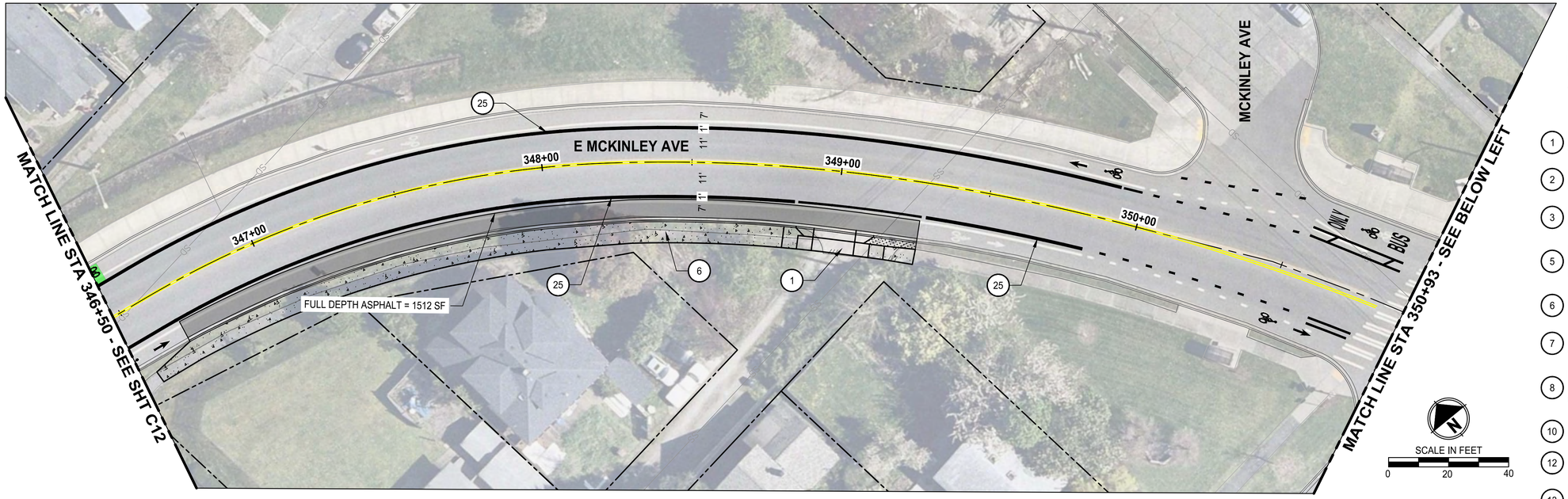
SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
E McKINLEY WAY

DRAWING No.: C12
PROJECT ID: TD09
SHEET No.: REV:

09/11/25 | 9:36 PM | CROFOJOS
U:\PS\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02WBS\TDA\CADD\DWGS\SHEETS\PS1800030C-PL.DWG

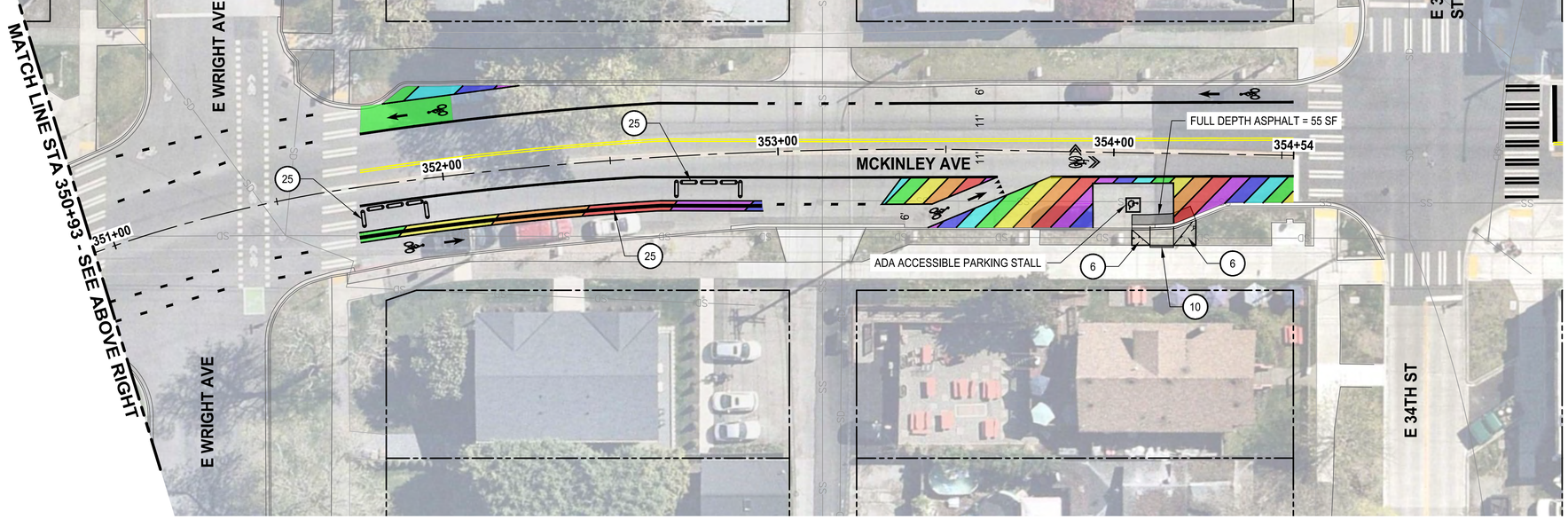


SCALE IN FEET
0 20 40

NOTE TO REVIEWER: NOT ALL CONSTRUCTION NOTES INDICATED ELSEWHERE IN THE PLAN SET ARE SHOWN ON PROJECT ID TD09 SHEETS. PROPOSED PAVEMENT MARKINGS ARE NOT ANNOTATED ON PROJECT ID TD09 SHEETS.

CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.15-04 AND J-20.26-01, FOUNDATION PER J-20.15-04 WITH COT POLE.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-05 AND TS-08.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.
22. INSTALL SIDEWALK LEVEL BIKEWAY PER COT STD PLAN NO. SU-04 AND WSDOT DESIGN MANUAL CHAPTER 1510 AND 1520.
23. INSTALL BIKEWAY RAMP PER WSDOT DESIGN MANUAL CHAPTER 1520.
24. INSTALL CURB AND GUTTER PER COT STD PLAN NO. SU-03.
25. INSTALL WHITE MODULAR CURB WITH TUBULAR DELINEATORS (TUFF CURB OR APPROVED SIMILAR), 12" WIDE AND 40" LONG.
26. INSTALL RAISED CROSSWALK PER WSDOT DESIGN MANUAL CHAPTER 1510.



SCALE IN FEET
0 20 40

09/11/25 | 9:37 PM | CROFOJOS
U:\PSO\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02\WBS\TDAI\CADD\DWGS\SHEETS\PS1800030C-PL.DWG

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRK T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER
FOR REVIEW

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
E McKINLEY WAY

DRAWING No.: C13
PROJECT ID: TD09
SHEET No.: REV:

CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
4. INSTALL CROSSWALK MARKING PER COT STD PLAN NO. CH-02.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.26-01 WITH 12" SIGN, FOUNDATION PER J-20.15-04 WITH COT POLE.
9. INSTALL PEDESTRIAN ISLAND & MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-07.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
11. INSTALL TRAFFIC SIGNAL PER COT STD TRAFFIC SIGNAL (TS) PLANS WITH FB POLE AS NEEDED PER WSDOT STD PLAN NO J-21.16-02
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
14. INSTALL STOP BAR MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-02.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT FIXED BASE TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01 AND FOUNDATION PER WSDOT STD PLAN J-21.10.05.
18. INSTALL TRAFFIC SIGNAL CABINET PER WSDOT STD PLAN J-10.10-04 AND COT STD PLAN NO. TS-10.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-08.
20. INSTALL RIGHT TURN ONLY PAVEMENT MARKINGS PER COT STD PLAN NO. CH-09 AND CH-10.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.

SCALE IN FEET
0 20 40

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KENT T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — PRELIMINARY

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

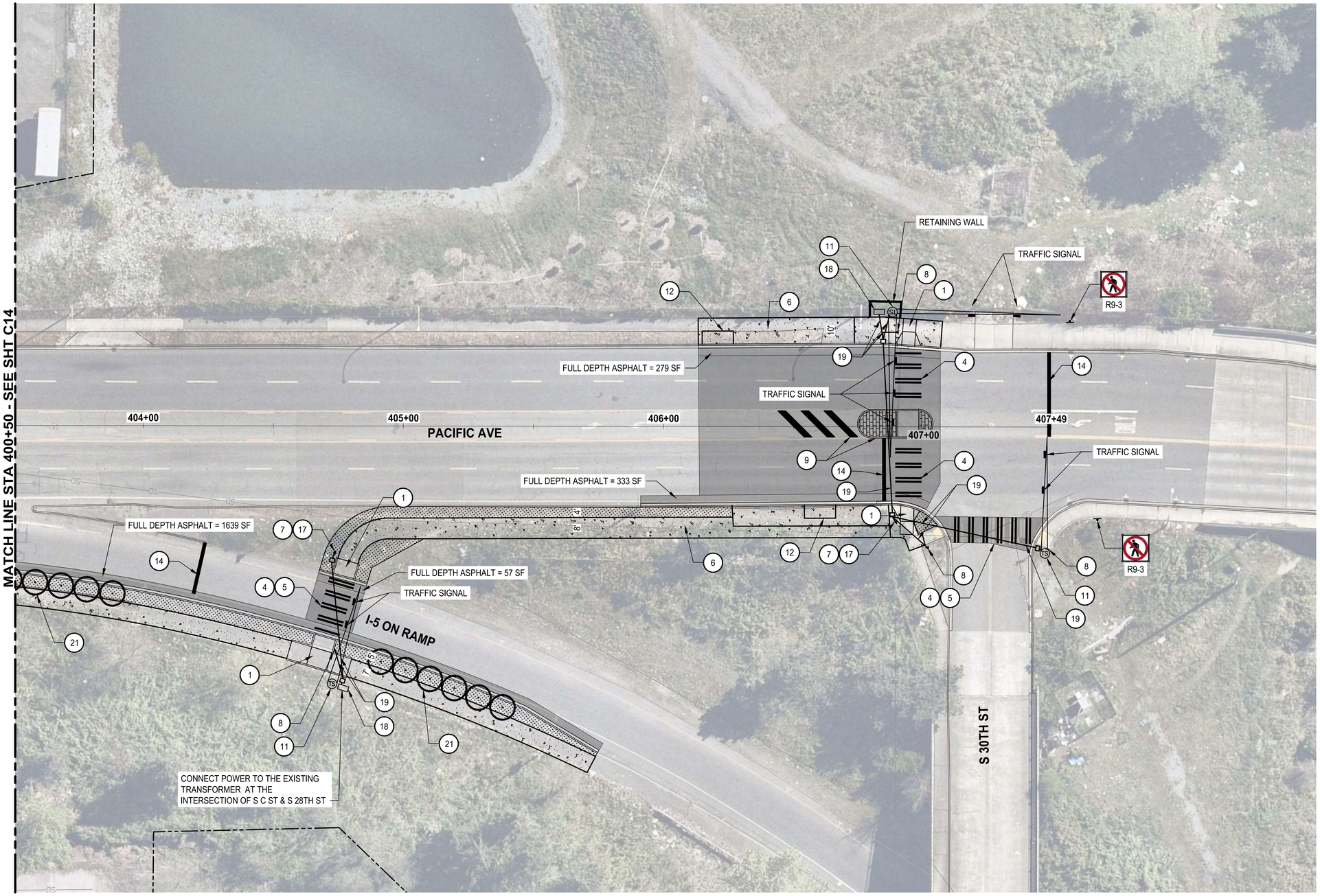
SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
PACIFIC AVE

DRAWING No.: C14
PROJECT ID: TD11
SHEET No.: REV:

09/11/25 | 9:37 PM | CROFOJOS
U:\PSO\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02WBS\TDA\CADD\DWGS\SHEETS\PS1800030C-PL.DWG



CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
4. INSTALL CROSSWALK MARKING PER COT STD PLAN NO. CH-02.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.26-01 WITH 12" SIGN, FOUNDATION PER J-20.15-04 WITH COT POLE.
9. INSTALL PEDESTRIAN ISLAND & MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-07.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
11. INSTALL TRAFFIC SIGNAL PER COT STD TRAFFIC SIGNAL (TS) PLANS WITH FB POLE AS NEEDED PER WSDOT STD PLAN NO J-21.16-02
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
14. INSTALL STOP BAR MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-02.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT FIXED BASE TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01 AND FOUNDATION PER WSDOT STD PLAN J-21.10.05.
18. INSTALL TRAFFIC SIGNAL CABINET PER WSDOT STD PLAN J-10.10-04 AND COT STD PLAN NO. TS-10.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-08.
20. INSTALL RIGHT TURN ONLY PAVEMENT MARKINGS PER COT STD PLAN NO. CH-09 AND CH-10.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.

N

SCALE IN FEET
0 20 40

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRK T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — PRELIMINARY

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

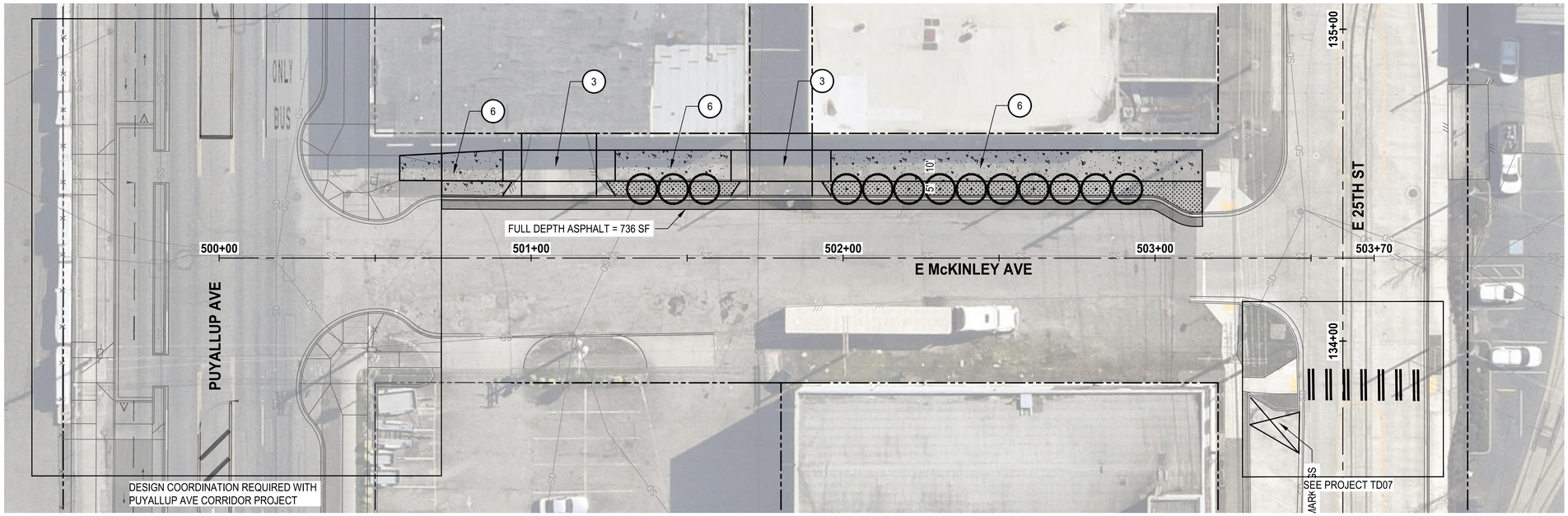
SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

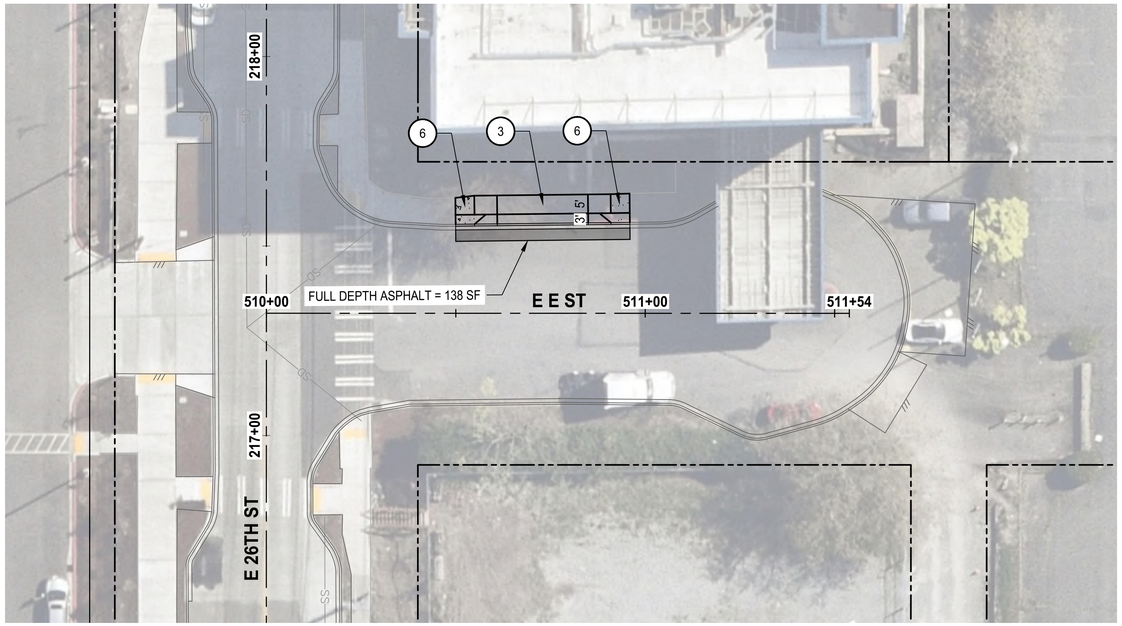
TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
PACIFIC AVE

DRAWING No.: C15
PROJECT ID: TD11
SHEET No.: REV:

09/11/25 | 9:37 PM | CROFOJOS
U:\PS0\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02WBS\TDA\CADD\DWGS\SHEETS\PS1800030C-PL.DWG





CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
4. INSTALL CROSSWALK MARKING PER COT STD PLAN NO. CH-02.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.26-01 WITH 12" SIGN, FOUNDATION PER J-20.15-04 WITH COT POLE.
9. INSTALL PEDESTRIAN ISLAND & MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-07.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
11. INSTALL TRAFFIC SIGNAL PER COT STD TRAFFIC SIGNAL (TS) PLANS WITH FB POLE AS NEEDED PER WSDOT STD PLAN NO J-21.16-02
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
14. INSTALL STOP BAR MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-02.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT FIXED BASE TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01 AND FOUNDATION PER WSDOT STD PLAN J-21.10.05.
18. INSTALL TRAFFIC SIGNAL CABINET PER WSDOT STD PLAN J-10.10-04 AND COT STD PLAN NO. TS-10.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-08.
20. INSTALL RIGHT TURN ONLY PAVEMENT MARKINGS PER COT STD PLAN NO. CH-09 AND CH-10.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.

N

SCALE IN FEET
0 20 40

09/12/25 | 1:21 PM | CROFOJOS
U:\PSO\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02WBS\TDA\ICADD\DWGS\SHEETS\PS1800030C-PL.DWG

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KRAIT PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER
PRELIMINARY

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

SUBMITTED BY: F. YOUNG | DATE: 09/12/2025
REVIEWED BY: T. WONG | DATE: 09/12/2025

LINE IS 1" AT FULL SCALE

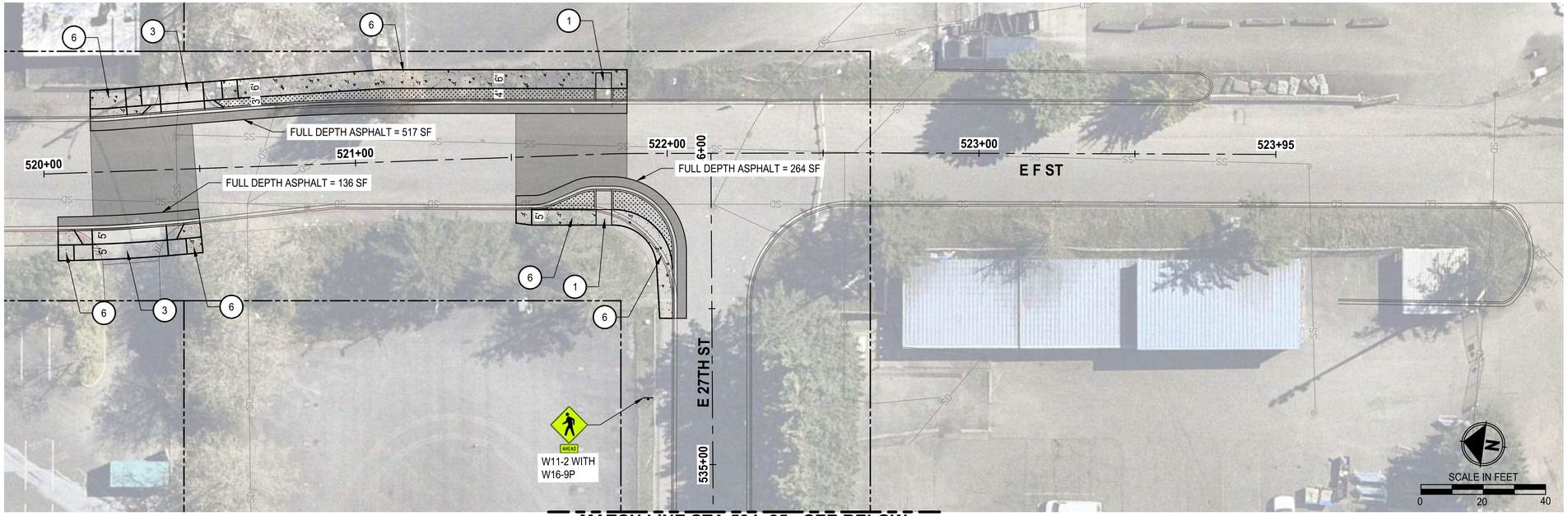
SOUNDTRANSIT

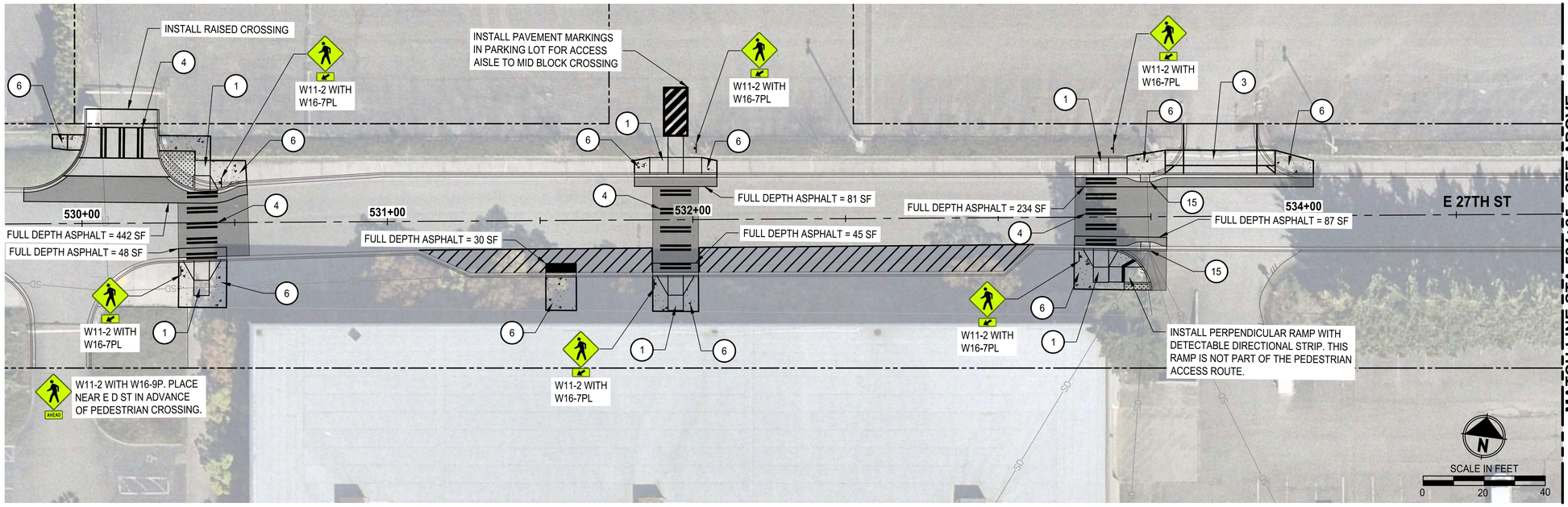
SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
STATION AREA

DRAWING No.: C16
PROJECT ID: TD13
SHEET No.: REV:





CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
4. INSTALL CROSSWALK MARKING PER COT STD PLAN NO. CH-02.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.26-01 WITH 12" SIGN, FOUNDATION PER J-20.15-04 WITH COT POLE.
9. INSTALL PEDESTRIAN ISLAND & MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-07.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
11. INSTALL TRAFFIC SIGNAL PER COT STD TRAFFIC SIGNAL (TS) PLANS WITH FB POLE AS NEEDED PER WSDOT STD PLAN NO J-21.16-02
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
14. INSTALL STOP BAR MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-02.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT FIXED BASE TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01 AND FOUNDATION PER WSDOT STD PLAN J-21.10.05.
18. INSTALL TRAFFIC SIGNAL CABINET PER WSDOT STD PLAN J-10.10-04 AND COT STD PLAN NO. TS-10.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-08.
20. INSTALL RIGHT TURN ONLY PAVEMENT MARKINGS PER COT STD PLAN NO. CH-09 AND CH-10.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRAT PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — FOR REVIEW

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
STATION AREA

DRAWING No.: C17
PROJECT ID: TD13
SHEET No.: REV:

09/11/25 | 9:38 PM | CROFOJOS
U:\PSO\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02WBS\TDA\CADD\DWGS\SHEETS\PS1800030C-PL.DWG

CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
4. INSTALL CROSSWALK MARKING PER COT STD PLAN NO. CH-02.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.26-01 WITH 12" SIGN, FOUNDATION PER J-20.15-04 WITH COT POLE.
9. INSTALL PEDESTRIAN ISLAND & MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-07.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
11. INSTALL TRAFFIC SIGNAL PER COT STD TRAFFIC SIGNAL (TS) PLANS WITH FB POLE AS NEEDED PER WSDOT STD PLAN NO J-21.16-02
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
14. INSTALL STOP BAR MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-02.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT FIXED BASE TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01 AND FOUNDATION PER WSDOT STD PLAN J-21.10.05.
18. INSTALL TRAFFIC SIGNAL CABINET PER WSDOT STD PLAN J-10.10-04 AND COT STD PLAN NO. TS-10.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-08.
20. INSTALL RIGHT TURN ONLY PAVEMENT MARKINGS PER COT STD PLAN NO. CH-09 AND CH-10.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.

N

SCALE IN FEET
0 20 40

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRK T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — PRELIMINARY

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

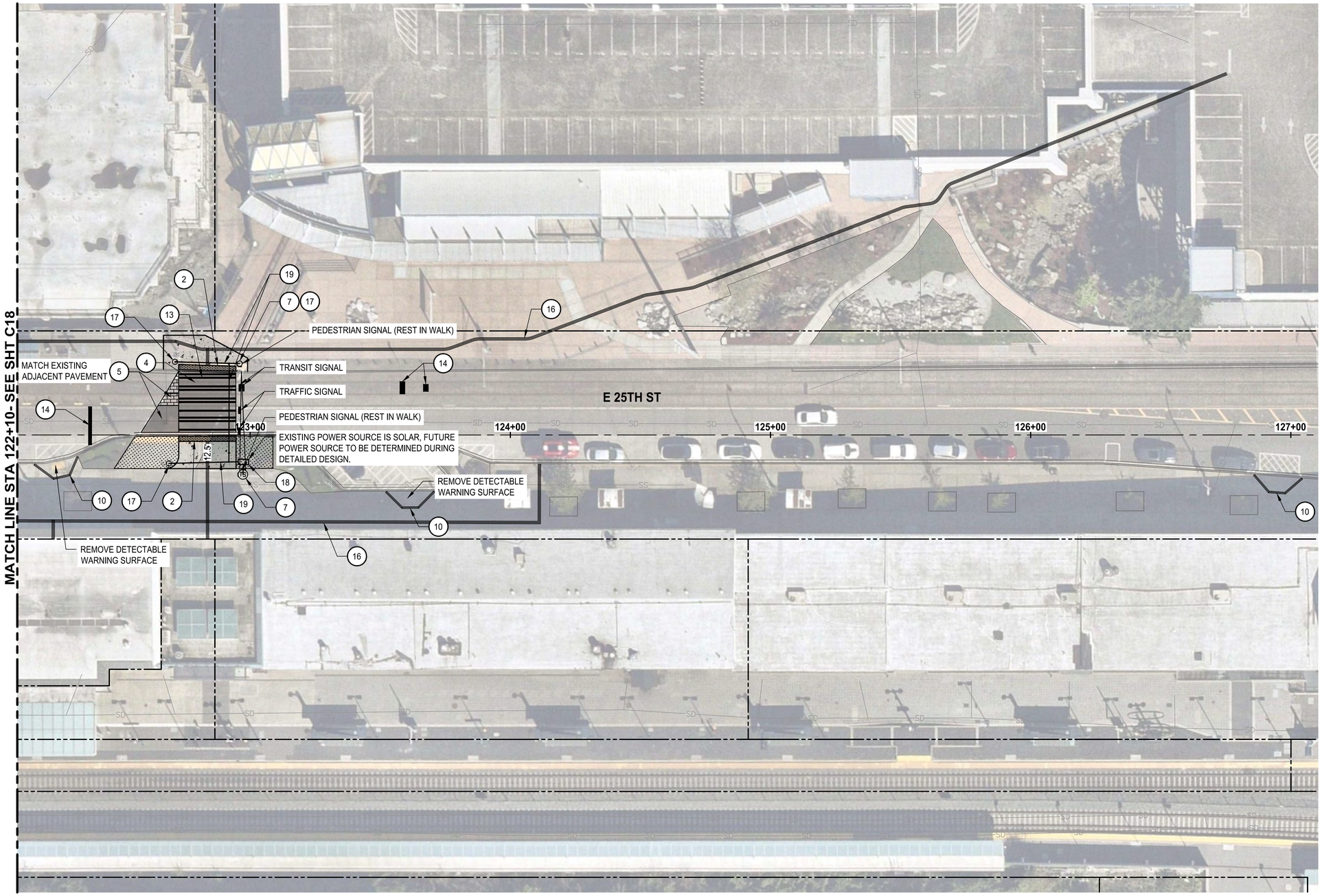
SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
TACOMA DOME STATION

DRAWING No.: C18
PROJECT ID: TD12
SHEET No.: REV:

09/11/25 | 9:38 PM | CROFOJOS
U:\PS0\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02WBS\TDA\CADD\DWGS\SHEETS\PS1800030C-PL.DWG



CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
4. INSTALL CROSSWALK MARKING PER COT STD PLAN NO. CH-02.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.26-01 WITH 12" SIGN, FOUNDATION PER J-20.15-04 WITH COT POLE.
9. INSTALL PEDESTRIAN ISLAND & MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-07.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
11. INSTALL TRAFFIC SIGNAL PER COT STD TRAFFIC SIGNAL (TS) PLANS WITH FB POLE AS NEEDED PER WSDOT STD PLAN NO J-21.16-02
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
14. INSTALL STOP BAR MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-02.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT FIXED BASE TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01 AND FOUNDATION PER WSDOT STD PLAN J-21.10.05.
18. INSTALL TRAFFIC SIGNAL CABINET PER WSDOT STD PLAN J-10.10-04 AND COT STD PLAN NO. TS-10.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-08.
20. INSTALL RIGHT TURN ONLY PAVEMENT MARKINGS PER COT STD PLAN NO. CH-09 AND CH-10.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.

N

SCALE IN FEET
0 20 40

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRT PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — FOR REVIEW ONLY

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

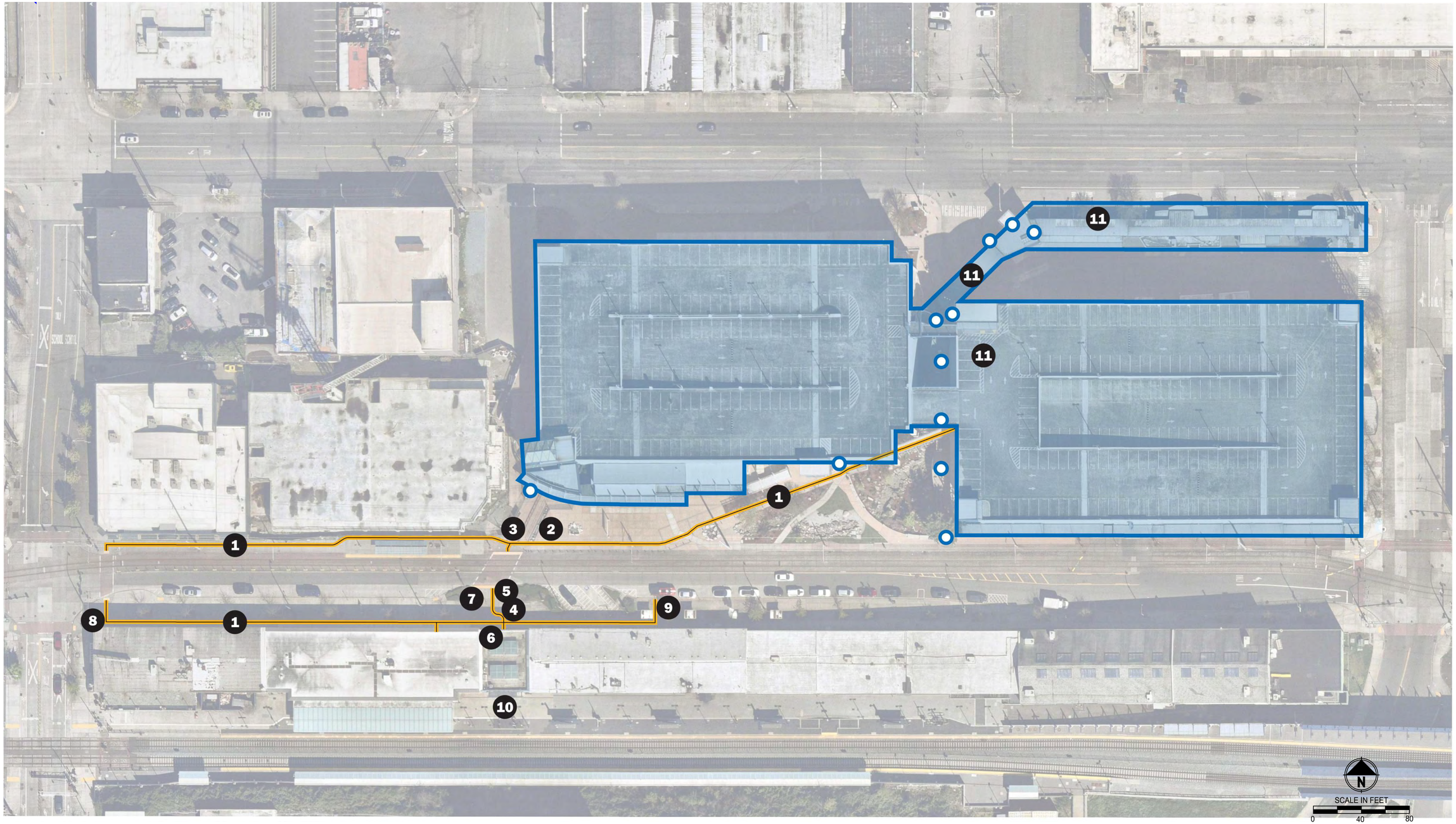
SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
TACOMA DOME STATION

DRAWING No.: C19
PROJECT ID: TD12
SHEET No.: REV:

09/11/25 | 9:38 PM | CROFOJOS
U:\PSO\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02WBS\TDA\ICADD\DWGS\SHEETS\PS1800030C-PL.DWG



SEE NEXT SHEET FOR LEGEND

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRK T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — FOR REVIEW

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

SCALE: 1"=40'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
WAYFINDING
TACOMA DOME STATION

DRAWING No.: C20
PROJECT ID: TD14
SHEET No.: REV:

09/11/25 | 9:39 PM | CROFOJOS
U:\PSO\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02\WBS\TDA\CADD\DWGS\SHEETS\PS1800030C-PL.DWG

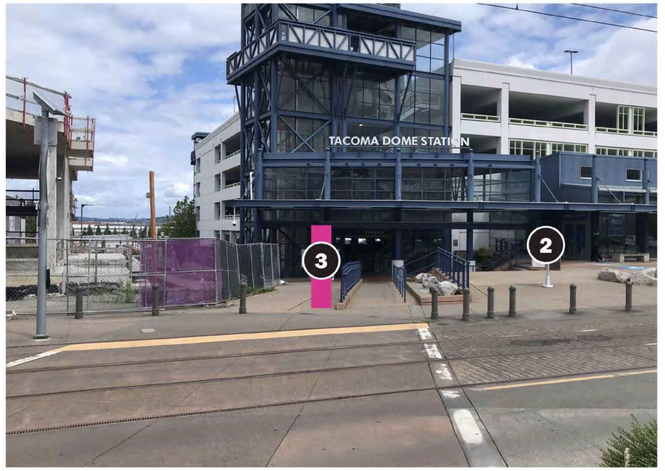
RECOMMENDATIONS

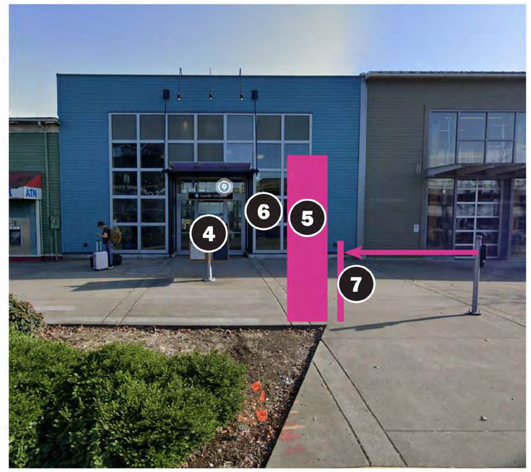
1. Create an accessible path for visually impaired users by installing a guiding pattern (also called tactile wayfinding tiles) to run along the side of the path to signal a safe route for visually impaired pedestrians to follow.
2. Remove existing wayfinding sign.
3. Install interim wayfinding signage in new location.
4. Remove existing wayfinding sign.
5. Install interim wayfinding signage in new location.
6. Add ADA compliant Braille signage to the right side of the exterior entrance.
7. Relocation of push button post.
8. Remove existing wayfinding sign, replace with interim signage in same location.
9. Install NaviLens code on existing shuttle drop-off sign post.
10. Note: Tactile wayfinding tiles are missing from the Sounder platform. Per the Sound Transit Station Experience Design Guidelines, a guiding path should be added for visually impaired users.
11. Note: Tactile wayfinding tiles are missing from the parking garage (where elevators are also located), from the second floor walkway, and from the lower bus bay area. Recommend addressing with Pierce Transit.

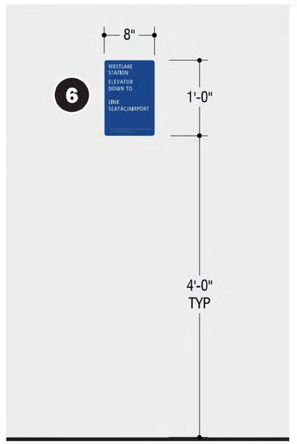
The Pierce Transit Parking Garage, surrounding area, and some existing Sound Transit signage, are all addressed in a wayfinding package prepared by another firm, for Pierce Transit.

Interim/quick-build tactile wayfinding tile example

Permanent tactile wayfinding tile example







DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRK T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — FOR REVIEW ONLY

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

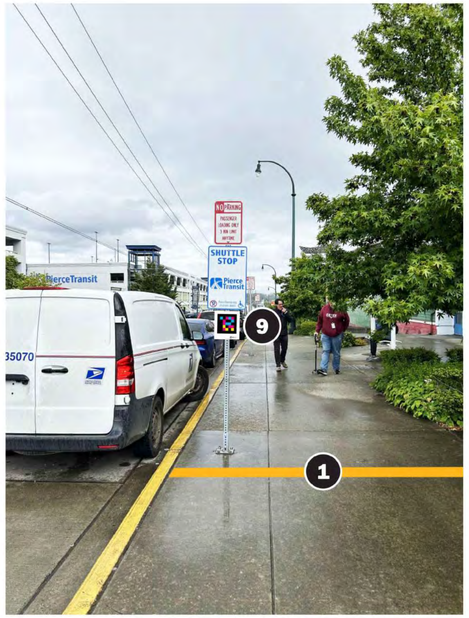
SCALE: NTS
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

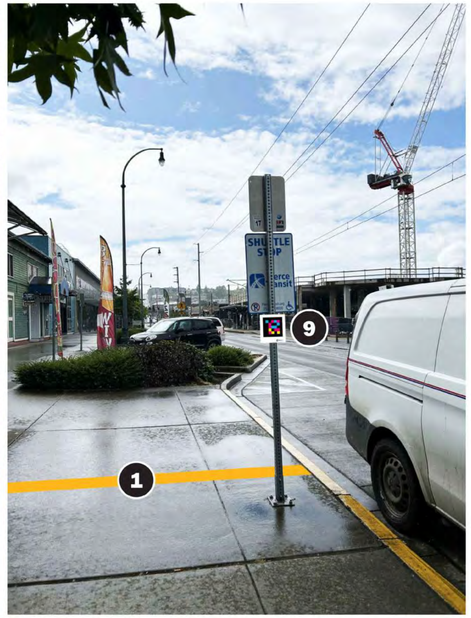
TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
WAYFINDING
TACOMA DOME STATION

DRAWING No.: C21
PROJECT ID: TD14
SHEET No.: REV:

09/11/25 | 9:39 PM | CROFOJOS
U:\PSO\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02WBS\TDAI\CADD\DWGS\SHEETS\PS1800030C-PL.DWG



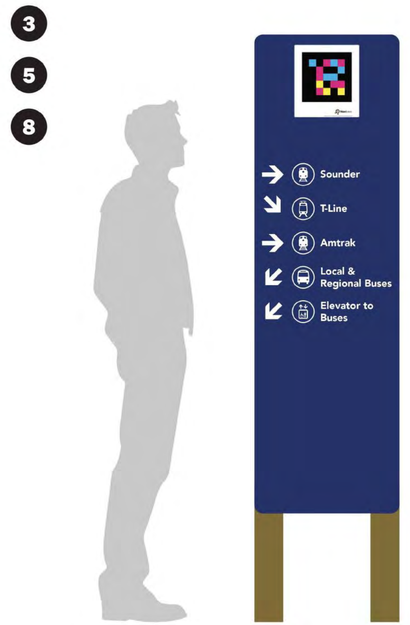


Examples of NaviLens used as part of pilot projects

Many blind and partly sighted people have difficulty using traditional signage and therefore find it a challenge to be autonomous in unfamiliar environments. Blind and partly sighted users can use NaviLens codes, as they do not need to know precisely where they are placed. With just a smartphone and the NaviLens GO app, users can scan colorful codes to receive instant, spoken or visual information about their surroundings — from intersection details to nearby public transport connections — all in real time and without physical contact.

There are a few pilot projects in the US that utilize NaviLens as a way to promote accessibility for all users.

Learn more here: https://www.navilens.com/en/



Interim/quick-build wayfinding sign example

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRK T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — FOR REVIEW

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

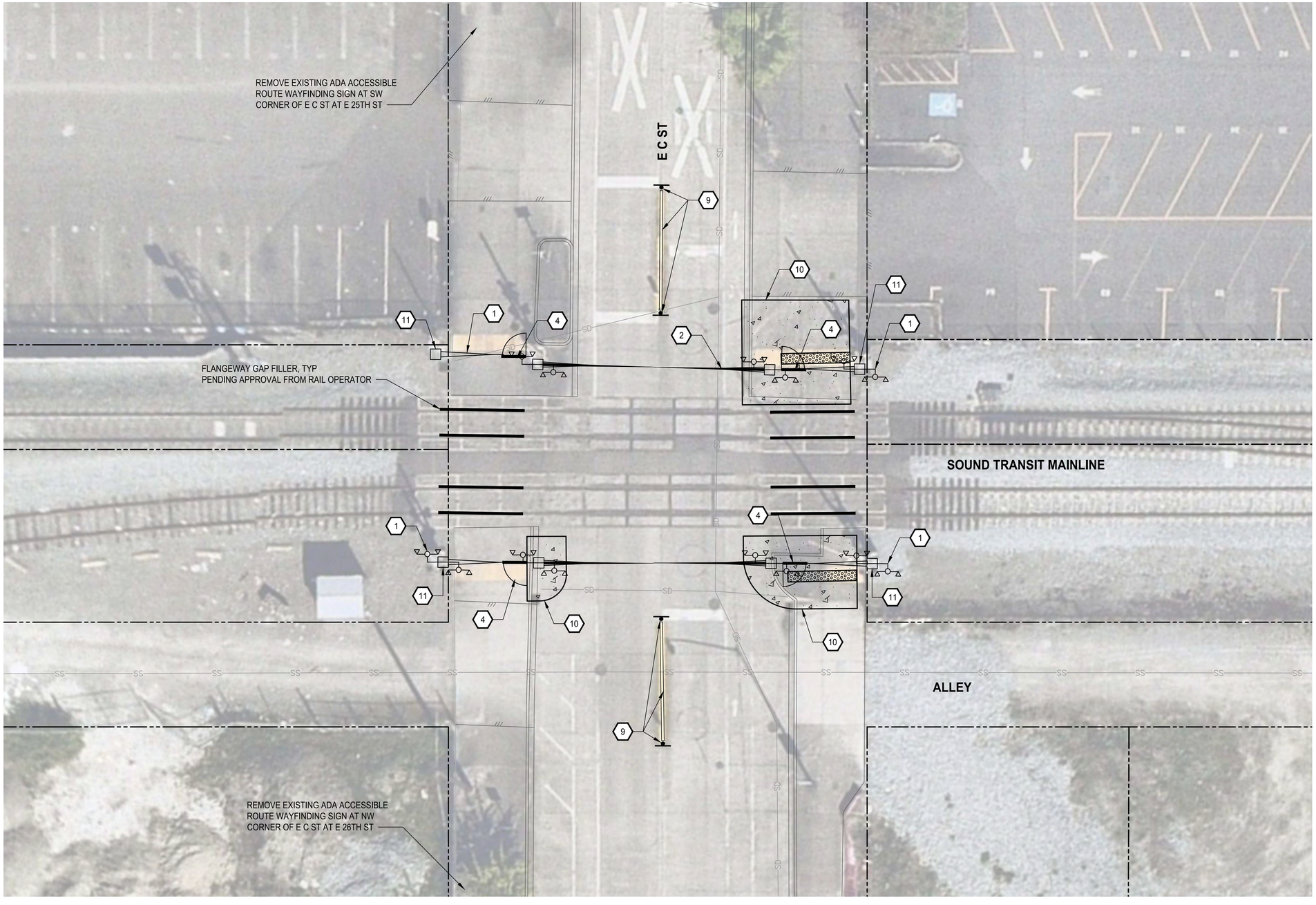
SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

SCALE: NTS
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

TACOMA DOME ACCESS IMPROVEMENTS

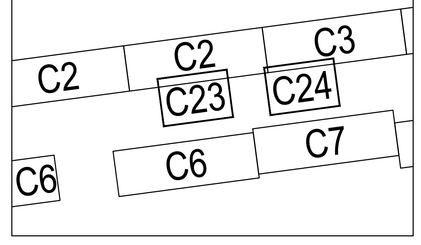
CIVIL
WAYFINDING
TACOMA DOME STATION

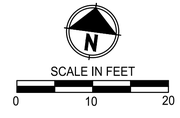
DRAWING No.: C22
PROJECT ID: TD14
SHEET No.: REV:



CONSTRUCTION NOTES:

1. ADJUST AUTOMATIC RAIL CROSSING SIGNAL GATE ARM LENGTH AND INSTALL HINGED PEDESTRIAN GATE SKIRT.
2. INSTALL NEW AUTOMATIC VEHICLE RAIL CROSSING WARNING SIGNAL WITH GATE ARM.
3. INSTALL NEW AUTOMATIC PEDESTRIAN RAIL CROSSING WARNING SIGNAL WITH GATE ARM.
4. INSTALL NEW PEDESTRIAN EMERGENCY EXIT SWING GATE.
5. INSTALL NEW ADA COMPLIANT CONCRETE RAIL SURFACE CROSSING SEGMENT.
6. CONSTRUCT HMA PAVING BETWEEN NEW CONCRETE RAIL SURFACE CROSS SEGMENTS.
7. CONSTRUCT NEW BARRIER FENCE AND CONNECT TO EXISTING.
8. REMOVE EXISTING AUTOMATIC RAIL CROSSING SIGNAL/GATE ASSEMBLY.
9. REMOVE EXISTING MEDIAN BARRIER AND PAINT CENTERLINE STRIPE, INSTALL CONCRETE CURBING PER COT STD PLAN NO. SU-03 WITH TYPE 3 OBJECT MARKER
10. REMOVE EXISTING OBSTRUCTIONS AND CONSTRUCT NEW SIDEWALK.
11. INSTALL AUDIBLE WARNING DEVICE PER MUTCD SECTION 8E.07 ACTIVE TRAFFIC CONTROL SYSTEMS.





DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRK T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — PRELIMINARY

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

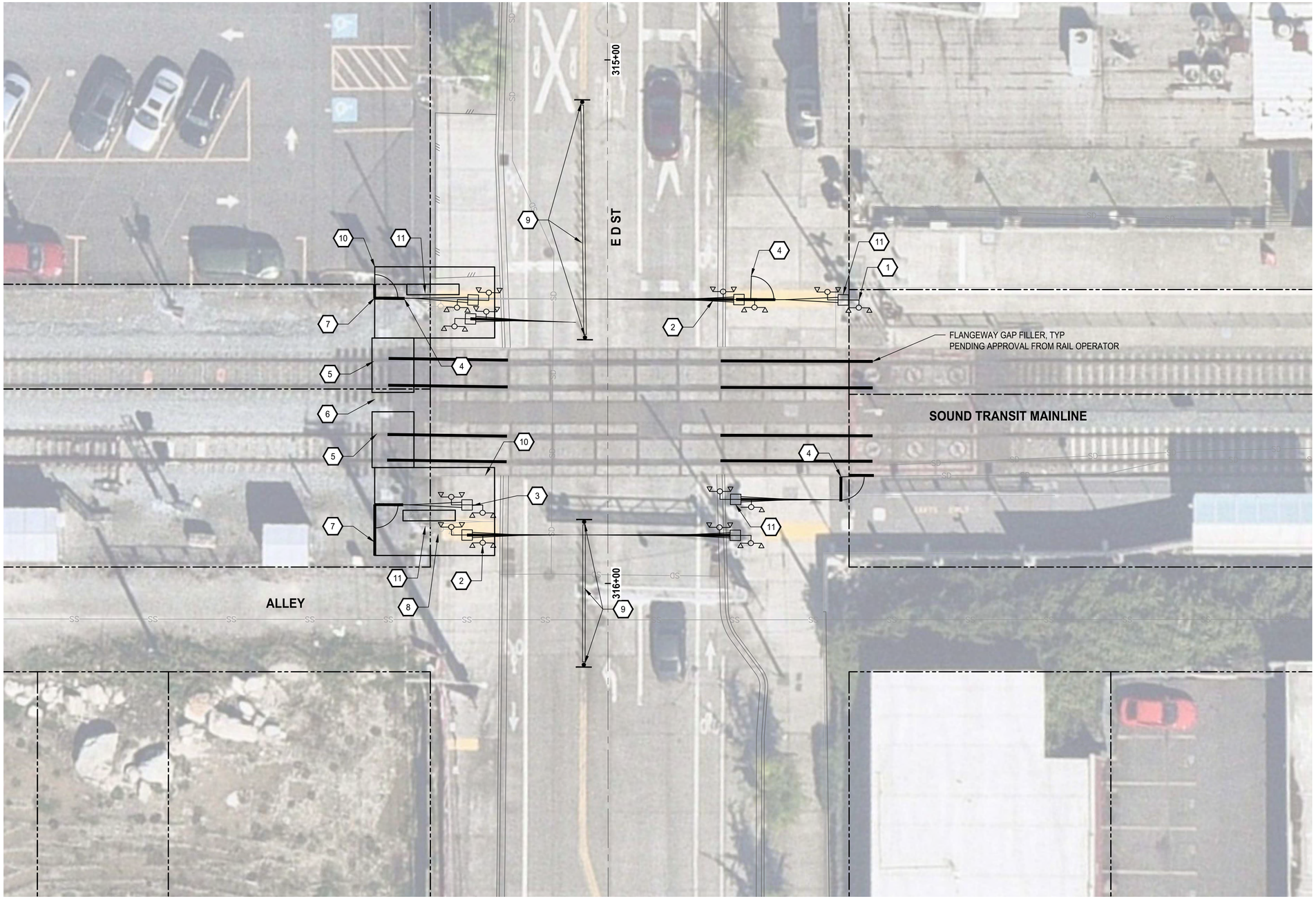
SCALE: 1"=10'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
C ST RR XING AT 25TH/26TH

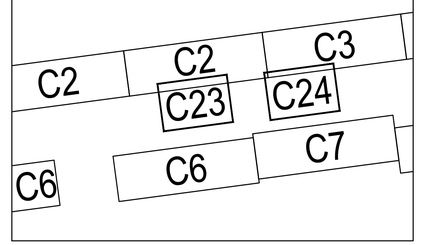
DRAWING No.: C23
PROJECT ID: TD03
SHEET No.: REV:

09/12/25 | 8:52 AM | CROFOJOS
U:\PSO\PROJECTS\CLIENTS\1800-HDRENGINEERING\5554-1800-030 TDLE PHASE 2\02WBS\TDA\CADD\DWGS\SHEETS\PS1800030C-PL.DWG



CONSTRUCTION NOTES:

1. ADJUST AUTOMATIC RAIL CROSSING SIGNAL GATE ARM LENGTH AND INSTALL HINGED PEDESTRIAN GATE SKIRT.
2. INSTALL NEW AUTOMATIC VEHICLE RAIL CROSSING WARNING SIGNAL WITH GATE ARM.
3. INSTALL NEW AUTOMATIC PEDESTRIAN RAIL CROSSING WARNING SIGNAL WITH GATE ARM.
4. INSTALL NEW PEDESTRIAN EMERGENCY EXIT SWING GATE.
5. INSTALL NEW ADA COMPLIANT CONCRETE RAIL SURFACE CROSSING SEGMENT.
6. CONSTRUCT HMA PAVING BETWEEN NEW CONCRETE RAIL SURFACE CROSS SEGMENTS.
7. CONSTRUCT NEW BARRIER FENCE AND CONNECT TO EXISTING.
8. REMOVE EXISTING AUTOMATIC RAIL CROSSING SIGNAL/GATE ASSEMBLY.
9. REMOVE EXISTING MEDIAN BARRIER AND PAINT CENTERLINE STRIPE, INSTALL CONCRETE CURBING PER COT STD PLAN NO. SU-03 WITH TYPE 3 OBJECT MARKER
10. REMOVE EXISTING OBSTRUCTIONS AND CONSTRUCT NEW SIDEWALK.
11. INSTALL AUDIBLE WARNING DEVICE PER MUTCD SECTION 8E.07 ACTIVE TRAFFIC CONTROL SYSTEMS.



N

SCALE IN FEET
0 10 20

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRK T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER
PRELIMINARY

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

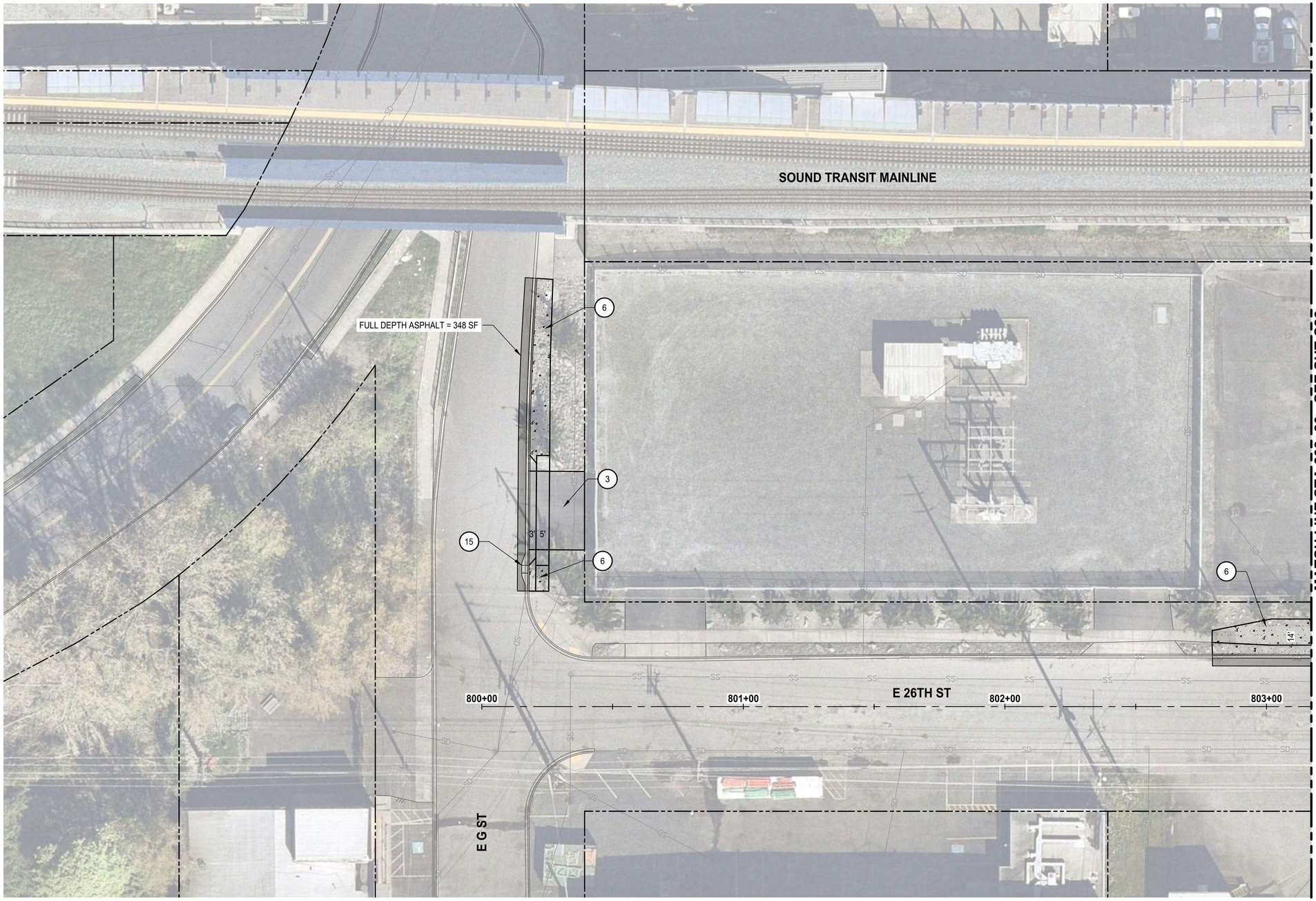
SCALE: 1"=10'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
D ST RR XING AT 25TH/26TH

DRAWING No.: C24
PROJECT ID: TD03
SHEET No.: REV:

09/12/25 | 8:51 AM | CROFOJOS
U:\PSO\PROJECTS\CLIENTS\18000-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02\WBS\TDA\CADD\DWGS\SHEETS\PS1800030C-PL.DWG



CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
4. INSTALL CROSSWALK MARKING PER COT STD PLAN NO. CH-02.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.26-01 WITH 12" SIGN, FOUNDATION PER J-20.15-04 WITH COT POLE.
9. INSTALL PEDESTRIAN ISLAND & MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-07.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
11. INSTALL TRAFFIC SIGNAL PER COT STD TRAFFIC SIGNAL (TS) PLANS WITH FB POLE AS NEEDED PER WSDOT STD PLAN NO J-21.16-02
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
14. INSTALL STOP BAR MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-02.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT FIXED BASE TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01 AND FOUNDATION PER WSDOT STD PLAN J-21.10.05.
18. INSTALL TRAFFIC SIGNAL CABINET PER WSDOT STD PLAN J-10.10-04 AND COT STD PLAN NO. TS-10.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-08.
20. INSTALL RIGHT TURN ONLY PAVEMENT MARKINGS PER COT STD PLAN NO. CH-09 AND CH-10.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.

N

SCALE IN FEET
0 20 40

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRK T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER
FOR REVIEW

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

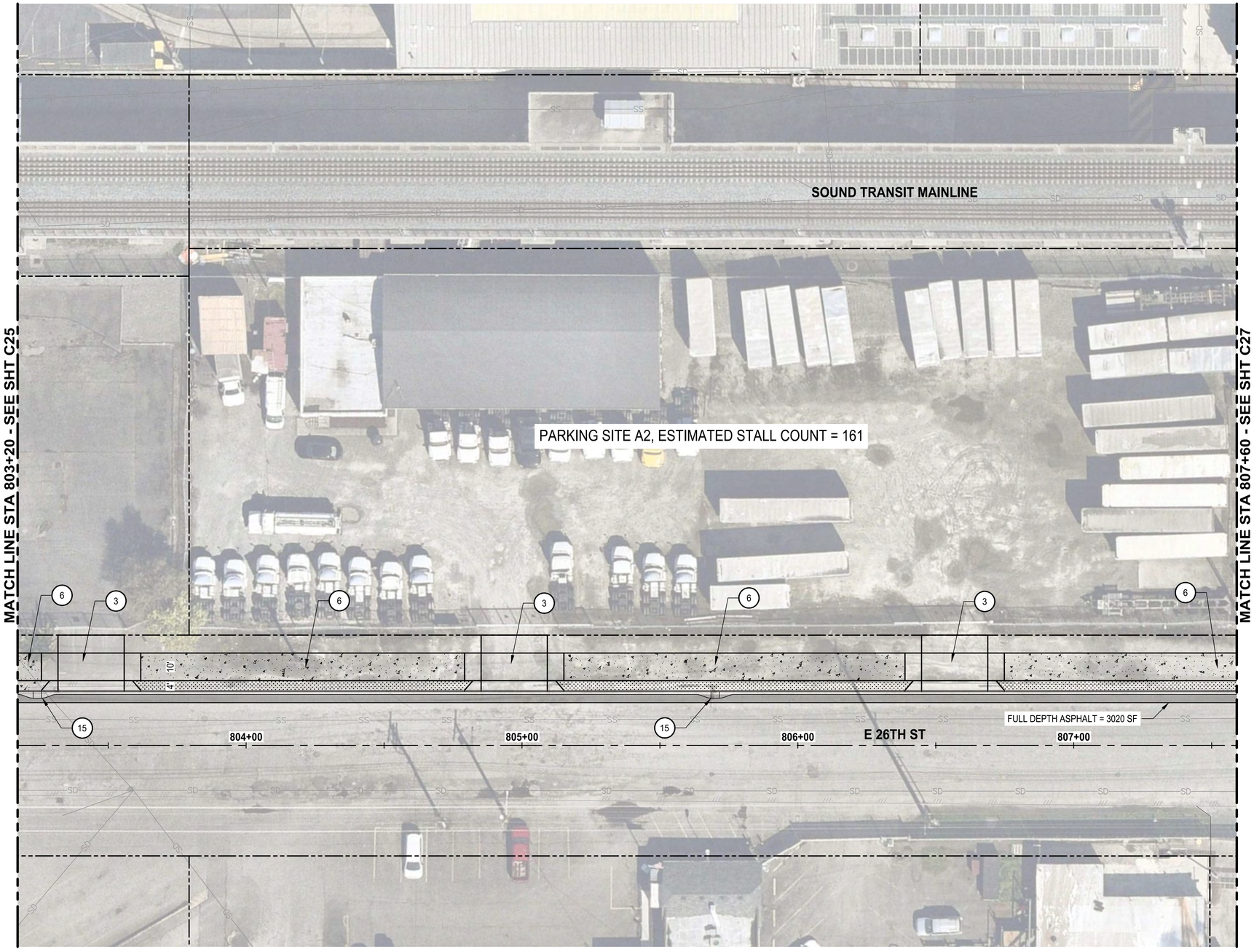
DATE: 09/12/2025

TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
PARKING LOT PEDESTRIAN ACCESS ROUTE

DRAWING No.: C25
PROJECT ID: TDPK
SHEET No.: REV:

09/11/25 | 9:40 PM | CROFOJOS
U:\PSO\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02WBS\TDA\CADD\DWGS\SHEETS\PS1800030C-PL.DWG



CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
4. INSTALL CROSSWALK MARKING PER COT STD PLAN NO. CH-02.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.26-01 WITH 12" SIGN, FOUNDATION PER J-20.15-04 WITH COT POLE.
9. INSTALL PEDESTRIAN ISLAND & MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-07.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
11. INSTALL TRAFFIC SIGNAL PER COT STD TRAFFIC SIGNAL (TS) PLANS WITH FB POLE AS NEEDED PER WSDOT STD PLAN NO J-21.16-02
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
14. INSTALL STOP BAR MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-02.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT FIXED BASE TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01 AND FOUNDATION PER WSDOT STD PLAN J-21.10.05.
18. INSTALL TRAFFIC SIGNAL CABINET PER WSDOT STD PLAN J-10.10-04 AND COT STD PLAN NO. TS-10.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-08.
20. INSTALL RIGHT TURN ONLY PAVEMENT MARKINGS PER COT STD PLAN NO. CH-09 AND CH-10.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.

N

SCALE IN FEET
0 20 40

DRAFT 3 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRK T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — FOR REVIEW

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

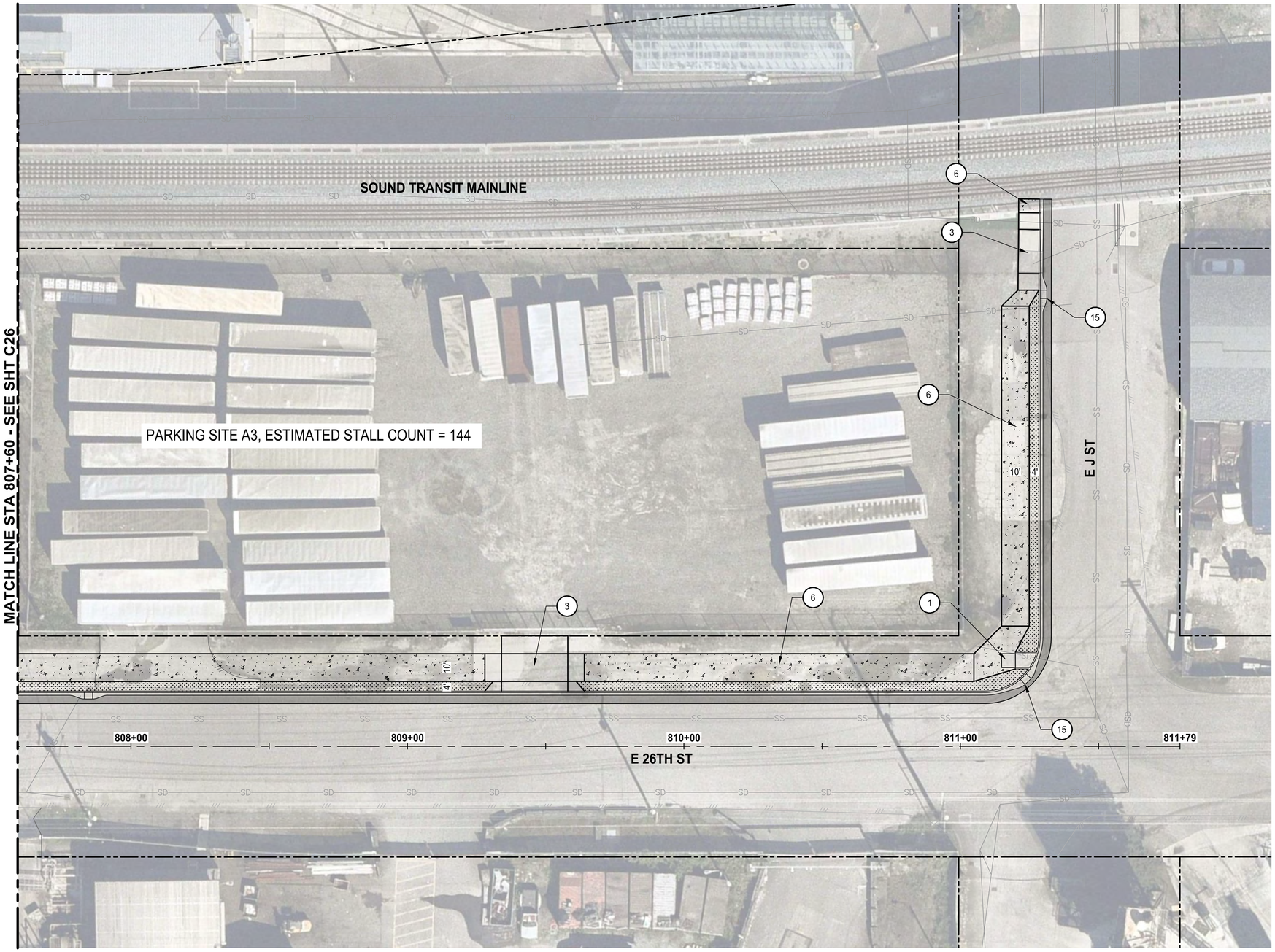
SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
PARKING SITE A2

DRAWING No.: C26
PROJECT ID: TDPK
SHEET No.: REV:

09/11/25 | 9:40 PM | CROFOJOS
U:\PS\O\PROJECTS\CLIENTS\1800-HDRENGINEERING\5554-1800-030 TDLE PHASE 2\02\WBS\TDA\CADD\DWGS\SHEETS\PS1800030C-PL.DWG



CONSTRUCTION NOTES:

1. INSTALL CURB RAMP PER COT STD PLANS NO. SU-05A - SU-05F.
2. INSTALL DETECTABLE WARNING SURFACE PER COT STD PLANS NO. SU-05G AND SU-05H.
3. INSTALL CEMENT CONCRETE DRIVEWAY PER COT STD PLANS NO. SU-07A - SU-07C.
4. INSTALL CROSSWALK MARKING PER COT STD PLAN NO. CH-02.
5. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS TO MATCH EXISTING ADJACENT ROADWAY SURFACE PER COT STD PLANS NO. SU-14A - SU-15C.
6. REPLACE CEMENT CONCRETE SIDEWALK PER COT STD PLAN NO. SU-04.
7. INSTALL APS ON EXISTING POLE PER WSDOT STD PLAN NO. J-20.26-01 WITH 12" SIGN.
8. INSTALL APS ON NEW POLE PER WSDOT STD PLANS NO J-20.26-01 WITH 12" SIGN, FOUNDATION PER J-20.15-04 WITH COT POLE.
9. INSTALL PEDESTRIAN ISLAND & MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-07.
10. INSTALL DETECTABLE DIRECTIONAL STRIP PER WSDOT DESIGN MANUAL EXHIBIT 1520-13.
11. INSTALL TRAFFIC SIGNAL PER COT STD TRAFFIC SIGNAL (TS) PLANS WITH FB POLE AS NEEDED PER WSDOT STD PLAN NO J-21.16-02
12. INSTALL BUS STOP PER COT STD PLAN NO. SU-38.
13. RESTORE PAVEMENT WITHIN CROSSWALK LIMITS WITH EMBEDDED RED BRUSHED CONCRETE PER COT STD PLANS NO. SU-14A - SU-15C.
14. INSTALL STOP BAR MARKINGS PER CITY OF TACOMA STD PLAN NO. CH-02.
15. INSTALL CATCH BASIN PER COT STD PLAN NO. SU-30.
16. INSTALL DETECTABLE DIRECTIONAL STRIP PER DETAIL TO BE DEVELOPED BY OTHERS.
17. INSTALL WSDOT FIXED BASE TYPE 1 SIGNAL POLE WITH PEDESTRIAN HEAD PER WSDOT STD PLAN J-21.15-01 AND FOUNDATION PER WSDOT STD PLAN J-21.10.05.
18. INSTALL TRAFFIC SIGNAL CABINET PER WSDOT STD PLAN J-10.10-04 AND COT STD PLAN NO. TS-10.
19. INSTALL ELECTRICAL CONDUIT PER COT STD PLAN NO. TS-08.
20. INSTALL RIGHT TURN ONLY PAVEMENT MARKINGS PER COT STD PLAN NO. CH-09 AND CH-10.
21. PERFORM STREET TREE PLANTING OF SMALL TREES PER COT URBAN FOREST MANUAL AND COT STD PLAN NO. LS-01 AND LS-02.

N

SCALE IN FEET
0 20 40

DRAFT 2 CONCEPTUAL DESIGN FOR CITY OF TACOMA AND SOUND TRANSIT REVIEW

AHJ: CITY OF TACOMA

PACKAGE # 1

No.	DATE	DSN	CHK	APP	REVISION

DESIGNED BY: K. PAULSEN
DRAWN BY: J. CROFOOT
CHECKED BY: R. PARKER
APPROVED BY: F. YOUNG

KIRK T. PAULSEN — STATE OF WASHINGTON — 57469 — REGISTERED PROFESSIONAL ENGINEER — PRELIMINARY

Parametrix
719 2nd Avenue, Suite 200 • Seattle, WA 98104
Ph: 206.394.3700

LINE IS 1" AT FULL SCALE

SOUNDTRANSIT

SUBMITTED BY:	DATE:	REVIEWED BY:	DATE:
F. YOUNG	09/12/2025	T. WONG	09/12/2025

SCALE: 1"=20'
FILENAME: PS1800030C-PL
CONTRACT No.: AE 0030-17
DATE: 09/12/2025

TACOMA DOME ACCESS IMPROVEMENTS

CIVIL
SITE PLANS
PARKING SITE A3

DRAWING No.: C27
PROJECT ID: TDPK
SHEET No.: REV:

09/11/25 | 9:40 PM | CROFOJOS
U:\PSO\PROJECTS\CLIENTS\1800-HDRENGINEERING\554-1800-030 TDLE PHASE 2\02WBS\TDA\CADD\DWGS\SHEETS\PS1800030C-PL.DWG

January 2026

Tacoma Dome Access Improvements Project

SEPA Environmental Checklist

Attachment B

Hazardous Materials Technical Report

SoundTransit

Summary

Purpose

The Tacoma Dome Access Improvements (TDAI) project consists of a number of improvements intended to improve how riders get to and from the Tacoma Dome Station area in the City of Tacoma. It includes improvements aimed at walking, biking, multimodal transit, or driving and parking, such as features to improve accessibility for users of all abilities, new or replaced safety features, wayfinding, and other transportation infrastructure around the station area, including potential surface parking (up to 300 stalls).

This TDAI Hazardous Materials Technical Report supports the State Environmental Policy Act documentation for the TDAI project. The purpose of this report is to identify existing hazardous materials within the study area; evaluate the potential impacts of the proposed improvements on those materials; and assess any risks associated with hazardous substance use, storage, or disturbance during construction or operation.

Findings

The location of TDAI has had a long history of commercial and industrial development that has generated numerous well-documented occurrences of hazardous materials releases and spills.

The Tacoma Smelter Plume is widely distributed across the study area. Excavated materials should be assumed to be potentially contaminated, though generally below state cleanup levels.

Based on the age of the buildings, the structures on Pierce County parcels 2076290010 and 2076310010, which would be acquired and disturbed for surface parking improvements as part of TDAI, may contain hazardous building materials, such as asbestos-containing materials, lead-based paint, and polychlorinated biphenyls.

Conclusion

Hazardous material sites are located near the improvements, but no significant impacts are anticipated because most TDAI construction activities are expected to remain within the existing public right-of-way or, in the case of potential surface parking, on parcels where no risk of hazardous material impacts were identified. In addition, the maximum depth of excavation for a majority of TDAI is approximately 3 feet, with some small areas requiring disturbance up to approximately 12 feet. Excavation is not anticipated to extend beyond fill material or reach the groundwater table.

Recommendations

Based on the conclusions of this analysis, the following are recommended:

1. Construction activities in these areas would be conducted in accordance with the 2024 Sound Transit Standard Specifications.
2. For parcels that would be subject to acquisition as part of the TDAI project (Pierce County parcels 2076290010 and 2076310010), a Phase I Environmental Site Assessment will be conducted in general accordance with ASTM International Standard E1527-21, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.
3. For those parcels where buildings need to be removed to facilitate construction, a building materials inventory will be conducted prior to building demolition with a focus on the following potentially hazardous materials:
    a. Asbestos-containing materials.
    b. Lead-based paint.
    c. Polychlorinated biphenyls.
4. If the potentially hazardous building materials are present, these materials must be handled, managed, and disposed of in accordance with local, state, and federal regulations prior to building demolition.

Table of Contents

Figures

Tables

Appendices

Acronyms and Abbreviations

ADA	Americans with Disabilities Act
cPAH	carcinogenic polycyclic aromatic hydrocarbon
CSCSL	Confirmed and Suspected Cleanup Site List
EC	environmental covenant
Ecology	Washington State Department of Ecology
EPA	U.S. Environmental Protection Agency
ESA	environmental site assessment
HSL	Hazardous Site List
ICR	Independent Cleanup Report
LUST	leaking underground storage tank
MTCA	Model Toxics Control Act
NFA	no further action
NonGen/NLR	nongenerator/no longer reporting
NPL	National Priorities List
PAH	polycyclic aromatic hydrocarbons
PCB	polychlorinated biphenyl
RCRA	Resource Conservation and Recovery Act
ROW	right-of-way
SEMS	Superfund Enterprise Management System
SHARP	Site Hazard Assessment and Ranking Process
SWRCY	solid waste recycling facilities
TCE	trichloroethylene
TDAI	Tacoma Dome access improvements
TSDF	treatment, storage, and disposal facility
UST	underground storage tank
VCP	Voluntary Cleanup Program
WSDOT	Washington State Department of Transportation

1 INTRODUCTION

1.1 Overview

The Tacoma Dome Access Improvements (TDAI) project consists of a number of improvements intended to improve how riders get to and from the Tacoma Dome Station area in the City of Tacoma. The station area includes the existing Tacoma Dome Station, which is a multimodal transit hub that currently serves T Line, Sounder, ST Express, Pierce Transit, Amtrak, and Greyhound, as well as the future station proposed to be served by the Tacoma Dome Link Extension (TDLE), which would connect Tacoma to regional light rail service by 2035.

Riders currently access the station area via walking, biking, multimodal transit, or driving and parking. TDAI aims to enhance access via each of these modes by increasing physical accessibility for users of all abilities and adding new or replaced safety features, wayfinding, and other transportation infrastructure around the station area. The following improvements are being considered include:

- new surface parking;
- new rail crossing warning signals and vehicle and pedestrian gates;
- new and upgraded crosswalks;
- new and upgraded ADA compliant marking, signage, curb ramps, and detectable warning strips;
- new and upgraded bike lanes;
- new and replaced sidewalks;
- new, replaced, reconfigured, and consolidated driveways;
- new and upgraded signals at intersections;
- reconstruction of mid-block crossings with new signals;
- re-channelization of existing roadways; and
- new and replaced wayfinding signage.

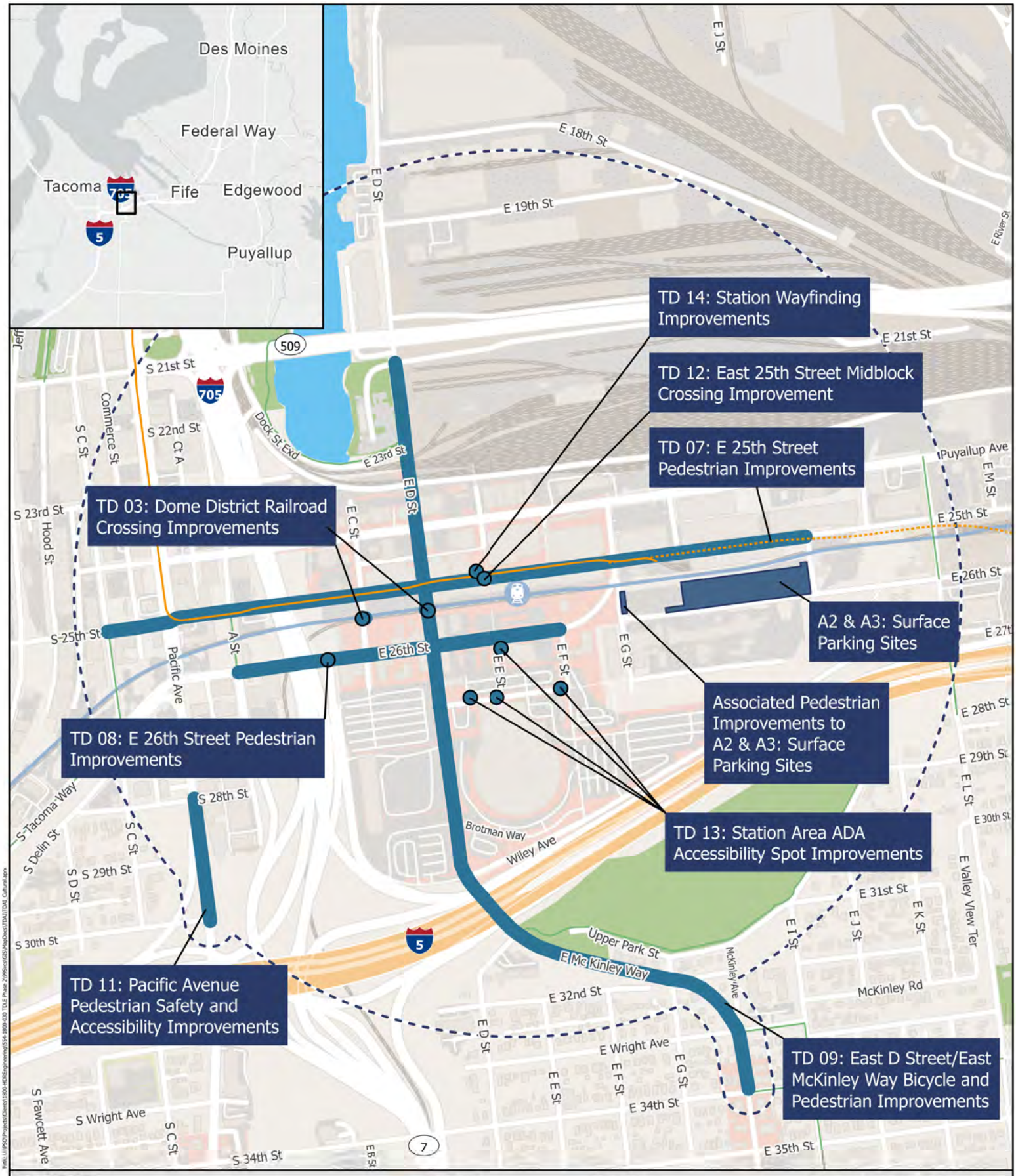
Sound Transit and the City of Tacoma considered a number of potential improvements to include as part of TDAI. Based on a technical evaluation and agency and public input, 10 potential access improvements were advanced for environmental review. The 10 potential improvements that are part of TDAI are identified by name and number and described further in Table 1 and illustrated in Figure 1.

Table 1. Proposed Tacoma Dome Access Improvements

Improvement Name[1]	Improvement Description
TD 03: Dome District Railroad Crossing Improvements	Improve bicycle and pedestrian safety at railroad crossings in the Dome District, including crossings between E 25th Street and E 26th Streets on East D Street and East C Streets.
TD 07: E 25th Street Pedestrian Improvements	Complete gaps in sidewalk and improve pedestrian safety and accessibility on E 25th Street (both sides) from South C Street to East J Street.
TD 08: E 26th Street Pedestrian Improvements	Complete gaps in sidewalk on E 26th Street (both sides) from A Street to East F Street. Improve the I-5 off-ramp and E 26th Street intersection, including improving the crosswalk.
TD 09: East D Street/East McKinley Way Bicycle and Pedestrian Improvements	Improve bicycle lanes on East D Street/E McKinley Way from E 21st Street to E 34th Street by providing separation from travel lanes and safety improvements through intersections. Construct sidewalks on McKinley Way between East D Street and East G Street.
TD 11: Pacific Avenue Pedestrian Safety and Accessibility Improvements	Improve pedestrian safety and accessibility across the I-5 on-ramp between S 28th Street and S 30th Streets through new enhanced crossing opportunities to avoid the ramp and/or missing link sidewalk and enhanced crossing of the ramp.
TD 12: E 25th Street Midblock Crossing Improvement	Upgrade the midblock crosswalk on E 25th Street between East D Street and Freighthouse Square to be fully accessible.
TD 13: Station Area ADA Accessibility Spot Improvements	Retrofit up to 35 curb ramps, cross slopes, and driveways within 0.25 mile of the station to meet ADA requirements, as needed.
TD 14: Station Wayfinding Improvements	Wayfinding improvements near the Tacoma Dome Parking Garage and transit services on E 25th Street. Wayfinding improvements via intuitive visuals, large font, and clear direction provide passengers information to help facilitate transfers between services.
A2: Parking Alternative Site 1	Purchase of a privately owned parcel located on E 26th Street between East J and East G Streets to accommodate up to 150 surface parking spaces with associated sidewalk improvements.
A3: Parking Alternative Site 2	Purchase of a privately owned parcel located at E 26th Street and East J Streets to accommodate up to 150 surface parking spaces with associated sidewalk improvements.

[1] The numbers associated with the improvement names are not sequential because other potential improvements previously considered as part of the TDAI project were not carried through this evaluation.

ADA = Americans with Disabilities Act



Date: 12/22/2025
Sources: Sound Transit, City of Seattle, ESRI
Disclaimer: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes.

Proposed Improvements
Potential Parking Sites
1/2 mi Buffer
Tacoma Dome Station
Sounder
T Line
TDLE Preferred Alternative
Existing Bikeways

0 250 500 1,000 Feet

Figure 1-1 TDAI Overview

Tacoma, WA

1.2 Study Area

The hazardous materials study area encompasses all areas within 1.0 mile of the improvements described in Table 1 and shown in Figure 1, including segments of E 25th and E 26th Streets, Pacific Avenue, and East D Street/E McKinley Way, as well as the area within the Tacoma Dome Station.

The Tacoma Dome Station is in an urban area between downtown Tacoma and the Puyallup River. The area is defined by rail infrastructure and industrial land uses, with I-5 to the south, commercial and industrial development to the north and west, and the Puyallup River east of the station.

1.3 Purpose of the Report

This TDAI Hazardous Materials Technical Report supports the State Environmental Policy Act documentation for the TDAI project. The purpose of this report is to identify existing hazardous materials within the study area; evaluate the potential impacts of the proposed improvements on those materials; and assess any risks associated with hazardous substance use, storage, or disturbance during construction or operation.

2 METHODOLOGY

A hazardous material analysis for the TDAI project was conducted in general accordance with Chapter 447 of the Washington State Department of Transportation (WSDOT) Environmental Manual (WSDOT 2024), which is consistent with ASTM International Standard E1527-21 guidelines, and the WSDOT Guidance and Standard Methodology for Hazardous Materials Discipline Reports (hereafter referred to as the WSDOT HazMat Guidance) (WSDOT 2021).

The analysis included a review of environmental records from federal and state databases, including the U.S. Environmental Protection Agency (EPA) Envirofacts system (EPA 2025a) and the Washington State Department of Ecology (Ecology) Facility/Site database (Ecology 2024). These resources were examined to identify the presence and proximity of documented hazardous material sites. The 1.0-mile study area was established in accordance with the WSDOT HazMat Guidance (WSDOT 2021), which aligns with the regulatory record search radius standards outlined in ASTM International Standard E1527-21. These standards define a 1.0-mile search radius for federal Superfund sites and a 0.5-mile search radius for state-identified hazardous waste and cleanup sites.

2.1 Standard Environmental Record Sources

2.1.1 EPA Databases

The EPA oversees various programs aimed at protecting the environment and regulating the generation, storage, treatment, and disposal of hazardous substances. As part of this assessment, the EPA's Envirofacts mapping tool (EPA 2025a) was used to identify nearby cleanup sites. Superfund sites listed in the National Priorities List (NPL) (EPA 2025b) and the Superfund Enterprise Management System (SEMS) (EPA 2025c) within a 1.0-mile radius of the study area were reviewed, with a focus on sites with confirmed active statuses adjacent or

within 0.25 mile of the segments. Additional EPA databases, including the Resource Conservation and Recovery Act (RCRA) Corrective Action Toolbox (EPA 2025d), the RCRA Information System (EPA 2025e), the Emergency Response Notification System (EPA 2025f), and the Assessment, Cleanup, and Redevelopment Exchange System–Brownfields Properties database (EPA 2024), were also examined for records within 0.5 mile of the study area.

2.1.2 Ecology Databases

Ecology's Facility/Site database (Ecology 2024) and What's in My Neighborhood interactive mapping tool (Ecology 2025a) for locating toxic cleanup sites were reviewed to identify sites of potential concern. Sites identified within 0.5 mile of the segments as having confirmed releases were evaluated for pertinent details via Ecology's online Cleanup Sites tool (Ecology 2025a). This tool provides additional details of site conditions and regulatory status, as well as electronic site documents where available.

2.2 Site Screening Analysis

A site screening analysis was performed for each site that was identified as a potential risk following the methods described in Section 2.1.1 and Section 2.1.2. The site screening analysis followed methodology provided in the WSDOT HazMat Guidance (WSDOT 2021), which includes a risk analysis of each site and an assessment of the complexity of mitigation measures. The remainder of this section further details the site screening analysis categories.

2.2.1 Risk Analysis

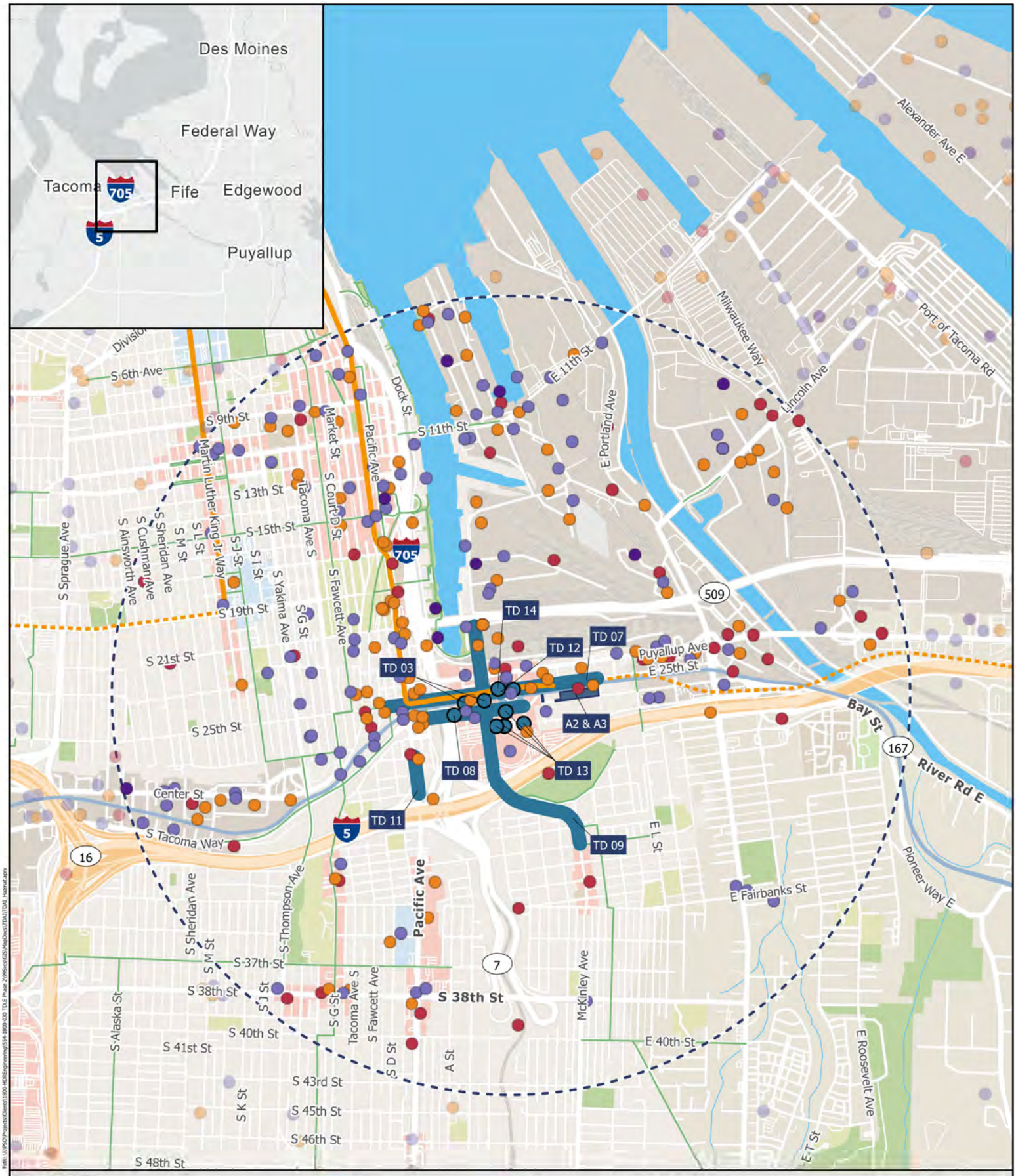
Sites identified within areas of potential influence to the project area were categorized based on their potential risk using the risk category system outlined in the WSDOT HazMat Guidance (WSDOT 2021). The risk categories rank properties based on their relative likelihood of adverse impacts to the study area as follows:

- **No Impact:** Site was eliminated from further consideration due to factors such as the nature or status of the database listing (e.g., no reported or suspected releases), media affected, groundwater flow direction, waste migration patterns, or the distance and/or location of the site relative to the study area.
- **Low Impact:** Site has a low likelihood of impacting the study area because no evidence suggests that groundwater contamination is present or off-site migration of contamination is not expected to affect the study area during construction.
- **Moderate Impact:** Site has a moderate likelihood of impacting the study area due to the type or extent of contamination and/or evidence of impacted groundwater with a reasonable potential to migrate into the study area. However, there is no conclusive evidence confirming contamination impacts.
- **High Impact:** Site may be substantially contaminated and could present a major liability for WSDOT or the Federal Highway Administration, either during construction or through property acquisition. If the site has undergone a detailed investigation and feasibility study, impacts and remediation costs may be predicted. However, the site is classified as high impact due to its potential for substantial contamination or liability. High-impact sites typically contain large volumes of contaminated soil, groundwater, or sediment or involve multiple, complex contaminants requiring special handling and disposal, which may be costly to manage.

3 ENVIRONMENTAL RECORDS REVIEW

The purpose of an environmental records review is to gather environmental data and conduct preliminary screening of potential environmental impacts on the subject property. The review consisted of an evaluation of listed known or suspected contaminated sites near the proposed roadway extension by reviewing environmental database records. Suspected contamination sites are illustrated on Figure 2.

Site screening was performed following methods described in Section 2.2. Identified sites were categorized into one of four risk levels (no impact, low impact, moderate impact, or high impact) based on the proximity to the study area; listings of the site on local, state, or federal databases; the presence of known releases of hazardous materials or petroleum products and the media impacted; and the status of remediation or cleanup efforts for sites with documented releases. Table 2 summarizes the federal and state databases consulted to identify potentially contaminated sites within the study area.



Date: 12/18/2025
Sources: Sound Transit, City of Seattle, ESRI
Disclaimer: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes.

0 750 1,500 3,000 Feet

- Proposed Improvements
- Potential Parking Sites
- 1.5 mi Buffer
- Tacoma Dome Station
- Sounder
- T Line
- TDLE Preferred Alternative
- Existing Bikeways

Cleanup Site Status
- Awaiting Cleanup
- Cleanup Started
- Complete
- Monitoring

Figure 2 Suspected Contamination Sites

Tacoma, WA

3.1 Area Wide Contamination

The Tacoma Smelter Plume is generally located across the study area, and the site is not specifically mapped. It is associated with the former Asarco copper smelter, which operated near Tacoma for approximately 100 years. During its operation, large quantities of contaminants, including arsenic and lead, were released into the air as particulate emissions. These airborne particles settled in surface soils across a broad area stretching north to Seattle and south to Lacey. The Tacoma Smelter Plume is part of the Commencement Bay, Near Shore/Tide Flats Superfund site, as designated by the EPA.

A review of available mapping and predictive soil concentration models indicates a risk of encountering contaminated, undisturbed native soil within the study area, with predicted arsenic concentrations under 20 parts per million, which are below the state cleanup levels (Ecology 2025c). The likelihood of adverse impacts to the study area from the Tacoma Smelter Plume is low.

3.2 TD 03: Dome District Railroad Crossing Improvements

The TD 03 project includes improvements to enhance bicycle and pedestrian safety at railroad crossings in the Dome District. These crossings are located between E 25th and E 26th Streets on East D and East C Streets. Construction activities will occur within the public right-of-way (ROW). The following nearby sites have been identified as posing no, low, moderate, or high impact:

- Stone Property Transit site (E 25th and East C Streets): Adjacent to TD 03, this site has documented soil contamination with arsenic, other metals, petroleum, and polycyclic aromatic hydrocarbons (PAHs). It is currently designated as “Cleanup Started.” Ecology completed a Site Hazard Assessment and Ranking Process (SHARP) report on May 7, 2025, which identified potential exposure pathways for both soil and groundwater and recommended the need for additional site-specific information (Appendix A). Because the confirmed contamination is limited to the soil and planned construction activities are restricted to the public ROW, the likelihood of adverse impacts to the study area is low.
- Dressel Property site (306, 308, and 314 E 26th Street): Located 400 feet south of TD 03, a Phase II Environmental Site Assessment (ESA) conducted in May 2011 found soil concentrations of lead, cadmium, and chromium exceeding Model Toxics Control Act (MTCA) Method A screening levels. Groundwater exceeded Method A levels for lead, cadmium, chromium, arsenic, and 1,2,4-trichlorobenzene. Remediation included excavating 48 tons of potentially impacted soil. Monitoring wells were installed in November 2011, with quarterly groundwater monitoring conducted through 2017. Ecology issued a No Further Action (NFA) determination in August 2017 (Appendix A). Given the extent of remediation and regulatory closure, the likelihood of adverse impacts to the study area is low.

3.3 TD 07: E 25th Street Pedestrian Improvements

The TD 07 project involves enhancements along E 25th Street to address sidewalk gaps and improve pedestrian safety and accessibility. Improvements are planned on both sides of the

street, extending from South C Street to East J Street within the public ROW. The following nearby sites have been identified as posing no, low, moderate, or high impact:

- Tacoma Trestle Track & Signal Project site (824 E 25th Street): Located on the south side of E 25th Street, east of the Sound Transit Service Garage, this site underwent Phase I and II ESAs in 2014. The assessments confirmed soil contamination, with barium, chromium, and lead commonly detected and arsenic, cadmium, and mercury exceeding cleanup levels. Groundwater samples also exceeded MTCA cleanup levels for diesel, oil, naphthalene, and metals, including arsenic, cadmium, chromium, and lead. The site is currently designated as "Awaiting Cleanup." Based on the initial investigation report completed in February 2017, the carcinogenic PAH (cPAH) contamination found in soil within the site area spans multiple properties and likely indicates an areawide occurrence (Appendix A). Based on the investigation report, pending remedial activities, and inferred groundwater flow (north), the likelihood of adverse impacts to the study area is moderate.
- Sound Transit Tacoma Trestle Project (E 25th Street between East G Street and East L Street): Located on the south side of E 25th Street, east of the Sound Transit Service Garage, this site was included in the 2014 Phase I and II ESA for the Tacoma Trestle Track & Signal Project. The site is currently designated as "Cleanup Started." Because of the areawide nature of cPAH contamination, the site's proximity to the segment, the northward groundwater flow, and ongoing remedial activities, the likelihood of adverse impacts to the study area is moderate.
- Spring Air NW site (725 E 25th Street): Located on the northeast corner of E 25th Street and E 26th Street, this site has documented soil contamination, with petroleum and polychlorinated biphenyls (PCBs) present below cleanup levels, while petroleum concentrations in groundwater exceed MTCA cleanup standards. Although cleanup activities were initiated, Ecology terminated the Voluntary Cleanup Program Agreement in December 2023 due to a lack of ongoing remediation (Appendix A). Based on the site's proximity to the study area, incomplete cleanup status, and potential for construction-related impacts, the likelihood of adverse impacts to the study area is moderate.
- Former Texaco Service Station site (704 Puyallup Avenue): Located approximately 350 feet northeast of the segment, this site has documented contamination of petroleum and metals in both soil and groundwater. Cleanup activities have been initiated. Based on the site's distance from the construction area, the likelihood of adverse impacts to the study area is low.
- Freighthouse Square, Amtrak Relocation (602 E 25th Street): Located adjacent and along the E 25th Street corridor, the site has confirmed contamination exceeding MTCA cleanup levels, including petroleum and PAHs in soil and arsenic in groundwater. The contamination is believed to have originated from historical diesel and oil storage by the Olympic Ice and Machine Company in the early 20th century. The site was designated for cleanup in 2017 following investigations conducted during planning for the new Tacoma Amtrak Cascades Station by WSDOT. Ecology completed a SHARP report dated May 28, 2025 (Appendix A). Based on the ongoing cleanup efforts, inferred groundwater flow (north), and the site's proximity to four other improvement project areas, the likelihood of adverse impacts to the study area is moderate.
- Stone Property Transit site (E 25th Street and East C Streets): Discussed earlier in Section 3.2.
- Johnny's Fine Foods (formerly known as Frontier Transportation Company) site (217 E 25th Street): Located at the northwest corner of E 25th Street and East C Street, this site is reported to have had two underground storage tanks (USTs; UST ID 4378), which have

since been removed. As of August 1996, the site has been listed as inactive. Because there is no regulatory cleanup designation associated with the tanks removal, there is no anticipated risk of adverse impacts to the study area.

- America's Credit Union (formerly known as F&E Investments) site (401 E 25th Street): Located at the northeast corner of E 25th Street and East C Street, this site reportedly had one UST removed in February 2020. Because there is no regulatory cleanup designation associated with the tank removal, there is no anticipated risk of adverse impacts to the study area.
- Pacific Avenue Property site (2502 and 2512 Pacific Avenue): Located at the southwest corner of E 25th Street and Pacific Avenue, this site was historically used as a small repair shop in 1896. A creek and associated gulch once ran through the southern portion of the property. Between 1941 and 1985, the site underwent extensive backfilling, excavation, and cycles of infrastructure construction and demolition. In 1995, a heating oil UST was removed; no petroleum impacts were observed during its removal. Subsurface investigations conducted between 2019 and 2022 identified the presence of heavy oil-range petroleum hydrocarbons, lead, cadmium, and PAHs in soil, contaminants appearing to be associated with historical fill material. From 2022 through 2023, soil remediation activities were completed. Post-cleanup evaluations confirmed that the site meets the point of compliance for soil and is considered protective of human health and the environment. On April 15, 2025, Ecology issued an NFA determination with an environmental covenant (Appendix A). An environmental covenant has been recorded on the property to manage residual soil contamination. Because the site has NFA regulatory status and the planned construction activities are within the public ROW, the likelihood of adverse impacts to the study area is low.
- Sodo Builders (formerly known as Foremost Dairy) site (2413 Pacific Avenue): Located at the northeast corner of S 25th Street and Pacific Avenue, this site historically featured a gulch that remained present until at least 1950. Soil contamination appears to be associated with historical fill material, similar to the nearby Pacific Avenue Property site. Previous environmental work at the site has included the removal of six underground storage tanks (USTs, hotspot excavation of soil impacted with cPAHs, advancement of 11 soil borings, installation of four groundwater monitoring wells, and subsequent groundwater monitoring. A Supplemental Subsurface Assessment completed in May 2021 recommended the development of a closure plan under a restricted NFA determination through the Petroleum Technical Assistance Program, administered by the Pollution Liability Insurance Agency (Appendix A). The May 2021 assessment concluded that the extent of petroleum-impacted groundwater is contained within the site boundary. The site is currently designated as "Cleanup Started." Because the soil and groundwater contamination is confined within the site boundary and the planned construction activities are limited to the public ROW, the likelihood of adverse impacts to the study area is low.
- Water LLC site (2502 South C Street): Located at the southwest corner of S 25th Street and South C Street, this site was historically used as an automotive shop and warehouse. A buried UST, estimated to be 40 to 50 years old and in poor condition, was discovered in 2012 and removed shortly thereafter. An initial investigation report completed in December 2013 confirmed the presence of petroleum contamination in soil at the former tank location (Appendix A). Groundwater was not encountered during the investigation. The site is currently designated as "Cleanup Started." Based on the localized nature of the soil contamination and the absence of documented groundwater impacts, the likelihood of adverse impacts to the study area is low.

- Union Pacific Railroad Tunnel site (Center Street/Jefferson Avenue and S 25th Street): Located approximately 300 feet west of the segment, this site is an active Superfund site (EPA ID WAD980723613 on the NPL). Around 1909, Union Pacific began constructing a railroad tunnel originating near the intersection of Jefferson Avenue and E 25th Street. The tunnel extends southward and curves to the southwest but was ultimately abandoned after over 0.5 mile of construction. Although partially backfilled, the tunnel has been used for refuse disposal and exhibits active groundwater flow into and out of its structure. Multiple surface seeps are associated with or hydraulically connected to the tunnel. The sources of contamination remain poorly defined, and no soil data from within the tunnel are available. Potential contaminants of concern include halogenated solvents and cyanide. Ecology completed a SHARP report on October 10, 2024, which identified potential exposure pathways for both groundwater and soil and recommended the need for additional site-specific information (Appendix A). Based on its proximity to the study area and its designation as an active Superfund site, the likelihood of adverse impacts to the study area is moderate.
- Tacoma Spur site (E 24th Street and East A Street [I-705]): Located approximately 300 feet north of the segment, this site is an active Superfund site (EPA ID WAD980835789 on the NPL). This listing is related to cPAH groundwater contamination discovered during construction of I-705 in 1984. This site is part of the Commencement Bay Nearshore Tideflats NPL site. Based on the site's distance from the study area and the inferred northward direction of groundwater flow, the likelihood of adverse impacts to the study area is low.

3.4 TD 08: E 26th Street Pedestrian Improvements

The TD 08 project involves completing sidewalk gaps along both sides of E 26th Street between A and East F Streets, as well as improving the I-5 off-ramp and E 26th Street intersection, including enhancements to the crosswalk. Construction activities will occur within the public ROW. The following nearby sites have been identified as posing no, low, moderate, or high impact:

- Don Engle Distributing, Inc. site (2601 East F St): Located on the southeast corner of E 26th and East F Streets, this site is reported to have had two USTs removed in August 1996. Because no regulatory cleanup designation is associated with the removal of the tank, no anticipated risk of adverse impacts exists for the study area.
- Stone Property Transit site (E 25th and East C Streets): Discussed earlier in Section 3.2.
- Freighthouse Square, Amtrak Relocation (602 E 25th St): Discussed earlier in Section 3.3. Based on the site's distance to the north, the likelihood of adverse impacts to the study area is low.
- McMacken Property Sound Transit Tacoma site (115 S 26th St): Located at the northwest corner of S 26th and A Streets, this site was developed in the late 1940s and historically operated as a small equipment repair service prior to the infrastructure being demolished in the 1980s. Ecology completed a SHARP report on October 30, 2024, identifying potential exposure pathways for both groundwater and soil and identified the need for additional site-specific information (Appendix A). The site is currently designated as "Cleanup Started," with confirmed contamination in the soil and groundwater, including metals, petroleum hydrocarbons, and PAHs. Based on the site's proximity to the study area and the presence of groundwater contamination, the likelihood of adverse impacts to the study area is moderate.

- Pingco International site (102 S 26th St): Located on the southwest corner of E 26th and A Streets, this site underwent a limited subsurface petroleum investigation in November 1992, which identified three USTs and evidence of petroleum releases near a waste oil tank. In December 2012, the three USTs were removed. During the removal process, analytical soil samples confirmed contamination around the former waste oil UST, as well as gasoline-contaminated soil near the product delivery lines and dispenser island. Additional remediation was recommended to address the impacted areas (Appendix A). Because the planned construction activities are within the public ROW and remediation activities of soil contamination is ongoing, the likelihood of adverse impacts to the study area is low.
- Texaco 63 232 0351 site (2523 Pacific Avenue): Located approximately 275 feet west of A Street, this site was originally developed as a gasoline station in 1937 and operated in that capacity, along with a convenience store, until 2005. All structures have been removed from the site. Remediation efforts have been ongoing since 1990. The site has confirmed soil and groundwater contamination. The site is currently designated as "Cleanup Started." Ecology issued a Further Action determination in September 2010 (Appendix A). Because the site is 275 feet west of the study area and the site is an active cleanup site, the likelihood of adverse impacts to the study area is low.
- Dressel Property site (306, 308, and 314 E 26th Street): Discussed in Section 3.2. The site is located adjacent to the segment.
- Cheers Restaurant site (2611 Pacific Avenue): Located approximately 150 southwest of S 26th Steet and A Street, this site operates as an active restaurant. A leaking underground storage tank (LUST) site assessment conducted in January 2016 confirmed soil contamination (Appendix A). The site is currently designated as "Cleanup Started." Because the contamination is confined to soil on the property and has not been confirmed in groundwater, there is no anticipated risk of adverse impacts to the study area.

3.5 TD 09: East D Street/E McKinley Way Bicycle and Pedestrian Improvements

The TD 09 project involves enhancing bicycle lanes along East D Street/E McKinley Way from E 21st Street to E 34th Street by adding separation from vehicle travel lanes and implementing safety improvements at intersections. Additionally, new sidewalks will be constructed along E McKinley Way from East D Street to East G Street. All construction activities will take place within the public ROW. The following nearby sites have been identified as posing no, low, moderate, or high impact:

- Picks Cove Marina site (1940 East D Street): Located approximately 150 feet north of East D Street and E 21st Street, the site operates as a marine sales and repair facility. Site investigations between 1997 and 2004 revealed a variety of contaminants in the soil, such as metals, cPAHs, and tributyltin chloride. Groundwater monitoring started in 2007. An environmental covenant was placed on the site in July 2004 and Ecology issued an NFA determination in October 2004 (Appendix A). Based on the NFA regulatory status and the westward inferred groundwater flow towards the marina, there is no anticipated risk of adverse impacts to the study area.
- Burlington Northern Railroad Tacoma Yard Parcels 4715023590, 2073230010, 2071260010, 8950001720, and 8950001730 sites (E 21st Street and East D Streets): Located adjacent to East D Street, these sites are associated with historical railroad operations dating back to the late 19th century, including the transport of ore to the Asarco

copper smelter. These activities have contributed to the contamination of both soil and groundwater. Ecology completed a SHARP report for all four parcels in April 2025, identifying potential exposure pathways through soil and possible future groundwater pathways based on environmental considerations (i.e., sea level rise) (Appendix A). Because of the site's proximity to the project area, historical contamination, and the potential for future groundwater impact, the likelihood of adverse impacts to the study area is moderate.

- American Plating site (2130 and 2100 East D Street): Located adjacent to East D Street and north of Dock Street, the site operated as an electroplating facility until 1986. Past operations and spills contaminated the site with heavy metals, cyanide, and vinyl chloride. Cleanup actions have been ongoing from 2003 through 2012. Ecology issued a restricted NFA in June 2015 (Appendix A). Based on the extensive remedial activities completed and the NFA regulatory status, the likelihood of adverse impacts to the study area is low.
- Pickering Industries, Inc. site (2102 East D Street): Located adjacent to East D Street and north of Dock Street, this site is reported to have three USTs currently undergoing closure (Appendix A). Based on the ongoing cleanup activities and absence of any formal regulatory designation, the likelihood of adverse impacts to the study area is low.
- Burlington Northern Sante Fe Tacoma Fueling Facility site (1001 Puyallup Avenue): Located approximately 500 feet east of East D Street, this site is situated near the Burlington Northern Railroad Tacoma Yard parcels discussed earlier (Appendix A). Because of the known groundwater contamination and the inferred groundwater flow direction towards the marina, the likelihood of adverse impacts to the study area is low.
- South Sound Radiator site (509 Puyallup Avenue): Located approximately 550 feet east of East D Street, the site has confirmed soil contamination and suspected groundwater contamination. Ecology issued a SHARP report in June 2025 (Appendix A). Based on the confirmed soil contamination and suspected groundwater impacts, the likelihood of adverse impacts to the study area is low.
- America's Credit Union (formerly known as F&E Investments) site (401 E 25th Street): Discussed in Section 3.3.
- Department of Public Assembly Facility Tacoma Dome site (2727 East D Street): Located adjacent to East D Street, this site is part of the Tacoma Dome facility. During the one UST removal, soil contamination was discovered. Soil was excavated to remove petroleum-gasoline. Ecology issued an NFA determination in May 2000. Based on the NFA regulatory status, there is no anticipated risk of adverse impacts to the study area.
- McKinley Park site (907 Upper Park Street): Located adjacent to the study area, this site is designated as "Awaiting Cleanup." Based on the confirmed PAH contamination in the soil and limited regulatory documentation, the likelihood of adverse impacts to the study area is low.

3.6 TD 11: Pacific Avenue Pedestrian Safety and Accessibility Improvements

The TD 11 project involves improving pedestrian safety and accessibility across the I-5 on-ramp between S 28th Street and S 30th Street by providing new enhanced crossing opportunities to avoid the ramp and/or missing link sidewalk and enhanced crossing of the ramp. All

construction activities will take place within the public ROW. The following nearby sites have been identified as posing no, low, moderate, or high impact:

- 28th Street City of Tacoma Property site (2801 Pacific Avenue): Located on the adjacent corner of S 28th Street and Pacific Avenue, the site had one UST decommissioned in 2002 within the City of Tacoma ROW. During the decommission, evidence of contaminated soil was discovered. Ecology issued a SHARP report in December 2024 (Appendix A). The site is designated as "Cleanup Started." Because the area was reportedly paved over after the area was backfilled, and there is no known groundwater contamination, the likelihood of adverse impacts to the study area is low.
- Smitty's Fleet Service site (2718 Pacific Avenue): Located at the northwest corner of S 28th Street and Pacific Avenue, this site reportedly had five USTs removed in February 2000. It has a history of LUST incidents and is currently designated as "Awaiting Cleanup," with confirmed soil contamination (Ecology 2025d). Because the information available in the regulatory databases is limited and the contamination is confined to the soil, the likelihood of adverse impacts to the study area is low.

3.7 TD 12: E 25th Street Midblock Crossing Improvement

The TD 11 project involves upgrading the midblock crosswalk on E 25th Street between East D Street and Freighthouse Square to be fully accessible. All construction activities will take place within the public ROW. The following nearby site has been identified as posing low impact:

- Freighthouse Square site (E 25th and East G Streets): Located along E 25th Street adjacent to the segment, the site contamination likely originated from storage or diesel and oil at the Olympic Ice and Machine Company in the early 20th century (see also Freighthouse Square, Amtrak Relocation discussed in Section 3.3). Ecology issued a restricted NFA in 2003 with the implementation of an EC that dictates groundwater and land use at the site (Appendix A). Based on the EC and planned construction activities, the likelihood of adverse impacts to the study area is low.

3.8 TD 13: Station Area ADA Accessibility Spot Improvements

The TD 13 project involves retrofitting up to 35 curb ramps, cross slopes, and driveways within a 0.25-mile radius of the station, as needed, to comply with ADA requirements. All construction activities will take place within the public ROW. The following nearby sites have been identified as posing no, low, moderate, or high impact:

- Former Texaco Service Station site (704 Puyallup Avenue): Discussed earlier in Section 3.3. The site is located approximately 250 feet west of intersection East G Street and Puyallup Avenue.
- Spring Air NW site (725 E 25th Street): Discussed earlier in Section 3.3. The site is located along E 25th Street, adjacent to the segment.
- Don Engle Distributing, Inc. site (2601 East F Street): Discussed in Section 3.4. The site is located adjacent to the segment.

3.9 TD 14: Station Wayfinding Improvements

The TD 14 project involves wayfinding improvements near the Tacoma Dome Parking Garage and transit services on E 25th Street. Wayfinding improvements such as intuitive visuals, large font, and clear direction provide passengers information to help facilitate transfers between services. All construction activities will take place within the public ROW. The following nearby sites have been identified as posing low, moderate, or high impact:

- America's Credit Union (formerly known as F&E Investments) site (401 E 25th Street): Discussed earlier in Section 3.3.
- Freighthouse Square site (E 25th Street and East G Streets): Discussed earlier in Section 3.7.

3.10 TD Parking (TD PK)

The TD Parking Alternative Sites includes the potential acquisition of two Pierce County parcels (2076290010 and 2076310010) located on E 26th Street between East J and East G Streets. The objective is to develop up to 150 surface parking spaces along with associated sidewalk improvements. Nearby sites have been evaluated and categorized as posing no, low, moderate, or high impact:

- Tacoma Trestle Track & Signal Project site (824 E 25th Street): Discussed in Section 3.3. Because of the known areawide nature of cPAH contamination, the site's proximity to the parcel of acquisition, and pending remedial activities, the likelihood of adverse impacts to the study area is moderate.
- Sound Transit Tacoma Trestle Project (E 25th Street): Discussed in Section 3.3. Because of the known areawide nature of cPAH contamination, the site's proximity to the parcel of acquisition, and ongoing remedial activities, the likelihood of adverse impacts to the study area is moderate.
- Freighthouse Square, Amtrak Relocation (602 E 25th Street): Discussed in Section 3.3. Based on the ongoing cleanup efforts and inferred groundwater flow (north), the likelihood of adverse impacts to the study area is low.
- Parcel 2076290010 contains a 5,500-square-foot warehouse, originally constructed in 1957 and remodeled in 1970.
- Parcel 2076310010 infrastructure details could not be determined from the Pierce County Assessor's database.

Table 2. Site Summary Table

Improvement Segment Name	Site Name/Facility ID	Cleanup Site ID	Listing in Regulatory Database	Distance From Improvement Segment (feet)	Planned Construction Activities	Potential Contaminants of Concern	Impacted Media (soil, groundwater, or sediments)	Cleanup Status	Evaluation of Risk	Recommendations for Further Investigation
All	Tacoma Smelter Plume	--	Ecology	Areawide	Public ROW	Arsenic, lead	Soil	--	Low	None
TD 03 TD 07	Stone Property Transit/3782573	401	CSCSL, HSL, VCP	Adjacent	Public ROW	Arsenic, cadmium, lead, mercury	Soil	Cleanup started	Low	None
TD 03 TD 08	Dressel Property/22853	11844	CSCSL-NFA, RCRA NonGen/NLR, VCP	400 feet south; adjacent	Public ROW	1,2,4-trichlorobenzene, arsenic, cadmium, chromium, lead,	Soil, groundwater	NFA	Low	None
TD 07	Johnny's Fine Foods (formerly known as Frontier Transportation Company)/27655611	--	UST	Adjacent	Public ROW	--	--	Inactive site	Low	None
TD 07	Tacoma Trestle Track and Signal Project/8199	14992	CSCSL	50 feet south	Public ROW	Metals, petroleum — diesel and gasoline	Soil, groundwater	Awaiting cleanup	Moderate	None
TD 07	Sound Transit Tacoma Trestle Project/608568	14417	CSCSL	50 feet south	Public ROW	Metals, petroleum — diesel and gasoline	Soil, groundwater	Cleanup started	Moderate	None
TD 07 TD 13	Spring Air NW	5476	CSCSL, LUST, UST, VCP	Adjacent	Public ROW	PCBs, petroleum	Soil, groundwater	Cleanup started	Moderate	None
TD 07 TD 13	Former Texaco Service Station/78349	14432	CSCSL, VCP	350 feet northeast; 200 feet west	Public ROW	Metals, petroleum	Soil, groundwater	Cleanup started	Low	None
TD 03 TD 07 TD 09 TD 12 TD 14	Freighthouse Square, Amtrak Relocation/206719	14416	CSCSL	Adjacent	Public ROW	Arsenic, PAHs, petroleum	Soil, groundwater	Cleanup started	Moderate	None
TD 07 TD 09 TD 14	America's Credit Union (formerly known as F&E Investments)/99973128	--	UST	Adjacent	Public ROW	--	--	--	No	None
TD 07	Pacific Avenue Property/88226	15416	CSCSL, VCP	Adjacent	Public ROW	Cadmium, lead, oil-range petroleum hydrocarbons, PAHs	Soil	NFA, EC	Low	None
TD 07	Sodo Builders/22019	11443	CSCSL, HSL, LUST, UST	Adjacent	Public ROW	cPAHs, petroleum	Soil, groundwater	Cleanup started	Low	None
TD 07	On the Water LLC/19069	12178	CSCSL, LUST	Adjacent	Public ROW	Petroleum	Soil	Cleanup started	Low	None
TD 07	Union Pacific Railroad Tunnel/1292	3259	CSCSL, SEMS	300 feet west	Public ROW	Cyanide, halogenated solvents, TCE	Groundwater	Awaiting cleanup/NPL	Moderate	None
TD 07	Tacoma Spur/1001025	--	SEMS	300 feet north	Public ROW	cPAHs	Groundwater	NPL	Low	None
TD 08 TD 13	Don Engle Distributing, Inc./75382517	--	UST	Adjacent	Public ROW	--	--	--	No	None
TD 08	McMacken Property Sound Transit Tacoma/7912006	1107	CSCSL, HSL, VCP	Adjacent	Public ROW	Metals, PAHs, petroleum hydrocarbons	Soil, groundwater	Cleanup started	Moderate	None
TD 08	Pingco International/7640591	7759	CSCSL, LUST, UST	Adjacent	Public ROW	Petroleum	Soil	Cleanup started	Low	None
TD 08	Texaco 63 232 0351/47212644	6150	CSCSL, LUST, UST, VCP	275 feet west	Public ROW	Petroleum	Soil, groundwater	Cleanup started	Low	None
TD 08	Cheers Restaurant/20251	11744	CSCSL	150 south	Public ROW	Petroleum	Soil	Cleanup started	Low	None

Improvement Segment Name	Site Name/Facility ID	Cleanup Site ID	Listing in Regulatory Database	Distance From Improvement Segment (feet)	Planned Construction Activities	Potential Contaminants of Concern	Impacted Media (soil, groundwater, or sediments)	Cleanup Status	Evaluation of Risk	Recommendations for Further Investigation
TD 09	Picks Cove Marina/42518833	4654	CSCSL-NFA, Institutional Control	150 north	Public ROW	cPAHs, metals, tributyltin chloride	Soil, groundwater	NFA, EC	Low	None
TD 09	Burlington Northern Railroad Tacoma Yard Parcel 4715023590/3466912	458	HSL, CSCSL	Adjacent	Public ROW	Metals, oil, petroleum	Soil, groundwater	Awaiting cleanup	Low	None
TD 09	Burlington Northern Railroad Tacoma Yard Parcel 2073230010/94957214	4081	CSCSL	Adjacent	Public ROW	PAHs, diesel	Soil, groundwater	Awaiting cleanup	Moderate	None
TD 09	Burlington Northern Railroad Tacoma Yard Parcel 2071260010/81267111	4323	CSCSL	Adjacent	Public ROW	2,4-dintrotoluene, diesel, PAHs, naphthalene	Soil, groundwater	Cleanup started	Moderate	None
TD 09	Burlington Northern Railroad Tacoma Yard Parcel 8950001720/91663719	579	CSCSL, HSL	Adjacent	Public ROW	Diesel, oil	Soil, groundwater	Cleanup started	Low	None
TD 09	Burlington Northern Railroad Tacoma Yard Parcel 8950001730/1267	3554	CSCSL, HSL	Adjacent	Public ROW	Base/neutral/acid organics, petroleum	Soil, groundwater	Cleanup started	Low	None
TD 09	American Plating/1202	2539	Brownfields, CSCSL-NFA, Institutional Control, RCRA-TSDF, SEMS-Archive, U.S. Brownfields	Adjacent	Public ROW	Halogenated organics, metals	Soil, groundwater	NFA, EC	Low	None
TD 09	Pickering Industries/75455429	--	ICR, UST	Adjacent	Public ROW	Petroleum	Soil	Closure in progress	Low	None
TD 09	Burlington Northern Sante Fe Tacoma Fueling Facility/7981609	1634	CSCSL, HSL	500 feet east	Public ROW	Benzene, diesel, petroleum	Soil, groundwater	Awaiting cleanup	Low	None
TD 09	South Sound Radiator/8785404	3600	CSCSL, HSL	550 feet east	Public ROW	Petroleum	Soil	Awaiting cleanup	Low	None
TD 09	Department of Public Assembly Facility Tacoma Dome/96231256	6940	CSCSL-NFA, ICR, LUST, UST, VCP	Adjacent	Public ROW	Petroleum — gasoline	Soil	NFA	No	None
TD 09	McKinley Park/12317	11450	CSCSL	Adjacent	Public ROW	PAHs	Soil	Awaiting cleanup	Low	None
TD 11	28th Street City of Tacoma Property/362821	3208	CSCSL, HSL	Adjacent	Public ROW	Petroleum	Soil	Cleanup started	Low	None
TD 11	Smitty's Fleet Service/5947319	7678	CSCSL, LUST, SWRCY, UST	Adjacent	Public ROW	Petroleum	Soil	Awaiting cleanup	Low	None
TD 12	Freighthouse Square/1351	719	CSCSL-NFA, Institutional Control	Adjacent	Public ROW	Arsenic, PAHs, petroleum	Soil, groundwater	NFA, EC	Low	None
TD Parking	Tacoma Trestle Track and Signal Project/8199	14992	CSCSL	50 feet north	Acquisition	Metals, petroleum — diesel and gasoline	Soil, groundwater	Awaiting cleanup	High	Phase I ESA
TD Parking	Sound Transit Tacoma Trestle Project/608568	14417	CSCSL	50 feet north	Acquisition	Metals, petroleum — diesel and gasoline	Soil, groundwater	Cleanup started	High	Phase I ESA
TD Parking	Freighthouse Square, Amtrak Relocation/206719	14416	CSCSL	50 feet north	Public ROW	Arsenic, PAHs, Petroleum	Soil, groundwater	Cleanup started	Low	None

cPAH = carcinogenic polycyclic aromatic hydrocarbon; CSCSL = Confirmed and Suspected Cleanup Site List; EC = environmental covenant; Ecology = Washington State Department of Ecology; ESA = environmental site assessment; HSL = Hazardous Site List; ICR = Independent Cleanup Report; LUST = leaking underground storage tank; NFA = no further action; NPL = National Priorities List; NonGen/NLR = nongenerator/no longer reporting; PAH = polycyclic hydrocarbons; PCB = polychlorinated biphenyl; RCRA = Resource Conservation and Recovery Act; ROW = right-of-way; SEMS = Superfund Enterprise Management System; SWRCY = solid waste recycling facilities; TCE = trichloroethylene; TSDF = treatment, storage, and disposal facility; UST = underground storage tank; VCP = Voluntary Cleanup Program

4 FINDINGS

The location of TDAI has had a long history of commercial and industrial development that has generated numerous well-documented occurrences of hazardous materials releases and spills.

The Tacoma Smelter Plume is widely distributed across the study area. Excavated materials should be assumed to be potentially contaminated, though generally below state cleanup levels.

Based on the age of the buildings, the structures on Pierce County parcels 2076290010 and 2076310010, which would be acquired and disturbed for surface parking improvements as part of TDAI, may contain hazardous building materials, such as asbestos-containing materials, lead-based paint, and PCBs.

5 CONCLUSIONS

Hazardous materials sites are located near the improvements, but no significant impacts are anticipated because most TDAI construction activities are expected to remain within the existing public ROW and are not anticipated to extend beyond past fill material or reach the groundwater table.

6 RECOMMENDATIONS

Based on the conclusions of this analysis, the following are recommended:

1. Construction activities in these area would be conducted in accordance with the Sound Transit Standard Specifications (Sound Transit 2024), ensuring that risks to human health and the environment are minimized.
2. For the parcels that would be subject to acquisition as part of the TDAI project (Pierce County parcels 2076290010 and 2076310010), a Phase I ESA will be conducted in general accordance with ASTM International Standard E1527-21, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process.
3. For those parcels where buildings need to be removed to facilitate construction, conduct a building materials inventory prior to building demolition for the following potentially hazardous materials:
    a. Asbestos-containing materials.
    b. Lead-based paint.
    c. PCBs.
4. If the potentially hazardous building materials are present, these materials must be handled, managed, and disposed of in accordance with local, state, and federal regulations prior to building demolition.

7 ASSUMPTIONS AND LIMITATIONS

This evaluation was conducted in accordance with generally accepted industry practices and procedures within the scope of work authorized at the time and place of this study.

The findings, conclusions, and recommendations presented in this report are based on site conditions and the best available information known or made available by regulators, other consultants, or other sources at the time of the investigation. Parametrix staff conducted a diligent search and investigation in compliance with prevailing standards of the profession; however, certain adverse conditions at the site may not have been detected at the time of the investigation.

The services provided under this contract, as described in this report, include professional opinions and judgments based on data collected. These services have been provided according to generally accepted engineering practices. The opinions and conclusions contained in this report are typically based on information obtained from the following:

- Review of available hazardous substance or solid waste lists.
- Opinions and judgments of Parametrix staff based on the information available.

Based on the judgment of Parametrix staff, this technical report documents the appropriate level of investigation necessary to identify potentially contaminated sites that may affect the environment, create construction impacts, and/or incur potential cleanup liability.

8 REFERENCES

Ecology (Washington State Department of Ecology). 2024. Facility/Site Database. Washington State Department of Ecology. https://ecology.wa.gov/regulations-permits/guidance-technical-assistance/facility-site-database.

Ecology. 2025a. What's in My Neighborhood: Toxics Cleanup. Washington State Department of Ecology. https://apps.ecology.wa.gov/neighborhood/?lat=47.500000&lon=-121.000000&zoom=7&radius=false.

Ecology. 2025b. Cleanup Sites. Washington State Department of Ecology. https://data-wa-geoservices.opendata.arcgis.com/datasets/waecy::cleanup-sites/about.

Ecology. 2025c. Dirt Alert. Washington State Department of Ecology. Accessed August 2025. https://apps.ecology.wa.gov/dirtalert.

Ecology. 2025d. Smitty's Fleet Service (Cleanup Site 7678). Cleanup and Tank Search. Washington State Department of Ecology. Accessed October 2025. https://apps.ecology.wa.gov/cleanupsearch/site/7678.

EPA (U.S. Environmental Protection Agency). 2024. Assessment, Cleanup, and Redevelopment Exchange System (ACRES)–Brownfields Properties. U.S. Environmental Protection Agency. https://catalog.data.gov/dataset/acres-brownfields-properties.

EPA. 2025a. Envirofacts. U.S. Environmental Protection Agency. https://enviro.epa.gov/.

EPA. 2025b. Superfund: National Priorities List (NPL). U.S. Environmental Protection Agency. https://www.epa.gov/superfund/superfund-national-priorities-list-npl.

EPA. 2025c. SEMS Search. U.S. Environmental Protection Agency. https://enviro.epa.gov/envirofacts/sems/search.

EPA. 2025d. A Toolbox for Corrective Action: Resource Conservation and Recovery Act Facilities Investigation Remedy Selection Track. U.S. Environmental Protection Agency. https://www.epa.gov/hw/toolbox-corrective-action-resource-conservation-and-recovery-act-facilities-investigation-remedy.

EPA. 2025e. RCRAInfo Search. U.S. Environmental Protection Agency. https://enviro.epa.gov/envirofacts/rcrainfo/search.

EPA. 2025f. ERNS–Emergency Response Notification System. U.S. Environmental Protection Agency. https://cdxapps.epa.gov/oms-substance-registry-services/substance-list-details/78.

Sound Transit. 2024. Sound Transit Standard Specifications. Sound Transit, Seattle, WA. https://www.soundtransit.org/sites/default/files/documents/standard-specifications-202404.pdf.

WSDOT (Washington State Department of Transportation). 2021. WSDOT Guidance and Standard Methodology for Hazardous Materials Discipline Reports. Washington State Department of Transportation. https://wsdot.wa.gov/sites/default/files/2021-10/Env-HazMat-DiscRptGuidance.pdf.

WSDOT. 2024. Environmental Manual, Publication No. M 31-11.29. Washington State Department of Transportation, Engineering and Regional Operations Development Division, Environmental Services Office, Olympia, WA. https://wsdot.wa.gov/engineering-standards/all-manuals-and-standards/manuals/environmental-manual.

APPENDIX A

Ecology Cleanup Site Details Reports

Available on Request

APPENDIX B

Soils Report

United States Department of Agriculture

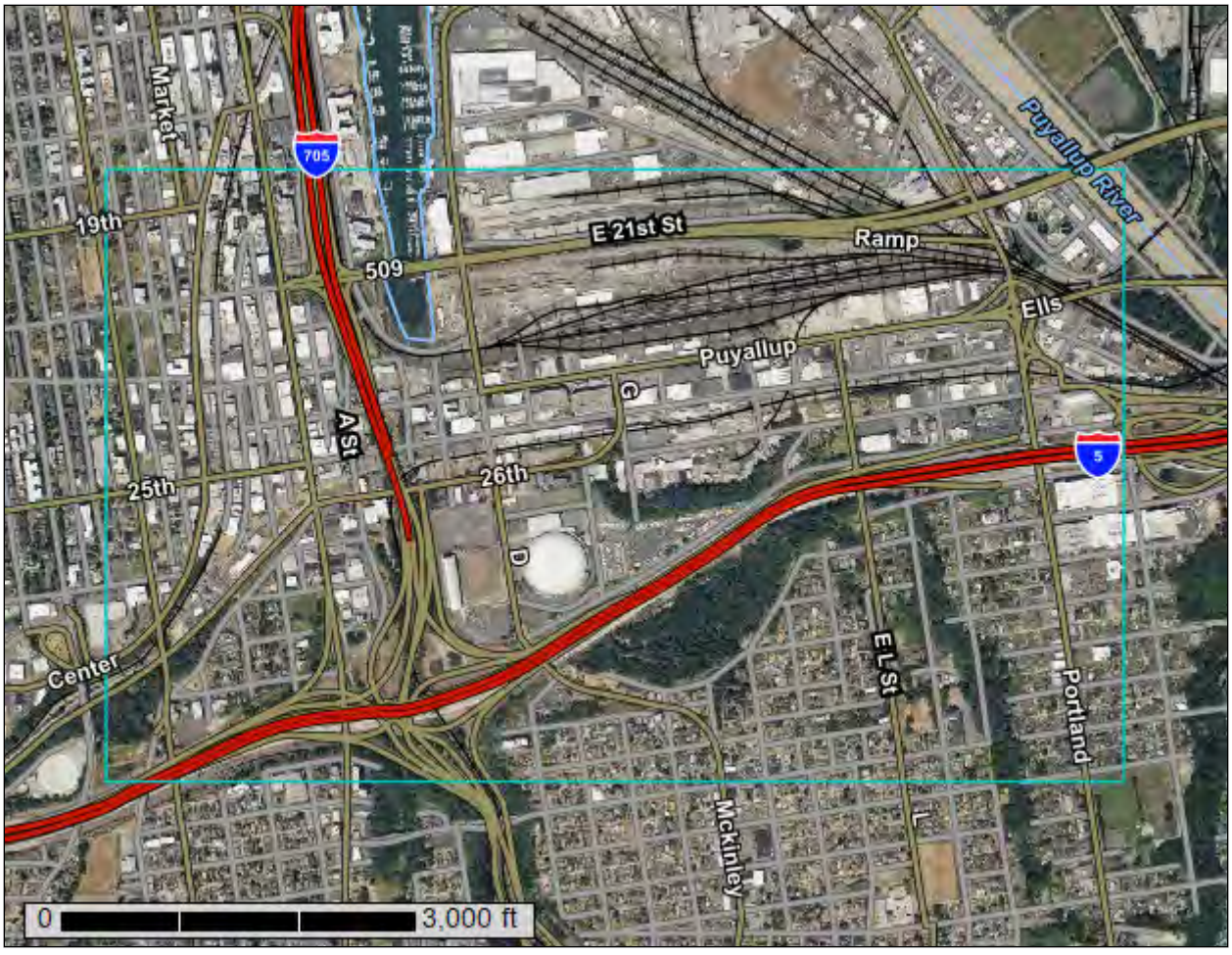
NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

Custom Soil Resource Report for City of Tacoma, Washington

TDAI



August 13, 2025

Preface

Soil surveys contain information that affects land use planning in survey areas. They highlight soil limitations that affect various land uses and provide information about the properties of the soils in the survey areas. Soil surveys are designed for many different users, including farmers, ranchers, foresters, agronomists, urban planners, community officials, engineers, developers, builders, and home buyers. Also, conservationists, teachers, students, and specialists in recreation, waste disposal, and pollution control can use the surveys to help them understand, protect, or enhance the environment.

Various land use regulations of Federal, State, and local governments may impose special restrictions on land use or land treatment. Soil surveys identify soil properties that are used in making various land use or land treatment decisions. The information is intended to help the land users identify and reduce the effects of soil limitations on various land uses. The landowner or user is responsible for identifying and complying with existing laws and regulations.

Although soil survey information can be used for general farm, local, and wider area planning, onsite investigation is needed to supplement this information in some cases. Examples include soil quality assessments (http://www.nrcs.usda.gov/wps/portal/nrcs/main/soils/health/) and certain conservation and engineering applications. For more detailed information, contact your local USDA Service Center (https://offices.sc.egov.usda.gov/locator/app?agency=nrcs) or your NRCS State Soil Scientist (http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/contactus/?cid=nrcs142p2_053951).

Great differences in soil properties can occur within short distances. Some soils are seasonally wet or subject to flooding. Some are too unstable to be used as a foundation for buildings or roads. Clayey or wet soils are poorly suited to use as septic tank absorption fields. A high water table makes a soil poorly suited to basements or underground installations.

The National Cooperative Soil Survey is a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local agencies. The Natural Resources Conservation Service (NRCS) has leadership for the Federal part of the National Cooperative Soil Survey.

Information about soils is updated periodically. Updated information is available through the NRCS Web Soil Survey, the site for official soil survey information.

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or a part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require

alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD). To file a complaint of discrimination, write to USDA, Director, Office of Civil Rights, 1400 Independence Avenue, S.W., Washington, D.C. 20250-9410 or call (800) 795-3272 (voice) or (202) 720-6382 (TDD). USDA is an equal opportunity provider and employer.

Contents

Soil Map

The soil map section includes the soil map for the defined area of interest, a list of soil map units on the map and extent of each map unit, and cartographic symbols displayed on the map. Also presented are various metadata about data used to produce the map, and a description of each soil map unit.

Custom Soil Resource Report
Soil Map

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: City of Tacoma, Washington
Survey Area Data: Version 7, Aug 28, 2024

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Jul 31, 2022—Aug 8, 2022

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
988	Urban land, 0 to 5 percent slopes	628.0	61.3%
989	Urban land, 5 to 20 percent slopes	82.1	8.0%
3055	Urban land-Alderwood complex, 0 to 5 percent slopes	58.4	5.7%
3056	Urban land-Alderwood complex, 5 to 12 percent slopes	88.2	8.6%
3057	Urban land-Alderwood complex, 12 to 35 percent slopes	78.4	7.7%
3060	Alderwood-Everett-Urban land complex, 35 to 60 percent slopes	36.0	3.5%
3061	Alderwood-Everett complex, 0 to 12 percent slopes	11.8	1.1%
3063	Alderwood-Everett complex, 35 to 60 percent slopes	25.1	2.4%
Totals for Area of Interest		**1,024.0**	**100.0%**

Map Unit Descriptions

The map units delineated on the detailed soil maps in a soil survey represent the soils or miscellaneous areas in the survey area. The map unit descriptions, along with the maps, can be used to determine the composition and properties of a unit.

A map unit delineation on a soil map represents an area dominated by one or more major kinds of soil or miscellaneous areas. A map unit is identified and named according to the taxonomic classification of the dominant soils. Within a taxonomic class there are precisely defined limits for the properties of the soils. On the landscape, however, the soils are natural phenomena, and they have the characteristic variability of all natural phenomena. Thus, the range of some observed properties may extend beyond the limits defined for a taxonomic class. Areas of soils of a single taxonomic class rarely, if ever, can be mapped without including areas of other taxonomic classes. Consequently, every map unit is made up of the soils or miscellaneous areas for which it is named and some minor components that belong to taxonomic classes other than those of the major soils.

Most minor soils have properties similar to those of the dominant soil or soils in the map unit, and thus they do not affect use and management. These are called noncontrasting, or similar, components. They may or may not be mentioned in a particular map unit description. Other minor components, however, have properties and behavioral characteristics divergent enough to affect use or to require different management. These are called contrasting, or dissimilar, components. They generally are in small areas and could not be mapped separately because of the scale used. Some small areas of strongly contrasting soils or miscellaneous areas

are identified by a special symbol on the maps. If included in the database for a given area, the contrasting minor components are identified in the map unit descriptions along with some characteristics of each. A few areas of minor components may not have been observed, and consequently they are not mentioned in the descriptions, especially where the pattern was so complex that it was impractical to make enough observations to identify all the soils and miscellaneous areas on the landscape.

The presence of minor components in a map unit in no way diminishes the usefulness or accuracy of the data. The objective of mapping is not to delineate pure taxonomic classes but rather to separate the landscape into landforms or landform segments that have similar use and management requirements. The delineation of such segments on the map provides sufficient information for the development of resource plans. If intensive use of small areas is planned, however, onsite investigation is needed to define and locate the soils and miscellaneous areas.

An identifying symbol precedes the map unit name in the map unit descriptions. Each description includes general facts about the unit and gives important soil properties and qualities.

Soils that have profiles that are almost alike make up a *soil series*. Except for differences in texture of the surface layer, all the soils of a series have major horizons that are similar in composition, thickness, and arrangement.

Soils of one series can differ in texture of the surface layer, slope, stoniness, salinity, degree of erosion, and other characteristics that affect their use. On the basis of such differences, a soil series is divided into *soil phases*. Most of the areas shown on the detailed soil maps are phases of soil series. The name of a soil phase commonly indicates a feature that affects use or management. For example, Alpha silt loam, 0 to 2 percent slopes, is a phase of the Alpha series.

Some map units are made up of two or more major soils or miscellaneous areas. These map units are complexes, associations, or undifferentiated groups.

A *complex* consists of two or more soils or miscellaneous areas in such an intricate pattern or in such small areas that they cannot be shown separately on the maps. The pattern and proportion of the soils or miscellaneous areas are somewhat similar in all areas. Alpha-Beta complex, 0 to 6 percent slopes, is an example.

An *association* is made up of two or more geographically associated soils or miscellaneous areas that are shown as one unit on the maps. Because of present or anticipated uses of the map units in the survey area, it was not considered practical or necessary to map the soils or miscellaneous areas separately. The pattern and relative proportion of the soils or miscellaneous areas are somewhat similar. Alpha-Beta association, 0 to 2 percent slopes, is an example.

An *undifferentiated group* is made up of two or more soils or miscellaneous areas that could be mapped individually but are mapped as one unit because similar interpretations can be made for use and management. The pattern and proportion of the soils or miscellaneous areas in a mapped area are not uniform. An area can be made up of only one of the major soils or miscellaneous areas, or it can be made up of all of them. Alpha and Beta soils, 0 to 2 percent slopes, is an example.

Some surveys include *miscellaneous areas*. Such areas have little or no soil material and support little or no vegetation. Rock outcrop is an example.

City of Tacoma, Washington

988—Urban land, 0 to 5 percent slopes

Map Unit Setting

National map unit symbol: 2xtb5
Elevation: 20 to 540 feet
Mean annual precipitation: 30 to 40 inches
Mean annual air temperature: 48 to 52 degrees F
Frost-free period: 180 to 240 days
Farmland classification: Not prime farmland

Map Unit Composition

Urban land: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8
Hydric soil rating: No

Minor Components

Anthraltic xerorthents

Percent of map unit: 5 percent
Landform: Hills
Landform position (two-dimensional): Summit, shoulder, backslope
Landform position (three-dimensional): Nose slope, side slope, crest
Down-slope shape: Linear
Across-slope shape: Convex
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

Alderwood

Percent of map unit: 5 percent
Landform: Hills
Landform position (two-dimensional): Summit, shoulder, backslope
Landform position (three-dimensional): Nose slope, side slope, crest
Down-slope shape: Linear
Across-slope shape: Convex
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

989—Urban land, 5 to 20 percent slopes

Map Unit Setting

National map unit symbol: 2xtb6

Elevation: 20 to 540 feet
Mean annual precipitation: 30 to 40 inches
Mean annual air temperature: 48 to 52 degrees F
Frost-free period: 180 to 240 days
Farmland classification: Not prime farmland

Map Unit Composition
Urban land: 90 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land

Interpretive groups
Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8
Hydric soil rating: No

Minor Components

Alderwood
Percent of map unit: 5 percent
Landform: Hills
Landform position (two-dimensional): Summit, shoulder, backslope
Landform position (three-dimensional): Nose slope, side slope, crest
Down-slope shape: Linear
Across-slope shape: Convex
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

Anthraltic xerorthents
Percent of map unit: 5 percent
Landform: Hills
Landform position (two-dimensional): Summit, shoulder, backslope
Landform position (three-dimensional): Nose slope, side slope, crest
Down-slope shape: Linear
Across-slope shape: Convex
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

3055—Urban land-Alderwood complex, 0 to 5 percent slopes

Map Unit Setting
National map unit symbol: 2xtbc
Elevation: 20 to 540 feet
Mean annual precipitation: 30 to 40 inches
Mean annual air temperature: 48 to 52 degrees F
Frost-free period: 180 to 240 days
Farmland classification: Not prime farmland

Map Unit Composition

Urban land: 60 percent
Alderwood and similar soils: 15 percent
Minor components: 25 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8
Hydric soil rating: No

Description of Alderwood

Setting

Landform: Hills
Landform position (two-dimensional): Summit, shoulder, backslope
Landform position (three-dimensional): Nose slope, side slope, crest
Down-slope shape: Linear
Across-slope shape: Convex
Parent material: Glacial drift and/or glacial outwash over dense glaciomarine deposits

Typical profile

A - 0 to 7 inches: gravelly sandy loam
Bw1 - 7 to 21 inches: very gravelly sandy loam
Bw2 - 21 to 30 inches: very gravelly sandy loam
Bg - 30 to 35 inches: very gravelly sandy loam
2Cd1 - 35 to 43 inches: very gravelly sandy loam
2Cd2 - 43 to 59 inches: very gravelly sandy loam

Properties and qualities

Slope: 0 to 5 percent
Depth to restrictive feature: 20 to 39 inches to densic material
Drainage class: Moderately well drained
Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.01 in/hr)
Depth to water table: About 18 to 35 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Very low (about 2.7 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4s
Hydrologic Soil Group: A
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

Minor Components

Everett

Percent of map unit: 10 percent
Landform: Hills
Landform position (two-dimensional): Shoulder, backslope

Landform position (three-dimensional): Side slope, crest
Down-slope shape: Linear
Across-slope shape: Convex
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

Mckenna

Percent of map unit: 10 percent
Landform: Drainageways
Landform position (three-dimensional): Tread
Down-slope shape: Concave
Across-slope shape: Concave
Ecological site: F002XA007WA - Puget Lowlands Wet Forest
Hydric soil rating: Yes

Kitsap

Percent of map unit: 5 percent
Landform: Terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

3056—Urban land-Alderwood complex, 5 to 12 percent slopes

Map Unit Setting

National map unit symbol: 2xtbd
Elevation: 20 to 540 feet
Mean annual precipitation: 30 to 40 inches
Mean annual air temperature: 48 to 52 degrees F
Frost-free period: 180 to 240 days
Farmland classification: Not prime farmland

Map Unit Composition

Urban land: 60 percent
Alderwood and similar soils: 15 percent
Minor components: 25 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8
Hydric soil rating: No

Description of Alderwood

Setting

Landform: Hills
Landform position (two-dimensional): Summit, shoulder, backslope
Landform position (three-dimensional): Nose slope, side slope, crest
Down-slope shape: Linear
Across-slope shape: Convex
Parent material: Glacial drift and/or glacial outwash over dense glaciomarine deposits

Typical profile

A - 0 to 7 inches: gravelly sandy loam
Bw1 - 7 to 21 inches: very gravelly sandy loam
Bw2 - 21 to 30 inches: very gravelly sandy loam
Bg - 30 to 35 inches: very gravelly sandy loam
2Cd1 - 35 to 43 inches: very gravelly sandy loam
2Cd2 - 43 to 59 inches: very gravelly sandy loam

Properties and qualities

Slope: 5 to 12 percent
Depth to restrictive feature: 20 to 39 inches to densic material
Drainage class: Moderately well drained
Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.01 in/hr)
Depth to water table: About 18 to 35 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Very low (about 2.7 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4s
Hydrologic Soil Group: A
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

Minor Components

Everett

Percent of map unit: 10 percent
Landform: Hills
Landform position (two-dimensional): Shoulder, backslope
Landform position (three-dimensional): Side slope, crest
Down-slope shape: Linear
Across-slope shape: Convex
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

Mckenna

Percent of map unit: 10 percent
Landform: Drainageways
Landform position (three-dimensional): Tread
Down-slope shape: Concave
Across-slope shape: Concave
Ecological site: F002XA007WA - Puget Lowlands Wet Forest

Hydric soil rating: Yes

Kitsap

Percent of map unit: 5 percent
Landform: Terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

3057—Urban land-Alderwood complex, 12 to 35 percent slopes

Map Unit Setting

National map unit symbol: 2xtbf
Elevation: 20 to 540 feet
Mean annual precipitation: 30 to 40 inches
Mean annual air temperature: 48 to 52 degrees F
Frost-free period: 180 to 240 days
Farmland classification: Not prime farmland

Map Unit Composition

Urban land: 60 percent
Alderwood and similar soils: 15 percent
Minor components: 25 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Urban Land

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8
Hydric soil rating: No

Description of Alderwood

Setting

Landform: Hills
Landform position (two-dimensional): Summit, shoulder, backslope
Landform position (three-dimensional): Nose slope, side slope, crest
Down-slope shape: Linear
Across-slope shape: Convex
Parent material: Glacial drift and/or glacial outwash over dense glaciomarine deposits

Typical profile

A - 0 to 7 inches: gravelly sandy loam
Bw1 - 7 to 21 inches: very gravelly sandy loam
Bw2 - 21 to 30 inches: very gravelly sandy loam
Bg - 30 to 35 inches: very gravelly sandy loam

2Cd1 - 35 to 43 inches: very gravelly sandy loam
2Cd2 - 43 to 59 inches: very gravelly sandy loam

Properties and qualities

Slope: 12 to 35 percent
Depth to restrictive feature: 20 to 39 inches to densic material
Drainage class: Moderately well drained
Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.01 in/hr)
Depth to water table: About 18 to 35 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Very low (about 2.7 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 6e
Hydrologic Soil Group: A
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

Minor Components

Everett

Percent of map unit: 10 percent
Landform: Hills
Landform position (two-dimensional): Shoulder, backslope
Landform position (three-dimensional): Side slope, crest
Down-slope shape: Linear
Across-slope shape: Convex
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

Mckenna

Percent of map unit: 10 percent
Landform: Drainageways
Landform position (three-dimensional): Tread
Down-slope shape: Concave
Across-slope shape: Concave
Ecological site: F002XA007WA - Puget Lowlands Wet Forest
Hydric soil rating: Yes

Kitsap

Percent of map unit: 5 percent
Landform: Terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

3060—Alderwood-Everett-Urban land complex, 35 to 60 percent slopes

Map Unit Setting

National map unit symbol: 2xtbj
Elevation: 20 to 540 feet
Mean annual precipitation: 30 to 40 inches
Mean annual air temperature: 48 to 52 degrees F
Frost-free period: 180 to 240 days
Farmland classification: Not prime farmland

Map Unit Composition

Alderwood and similar soils: 40 percent
Everett and similar soils: 30 percent
Urban land: 20 percent
Minor components: 10 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Alderwood

Setting

Landform: Hills
Landform position (two-dimensional): Summit, shoulder, backslope
Landform position (three-dimensional): Nose slope, side slope, crest
Down-slope shape: Linear
Across-slope shape: Convex
Parent material: Glacial drift and/or glacial outwash over dense glaciomarine deposits

Typical profile

A - 0 to 7 inches: gravelly sandy loam
Bw1 - 7 to 21 inches: very gravelly sandy loam
Bw2 - 21 to 30 inches: very gravelly sandy loam
Bg - 30 to 35 inches: very gravelly sandy loam
2Cd1 - 35 to 43 inches: very gravelly sandy loam
2Cd2 - 43 to 59 inches: very gravelly sandy loam

Properties and qualities

Slope: 35 to 60 percent
Depth to restrictive feature: 20 to 39 inches to densic material
Drainage class: Moderately well drained
Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.01 in/hr)
Depth to water table: About 18 to 35 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Very low (about 2.7 inches)

Interpretive groups

Land capability classification (irrigated): None specified

Land capability classification (nonirrigated): 7e
Hydrologic Soil Group: A
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

Description of Everett

Setting

Landform: Hills
Landform position (two-dimensional): Shoulder, backslope
Landform position (three-dimensional): Side slope, crest
Down-slope shape: Linear
Across-slope shape: Convex
Parent material: Sandy and gravelly glacial outwash

Typical profile

Oi - 0 to 1 inches: slightly decomposed plant material
A - 1 to 3 inches: very gravelly sandy loam
Bw - 3 to 24 inches: very gravelly sandy loam
C1 - 24 to 35 inches: very gravelly loamy sand
C2 - 35 to 60 inches: extremely cobbly coarse sand

Properties and qualities

Slope: 35 to 60 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat excessively drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to very high (1.42 to 21.26 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Very low (about 2.9 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 7e
Hydrologic Soil Group: A
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

Description of Urban Land

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 8
Hydric soil rating: No

Minor Components

Mckenna

Percent of map unit: 5 percent
Landform: Drainageways
Landform position (three-dimensional): Tread
Down-slope shape: Concave
Across-slope shape: Concave
Ecological site: F002XA007WA - Puget Lowlands Wet Forest
Hydric soil rating: Yes

Kitsap

Percent of map unit: 5 percent
Landform: Terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

3061—Alderwood-Everett complex, 0 to 12 percent slopes

Map Unit Setting

National map unit symbol: 2xtbk
Elevation: 20 to 540 feet
Mean annual precipitation: 30 to 40 inches
Mean annual air temperature: 48 to 52 degrees F
Frost-free period: 180 to 240 days
Farmland classification: Prime farmland if irrigated

Map Unit Composition

Alderwood and similar soils: 50 percent
Everett and similar soils: 30 percent
Minor components: 20 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Alderwood

Setting

Landform: Hills
Landform position (two-dimensional): Summit, shoulder, backslope
Landform position (three-dimensional): Nose slope, side slope, crest
Down-slope shape: Linear
Across-slope shape: Convex
Parent material: Glacial drift and/or glacial outwash over dense glaciomarine deposits

Typical profile

A - 0 to 7 inches: gravelly sandy loam
Bw1 - 7 to 21 inches: very gravelly sandy loam
Bw2 - 21 to 30 inches: very gravelly sandy loam
Bg - 30 to 35 inches: very gravelly sandy loam
2Cd1 - 35 to 43 inches: very gravelly sandy loam
2Cd2 - 43 to 59 inches: very gravelly sandy loam

Properties and qualities

Slope: 0 to 12 percent
Depth to restrictive feature: 20 to 39 inches to densic material

Drainage class: Moderately well drained
Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.01 in/hr)
Depth to water table: About 18 to 35 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Very low (about 2.7 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4s
Hydrologic Soil Group: A
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

Description of Everett

Setting

Landform: Hills
Landform position (two-dimensional): Shoulder, backslope
Landform position (three-dimensional): Side slope, crest
Down-slope shape: Linear
Across-slope shape: Convex
Parent material: Sandy and gravelly glacial outwash

Typical profile

Oi - 0 to 1 inches: slightly decomposed plant material
A - 1 to 3 inches: very gravelly sandy loam
Bw - 3 to 24 inches: very gravelly sandy loam
C1 - 24 to 35 inches: very gravelly loamy sand
C2 - 35 to 60 inches: extremely cobbly coarse sand

Properties and qualities

Slope: 0 to 12 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat excessively drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to very high (1.42 to 21.26 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Very low (about 2.9 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 4s
Hydrologic Soil Group: A
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

Minor Components

Mckenna

Percent of map unit: 10 percent
Landform: Drainageways
Landform position (three-dimensional): Tread
Down-slope shape: Concave

Across-slope shape: Concave
Ecological site: F002XA007WA - Puget Lowlands Wet Forest
Hydric soil rating: Yes

Kitsap

Percent of map unit: 5 percent
Landform: Terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

Urban land

Percent of map unit: 5 percent
Hydric soil rating: No

3063—Alderwood-Everett complex, 35 to 60 percent slopes

Map Unit Setting

National map unit symbol: 2xtbm
Elevation: 20 to 540 feet
Mean annual precipitation: 30 to 40 inches
Mean annual air temperature: 48 to 52 degrees F
Frost-free period: 180 to 240 days
Farmland classification: Not prime farmland

Map Unit Composition

Alderwood and similar soils: 50 percent
Everett and similar soils: 30 percent
Minor components: 20 percent
Estimates are based on observations, descriptions, and transects of the mapunit.

Description of Alderwood

Setting

Landform: Hills
Landform position (two-dimensional): Summit, shoulder, backslope
Landform position (three-dimensional): Nose slope, side slope, crest
Down-slope shape: Linear
Across-slope shape: Convex
Parent material: Glacial drift and/or glacial outwash over dense glaciomarine deposits

Typical profile

A - 0 to 7 inches: gravelly sandy loam
Bw1 - 7 to 21 inches: very gravelly sandy loam
Bw2 - 21 to 30 inches: very gravelly sandy loam
Bg - 30 to 35 inches: very gravelly sandy loam
2Cd1 - 35 to 43 inches: very gravelly sandy loam

2Cd2 - 43 to 59 inches: very gravelly sandy loam

Properties and qualities

Slope: 35 to 60 percent
Depth to restrictive feature: 20 to 39 inches to densic material
Drainage class: Moderately well drained
Capacity of the most limiting layer to transmit water (Ksat): Very low to moderately low (0.00 to 0.01 in/hr)
Depth to water table: About 18 to 35 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Very low (about 2.7 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 7e
Hydrologic Soil Group: A
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

Description of Everett

Setting

Landform: Hills
Landform position (two-dimensional): Shoulder, backslope
Landform position (three-dimensional): Side slope, crest
Down-slope shape: Linear
Across-slope shape: Convex
Parent material: Sandy and gravelly glacial outwash

Typical profile

Oi - 0 to 1 inches: slightly decomposed plant material
A - 1 to 3 inches: very gravelly sandy loam
Bw - 3 to 24 inches: very gravelly sandy loam
C1 - 24 to 35 inches: very gravelly loamy sand
C2 - 35 to 60 inches: extremely cobbly coarse sand

Properties and qualities

Slope: 35 to 60 percent
Depth to restrictive feature: More than 80 inches
Drainage class: Somewhat excessively drained
Capacity of the most limiting layer to transmit water (Ksat): Moderately high to very high (1.42 to 21.26 in/hr)
Depth to water table: More than 80 inches
Frequency of flooding: None
Frequency of ponding: None
Available water supply, 0 to 60 inches: Very low (about 2.7 inches)

Interpretive groups

Land capability classification (irrigated): None specified
Land capability classification (nonirrigated): 7e
Hydrologic Soil Group: A
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

Minor Components

Mckenna

Percent of map unit: 10 percent
Landform: Drainageways
Landform position (three-dimensional): Tread
Down-slope shape: Concave
Across-slope shape: Concave
Ecological site: F002XA007WA - Puget Lowlands Wet Forest
Hydric soil rating: Yes

Kitsap

Percent of map unit: 5 percent
Landform: Terraces
Landform position (three-dimensional): Tread
Down-slope shape: Linear
Across-slope shape: Linear
Ecological site: F002XA004WA - Puget Lowlands Forest
Hydric soil rating: No

Urban land

Percent of map unit: 5 percent
Hydric soil rating: No

References

American Association of State Highway and Transportation Officials (AASHTO). 2004. Standard specifications for transportation materials and methods of sampling and testing. 24th edition.

American Society for Testing and Materials (ASTM). 2005. Standard classification of soils for engineering purposes. ASTM Standard D2487-00.

Cowardin, L.M., V. Carter, F.C. Golet, and E.T. LaRoe. 1979. Classification of wetlands and deep-water habitats of the United States. U.S. Fish and Wildlife Service FWS/OBS-79/31.

Federal Register. July 13, 1994. Changes in hydric soils of the United States.

Federal Register. September 18, 2002. Hydric soils of the United States.

Hurt, G.W., and L.M. Vasilas, editors. Version 6.0, 2006. Field indicators of hydric soils in the United States.

National Research Council. 1995. Wetlands: Characteristics and boundaries.

Soil Survey Division Staff. 1993. Soil survey manual. Soil Conservation Service. U.S. Department of Agriculture Handbook 18. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/soils/?cid=nrcs142p2_054262

Soil Survey Staff. 1999. Soil taxonomy: A basic system of soil classification for making and interpreting soil surveys. 2nd edition. Natural Resources Conservation Service, U.S. Department of Agriculture Handbook 436. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/soils/?cid=nrcs142p2_053577

Soil Survey Staff. 2010. Keys to soil taxonomy. 11th edition. U.S. Department of Agriculture, Natural Resources Conservation Service. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/soils/?cid=nrcs142p2_053580

Tiner, R.W., Jr. 1985. Wetlands of Delaware. U.S. Fish and Wildlife Service and Delaware Department of Natural Resources and Environmental Control, Wetlands Section.

United States Army Corps of Engineers, Environmental Laboratory. 1987. Corps of Engineers wetlands delineation manual. Waterways Experiment Station Technical Report Y-87-1.

United States Department of Agriculture, Natural Resources Conservation Service. National forestry manual. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/home/?cid=nrcs142p2_053374

United States Department of Agriculture, Natural Resources Conservation Service. National range and pasture handbook. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/landuse/rangepasture/?cid=stelprdb1043084

United States Department of Agriculture, Natural Resources Conservation Service. National soil survey handbook, title 430-VI. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/soils/scientists/?cid=nrcs142p2_054242

United States Department of Agriculture, Natural Resources Conservation Service. 2006. Land resource regions and major land resource areas of the United States, the Caribbean, and the Pacific Basin. U.S. Department of Agriculture Handbook 296. http://www.nrcs.usda.gov/wps/portal/nrcs/detail/national/soils/?cid=nrcs142p2_053624

United States Department of Agriculture, Soil Conservation Service. 1961. Land capability classification. U.S. Department of Agriculture Handbook 210. http://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcs142p2_052290.pdf

January 2026

Tacoma Dome Access Improvements Project

SEPA Environmental Checklist

Attachment C

Noise and Vibration Technical Memorandum

SoundTransit

Summary

This technical report contains the noise and vibration impact assessment for the Central Puget Sound Regional Transit Authority (Sound Transit) Tacoma Dome Access Improvements (TDAI) project. The report follows Federal Transit Administration (FTA) and Sound Transit guidance on evaluating noise impacts and potential mitigation measures. The FTA noise and vibration guidance has been adopted by Sound Transit in their environmental methodology to assess project impacts, regardless of the funding source. This technical report is intended to be a supplement to the noise portion of the State Environmental Policy Act Checklist.

The results of the noise and vibration impact assessment indicate that there would be no noise or vibration impacts for any of the individual project components of the TDAI. No mitigation measures have been recommended.

Table of Contents

Figures

Tables

Acronyms and Abbreviations

dB	decibel
dBA	A-weighted decibel
EIS	Environmental Impact Statement
FTA	Federal Transit Administration
I-5	Interstate 5
I-705	Interstate 705
Ldn	day night sound level
Leq	equivalent sound level
Sound Transit	Central Puget Sound Regional Transit Authority
TDAI	Tacoma Dome Access Improvements
TDLE	Tacoma Dome Link Extension

1 INTRODUCTION

1.1 Overview

The Tacoma Dome Access Improvements (TDAI) project consists of a number of improvements intended to improve how riders get to and from the Tacoma Dome Station area in the City of Tacoma. The station area includes the existing Tacoma Dome Station, which is a multi-modal transit hub that currently serves T Line, Sounder, ST Express, Pierce Transit, Amtrak, and Greyhound, as well as the future station proposed to be served by the Tacoma Dome Link Extension (TDLE), which would connect Tacoma to regional light rail service by 2035.

Riders currently access the station area via walking, biking, multi-modal transit, or driving and parking. TDAI aims to enhance access via each of these modes by increasing physical accessibility for users of all abilities and adding new or replaced safety features, wayfinding, and other transportation infrastructure around the station area. The improvements being considered include:

- new surface parking;
- new rail crossing warning signals and vehicle and pedestrian gates;
- new and upgraded crosswalks;
- new and upgraded ADA compliant marking, signage, curb ramps, and detectable warning strips;
- new and upgraded bike lanes;
- new and replaced sidewalks;
- new, replaced, reconfigured, and consolidated driveways;
- new and upgraded signals at intersections;
- reconstruction of mid-block crossings with new signals;
- re-channelization of existing roadways; and
- new and replaced wayfinding signage.

Sound Transit and the City of Tacoma considered a number of potential improvements to include as part of TDAI. Based on a technical evaluation and agency and public input, 10 potential access improvements were advanced for environmental review. The 10 potential improvements that are part of TDAI are described below in Table 1-1 and shown in Figure 1-1.

1.2 Purpose of Report

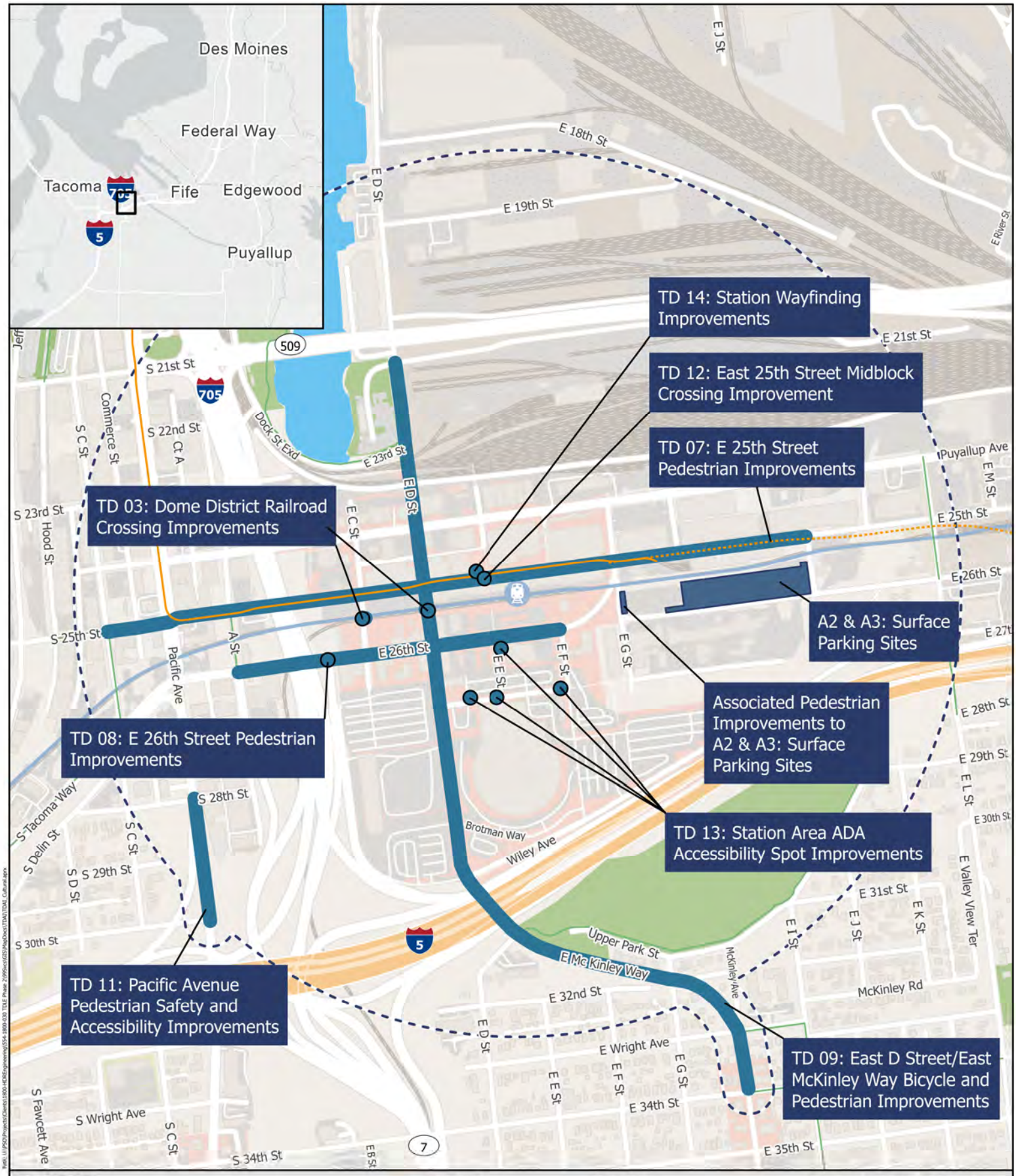
The purpose of this report is to document the noise and vibration effects of the TDAI projects and recommend mitigation measures, if required.

Table 1-1 Tacoma Dome Access Improvements

Improvement Name	Improvement Description
TD 03: Dome District Railroad Crossing Improvements	Improve bicycle and pedestrian safety at railroad crossings in the Dome District, including crossings between E 25th and E 26th Streets on East D Street and East C Street.
TD 07: E 25th Street Pedestrian Improvements	Complete gaps in sidewalk and improve pedestrian safety and accessibility on E 25th Street (both sides) from South C Street to East J Street.
TD 08: E 26th Street Pedestrian Improvements	Complete gaps in sidewalk on E 26th Street (both sides) from A Street to East F Street. Improve the I-5 off-ramp and E 26th Street intersection, including improving the crosswalk.
TD 09: East D Street/E McKinley Way Bicycle and Pedestrian Improvements	Improve bicycle lanes on East D Street/E McKinley Way from E 21st Street to E 34th Street by providing separation from travel lanes and safety improvements through intersections. Construct sidewalks on E McKinley Way between East D Street and East G Street.
TD 11: Pacific Avenue Pedestrian Safety and Accessibility Improvements	Improve pedestrian safety and accessibility across the I-5 on-ramp between S 28th Street and S 30th Street through new enhanced crossing opportunities to avoid the ramp and/or missing link sidewalk and enhanced crossing of the ramp.
TD 12: E 25th Street Midblock Crossing Improvement	Upgrade the mid-block crosswalk on E 25th Street between East D Street and Freighthouse Square to be fully accessible.
TD 13: Station Area ADA Accessibility Spot Improvements	Retrofit up to 35 curb ramps, cross-slopes, and driveways within 0.25 mile of the station to meet ADA requirements, as needed.
TD 14: Station Wayfinding Improvements	Wayfinding improvements near the Tacoma Dome Parking Garage and transit services on E 25th Street. Wayfinding improvements via intuitive visuals, large font, and clear direction provide passengers information to help facilitate transfers between services.
A2 :Parking Alternative Site 1	Purchase of a privately owned parcel located on E 26th Street between East J and East G Streets to accommodate up to 150 surface parking spaces with associated sidewalk improvements.
A3: Parking Alternative Site 2	Purchase of a privately owned parcel located at E 26th Street and East J Street to accommodate up to 150 surface parking spaces with associated sidewalk improvements.

ADA = Americans with Disabilities Act; I-5 = Interstate 5

NOTE: the numbers associated with the improvement name are not sequential, because other potential improvements previously considered were not carried through this evaluation as part of TDAI.



Date: 12/22/2025
Sources: Sound Transit, City of Seattle, ESRI
Disclaimer: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes.

Proposed Improvements
Potential Parking Sites
1/2 mi Buffer
Tacoma Dome Station
Sounder
T Line
TDLE Preferred Alternative
Existing Bikeways

0 250 500 1,000 Feet

Figure 1-1 TDAI Overview

Tacoma, WA

2 IMPACT ASSESSMENT METHODOLOGY

The potential noise from TDAI was assessed using the methods described in the FTA guidance manual (FTA 2018) and Sound Transit guidance. Noise-generating activities from TDAI include parking facilities and grade crossings. None of the improvements would generate substantial vibration levels, and no improvements were assessed for vibration.

The TDAI project is proposed in the vicinity of TDLE. An analysis of the potential noise and vibration impacts related to TDLE is included in Section 4.7, Noise and Vibration, and Appendix J3, Noise and Vibration Technical Report, of the TDLE Draft Environmental Impact Statement (EIS), which was published in December 2024, and was relied upon to inform the analysis of TDAI.

2.1 Project Noise Assessment

A noise impact assessment was conducted for each of the improvements described in Table 1-1. The noise assessment included the following steps:

- The improvements in Table 1-1 were assessed for the potential for noise generation. For those with no potential for noise generation, such as sidewalk improvements, no further assessment was conducted.
- For improvements with the potential for noise generation, such as parking facilities, a screening assessment was conducted to determine whether any noise-sensitive receptors were located nearby. A screening distance of 350 feet was used for all improvements that meet this threshold, in accordance with Sound Transit noise methodology.
- For improvements with nearby noise-sensitive receptors, an FTA noise impact assessment was conducted, consistent with the methodology and criteria described in the TDLE Noise and Vibration Technical Report for the Draft EIS.

2.2 Construction Noise Assessment

Similar to the project noise assessment, a construction noise impact assessment was conducted for each of the improvements described in Table 1-1. The construction noise assessment included the following steps:

- The improvements in Table 1-1 were assessed for the potential for extended construction duration beyond a few days. Much of the work, such as sidewalk improvements, would involve a minimal construction duration, and no further noise assessment was conducted.
- For improvements with the potential for an extended construction duration, such as parking facilities, a screening assessment was conducted to determine if any noise-sensitive receptors were located nearby. A screening distance of 120 feet for daytime construction was used, based on a conservative construction scenario.
- For improvements with nearby noise-sensitive receptors, an FTA construction noise impact assessment was conducted, consistent with the methodology and criteria described in the TDLE Noise and Vibration Technical Report for the Draft EIS.

3 AFFECTED ENVIRONMENT

3.1 Noise-Sensitive Land Use

The affected noise environment in the vicinity of the TDAI project was investigated based on a review of current project and land use information, GIS data, and a windshield survey conducted during November 2019 and March 2020 for the TDLE project. Land use in the TDAI project area includes a combination of residential, institutional, commercial, and industrial zones. Noise-sensitive land uses located near the proposed improvements include single-family and multi-family residences, a hotel, and a school.

3.2 Existing Noise Conditions

Existing noise sources in the project area include traffic on I-5, I-705 and other major roadways, Sounder Commuter Rail Trains and Amtrak trains, the BNSF rail yard, local roadway traffic, and local community activities. The existing ambient sound levels vary by location, depending on the proximity to noise generating sources, and are generally typical of an urban environment near a busy interstate. Existing ambient noise levels were characterized through direct measurements at selected sites in the area near the TDAI project during March 2020 for the TDLE project.

Table 3-1 summarizes the results of the existing noise measurements in the TDAI project area from the TDLE project and descriptions of the noise measurement locations are below. Based on the results of the noise measurements below, the ambient noise levels would be expected to be similar in other locations within the TDAI project area.

Table 3-1 Summary of Existing Ambient Noise Measurements Results

Site No.	Measurement Location Description	Start Date	Start Time	Meas. Duration (hours)	Noise Exposure (dBA) Ldn	Noise Exposure (dBA) 1 Hour Leq
LT-Q	1121 26th Street E, Tacoma	3/17/2020	15:00	24	64	61
LT-R	2611 East E Street, Tacoma	3/17/2020	15:00	24	67	63

Site LT-Q: 1121 26th Street E. The Ldn measured at this location was 64 dBA, and the measured peak hour Leq was 61 dBA. This location is representative of hotels and single-family homes between the Puyallup River and East G Street. The ambient noise levels were dominated by traffic on local roads.

Site LT-R: 2611 East E Street. The Ldn measured at this location was 67 dBA, and the measured peak hour Leq was 63 dBA. This location is representative of the noise levels at the Best Western Plus close to the Tacoma Dome. The ambient noise levels were dominated by traffic on local roads and I-5.

4 IMPACT ASSESSMENT

A noise impact assessment was performed based on the steps discussed in Section 2 and the prediction methodology and criteria described in the TDLE Noise and Vibration Technical Report for the Draft EIS. The assessment results are presented in this section.

4.1 No-Build Alternative

The No-Build Alternative would not result in any noise or vibration impacts. There would likely be increases in highway and local roadway noise due to increased traffic volumes.

4.2 Project Noise

The results of the project noise assessment for TDAI are presented in Table 4-1. The results of the assessment indicate that only TD 03 (rail crossing improvements), A2, and A3 (surface parking) would have any potential to generate noise. Of those, only TD 03 would have sensitive receptors within the screening distance of 350 feet. However, because TD 03 involves upgrading the two grade crossings to become Quiet Zones, where horns are not sounded, the noise levels in the area would actually decrease due to the project. Therefore, there would be no noise impact.

Table 4-1 TDAI Noise Assessment

Improvement Name	Noise Generation Potential	Screening Results	Noise Impact Assessment
TD 03: Dome District Railroad Crossing Improvements	Yes	Yes	No Impact
TD 07: E 25th Street Pedestrian Improvements	No	--	--
TD 08: E 26th Street Pedestrian Improvements	No	--	--
TD 09: East D Street/E McKinley Way Bicycle and Pedestrian Improvements	No	--	--
TD 11: Pacific Avenue Pedestrian Safety and Accessibility Improvements	No	--	--
TD 12: East 25th Street Midblock Crossing Improvement	No	--	--
TD 13: Station Area ADA Accessibility Spot Improvements	No	--	--
TD 14: Station Wayfinding Improvements	No	--	--
TD Parking (A2 :Parking Alternative Site 1)	Yes	No	--
TD Parking (A3: Parking Alternative Site 2)	Yes	No	--

4.3 Construction Noise

The results of the construction noise assessment for TDAI are presented in Table 4-2. The results of the assessment indicate that only TD 03, A2, and A3 would have an extended construction duration that could warrant additional assessment. However, there are no noise-sensitive receptors within 120 feet of any of these improvements. No further noise assessment is required.

Table 4-2 TDAI Construction Noise Assessment

Improvement Name	Extended Construction Duration	Screening Results	Noise Impact Assessment
TD 03: Dome District Railroad Crossing Improvements	Yes	No	--
TD 07: E 25th Street Pedestrian Improvements	No	--	--
TD 08: E 26th Street Pedestrian Improvements	No	--	--
TD 09: East D Street/E McKinley Way Bicycle and Pedestrian Improvements	No	--	--
TD 11: Pacific Avenue Pedestrian Safety and Accessibility Improvements	No	--	--
TD 12: E 25th Street Midblock Crossing Improvement	No	--	--
TD 13: Station Area ADA Accessibility Spot Improvements	No	--	--
TD 14: Station Wayfinding Improvements	No	--	--
A2: Parking Alternative Site 1	Yes	No	--
A3: Parking Alternative Site 2	Yes	No	--

5 MITIGATION

Because no noise impacts during operations or construction were identified, no mitigation is recommended.

6 REFERENCES

FTA (Federal Transit Administration). 2018. *Transit Noise and Vibration Impact Assessment Manual*. FTA Report No. 0123. Federal Transit Administration, John A. Volpe National Transportation System Center and Cross-Spectrum Acoustics Inc.

January 2026

Tacoma Dome Access Improvements Project

SEPA Environmental Checklist

Attachment D

Cultural Resources Assessment

SoundTransit

Table of Contents

Figures

Tables

Appendices

Acronyms and Abbreviations

AI	area of impacts
APE	area of potential effects
CFR	Code of Federal Regulations
DAHP	Department of Archaeology and Historic Preservation
HBE	historic built environment
HOV	high-occupancy vehicle
HPI	Historic Property Inventory
NRB	National Register Bulletin
NRHP	National Register of Historic Places
RCW	Revised Code of Washington
RLS	reconnaissance level survey
ROW	right-of-way
SEPA	State Environmental Policy Act
SOI	Secretary of the Interior
TDAI	Tacoma Dome access improvements
TDLE	Tacoma Dome link extension
TRHP	Tacoma Register of Historic Places
WHR	Washington Historic Register
Willamette CRA	Willamette Cultural Resources Associates

1 INTRODUCTION AND BACKGROUND

1.1 Project Description and Overview

The Tacoma Dome Access Improvements (TDAI) project was approved as part of Sound Transit 2 (ST2), a regional system plan to expand the Link light rail system and improve system access. TDAI consists of a number of improvements intended to improve how riders get to and from the Tacoma Dome Station area in the City of Tacoma. The station area includes the existing Tacoma Dome Station, which is a multi-modal transit hub that currently serves T Line, Sounder, ST Express, Pierce Transit, Amtrak, and Greyhound, as well as the future Link station proposed to be served by the Tacoma Dome Link Extension (TDLE), which would connect Tacoma to regional light rail service by 2035.

Riders currently access the station area via walking, biking, transit, or driving and parking. TDAI aims to enhance access via each of these modes by increasing physical accessibility for users of all abilities and adding new or replaced safety features, wayfinding, and other transportation infrastructure around the station area. The TDAI improvements are being developed and implemented in coordination between Sound Transit and the City of Tacoma, as informed by stakeholder input. The improvements being considered as part of TDAI and being evaluated in this SEPA checklist include:

- new rail crossing warning signals and vehicle and pedestrian gates;
- new and upgraded crosswalks;
- new and upgraded ADA compliant marking, signage, curb ramps, and detectable warning strips;
- new and upgraded bike lanes;
- new and replaced sidewalks;
- new, replaced, reconfigured, and consolidated driveways;
- new and upgraded signals at intersections;
- reconstruction of mid-block crossings with new signals;
- re-channelization of existing roadways;
- new and replaced wayfinding signage; and
- new surface parking.

Sound Transit and the City of Tacoma considered a number of potential improvements to include as part of TDAI. Based on a technical evaluation and agency and public input, 10 access improvements were advanced for this environmental review. The 10 potential improvements that are part of TDAI are shown in Figure 1-1 and described in Table 1-1. Implementation of the TDAI project is anticipated by 2032.

Figure 1-1 TDAI Project Overview

Table 1-1 TDAI Project Description

Improvement Name	Improvement Description	Max Depth of Disturbance
TD 03: Dome District Railroad Crossing Improvements	Improve bicycle and pedestrian safety at railroad crossings in the Dome District, including crossings between E 25th and E 26th Streets on East D and East C Streets.	0 – 3 feet for sidewalk, 10 – 12 feet for railroad gate
TD 07: E 25th Street Pedestrian Improvements	Complete gaps in sidewalk and improve pedestrian safety and accessibility on E 25th Street (both sides) from South C Street to East J Street.	Most 0 – 3 feet, 6 – 10 feet for utility pole relocation
TD 08: E 26th Street Pedestrian Improvements	Complete gaps in sidewalk on E 26th Street (both sides) from A Street to East F Street. Improve the I-5 off-ramp and E 26th Street intersection, including the crosswalk.	Most 0 – 3 feet, 5 – 7 feet for catch basin
TD 09: East D Street/East McKinley Way Bicycle and Pedestrian Improvements	Improve bicycle lanes on East D Street/East McKinley Way from E 21st Street to Wright Avenue by providing separation from travel lanes and safety improvements through intersections. Construct sidewalks on McKinley Way between East D and East G Streets.	0 – 3 feet
TD 11: Pacific Avenue Pedestrian Safety and Accessibility Improvements	Improve pedestrian safety and accessibility across the I-5 on-ramp between S 28th and S 30th Streets through new enhanced ramp crossing opportunities that avoid the ramp and/or the missing link sidewalk.	Most 0 – 3 feet, 10 – 12 feet for new traffic signal
TD 12: East 25th Street Midblock Crossing Improvements	Upgrade the midblock crosswalk on E 25th Street between East D Street and Freighthouse Square to be fully accessible.	Most 0 – 3 feet, 10 – 12 feet for new traffic signal
TD 13: Station Area ADA Accessibility Spot Improvements	Retrofit up to 35 curb ramps, cross slopes, and driveways within 0.25 mile of the station to meet Americans with Disabilities Act requirements, as needed.	Most 0 – 3 feet, 5 – 7 feet for catch basin
TD 14: Station Wayfinding Improvements	Improve wayfinding near the Tacoma Dome Parking Garage and transit services on E 25th Street. Wayfinding improvements via intuitive visuals, large font, and clear direction provide passengers information to help facilitate transfers between services.	None
A2: Parking Alternative Site 1 (TD Parking)	Purchase a privately owned parcel located on E 26th Street between East J and East G Streets to accommodate up to 150 surface parking spaces with associated sidewalk improvements.	Most 0 – 3 feet, 5 – 7 feet for catch basin
A3: Parking Alternative Site 2 (TD Parking)	Purchase a privately owned parcel located at E 26th and East J Streets to accommodate up to 150 surface parking spaces with associated sidewalk improvements.	Most 0 – 3 feet, 5 – 7 feet for catch basin

1.2 Purpose of this Cultural Resources Assessment Report

The purpose of this document is to provide an analysis of the project's affected environment and the potential impacts to archaeological, historical, and other cultural resources. This document describes the methods and results of desktop and field identification efforts for cultural resources within the potential limits of project impacts and describes the analysis results for potential project impacts to significant cultural resources that are identified. In doing so, this document supports Sound Transit's compliance with Washington's State Environmental Policy Act (SEPA) as well as other historic preservation regulations.

1.3 Key Personnel

Cultural resources inventory, survey work, and National Register of Historic Places (NRHP) evaluations were performed by the consultants identified in Table 1-2. All key personnel meet or exceed the Secretary of the Interior's professional qualifications for their area or areas of professional expertise. This document refers to this work as being conducted by Sound Transit and the NRHP-eligibility recommendations as Sound Transit's recommendations.

Table 1-2 Key Personnel

Name	Qualifications	Roles and Responsibilities
Paula Johnson	BA Anthropology, MA Museology (archaeology focus), Registered Professional Archaeologist	Subconsultant project manager, principal investigator, archaeology lead
Adam Alsobrook	BS Architectural Studies, Registered Architect	Historic built environment lead
Tom Heuser	BA History	Historic built environment specialist

2 REGULATORY SETTING

2.1 Washington State Regulations

The project must comply with SEPA. Sound Transit is the lead agency for SEPA compliance. The project is subject to other Washington state laws that address the protection of archaeological sites and Native American and historic burials. The Archaeological Sites and Resources Act [Revised Code of Washington (RCW) 27.53] prohibits knowingly excavating or disturbing prehistoric and historic archaeological sites on public or private land. The Indian Graves and Records Act [RCW 27.44] prohibits knowingly destroying American Indian graves and provides that inadvertent disturbance through construction or other activities requires reinterment under supervision of the appropriate Indian tribe. The Abandoned and Historic Cemeteries and Historic Graves Act [RCW 68.60] and Human Remains Act [RCW 68.50] prohibit disturbing human remains and require that anyone who encounters human remains during ground disturbance notify the county coroner and local law enforcement. To prevent the looting or depredation of sites, any maps, records, or other information identifying the locations of archaeological sites, historic sites, artifacts, or sites of traditional ceremonies, social uses, and activities of Indian tribes are exempt from disclosure [RCW 42.56.300].

2.2 Local Regulations

Tacoma Municipal Code Chapter 13.07 contains regulations related to local landmarks and historic special review districts. Additional City of Tacoma regulations related to cultural resources are contained in Tacoma Municipal Code Chapter 13.12.570–Archaeological, Cultural, and Historic Resources. The City of Tacoma's Landmarks Preservation Commission regulates landmarks and historic properties pursuant to Tacoma Municipal Code 1.42.

2.3 NRHP Requirements for Listing

Cultural resources include the physical remains of human activity as evidenced in artifacts, remains, sites, buildings, structures, or objects, as well as less-tangible places of cultural and historical importance. A cultural resource is considered a historic property and significant pursuant to 36 Code of Federal Regulations (CFR) Part 800 if it is determined to be NRHP-eligible. As defined in 36 CFR Part 60, eligible properties generally must be at least 50 years old, possess integrity of physical characteristics, and meet at least one of the following four criteria of significance:

A. Association with events that have made a significant contribution to the broad patterns of our history.

B. Association with the lives of people significant in our past.

C. Embodiment of the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic value; or represents a significant and distinguishable entity whose components may lack individual distinction.

D. Has yielded, or may be likely to yield, information important in prehistory or history.

Integrity is the ability of a property to convey its significance. To be eligible for the NRHP, a property must not only be shown to be significant under NRHP criteria (A through D), but it must also have integrity. The evaluation of integrity is grounded in an understanding of a property's

physical features and how they relate to its significance. Historic properties either retain integrity (that is, convey their significance) or they do not. To retain integrity, a property will always possess several, and usually most, of the seven aspects of integrity, which include the following:

- Location. The place where the historic property was constructed or the place where the historic event occurred.
- Design. The combination of elements that create the form, plan, space, structure, and style of a property.
- Setting. The physical environment of a historic property.
- Materials. The physical elements that were combined or deposited during a particular period and in a particular pattern or configuration to form a historic property.
- Workmanship. The physical evidence of crafts of a particular culture or people during any given period in history or prehistory.
- Feeling. The property's expression of the aesthetic or historic sense of a particular period.
- Association. Association is the direct link between an important historic event or person and a historic property (NPS 1997).

The NRHP eligibility of cultural resources is based on criteria set forth in 36 CFR Part 60, further referenced in 36 CFR 800.4(c), and detailed in Treatment of Archaeological Properties: A Handbook issued by the Advisory Council on Historic Preservation (1980). A series of National Register Bulletins (NRBs) published by the National Park Service also detail NRHP eligibility of cultural resources as follows:

- NRB 15 - How to Apply the National Register Criteria for Evaluation (Savage and Pope 1997).
- NRB 36 - Guidelines for Evaluating and Registering Historical Archaeological Sites and Districts (Townsend et al. 1993).
- NRB 36 (Revised) - Guidelines for Evaluating and Registering Archaeological Properties (Little et al. 2000).
- NRB 38 - Guidelines for Evaluating and Documenting Traditional Cultural Properties (King 2024).
- NRB 41 - Guidelines for Evaluating and Registering Cemeteries and Burial Places (Potter and Boland 1992).

2.4 Additional Historic Register Criteria for Listing

Under SEPA, the project proponent is required to consider the project's effect on buildings, structures, or sites located on or near the project's location that are over 45 years old and either listed or eligible for listing in national, state, or local preservation registers. In addition to recommendations of NRHP eligibility, Sound Transit has provided supplemental recommendations regarding each surveyed resource's eligibility for listing in the Washington Heritage Register (WHR) and the Tacoma Register of Historic Places (TRHP). These recommendations for state and local listing are advisory only.

2.4.1 Washington Heritage Register Listing Requirements

To be individually eligible for listing in the WHR, a property must be significant within a historic context. Sites listed in the NRHP are automatically added to the WHR (25-12 Washington Administrative Code). As such, a separate nomination is not needed and, for the purposes of this report, the same four criteria utilized for the NRHP (A through D) are used herein to evaluate eligibility for listing in the WHR.

2.4.2 Tacoma Register of Historic Places Listing Requirements

To successfully nominate a building to the TRHP, applicants must document both its physical and cultural history using a Tacoma Register nomination form. To be eligible, the property must:

- Be 50 years old or older at the time of nomination.
- Retain integrity of the location, design, setting, materials, workmanship, feeling, and association such that it is able to convey its historical, cultural, or architectural significance.
- Meet one of the following criteria:
    1) Association with events that have made a significant contribution to the broad patterns of our history.
    2) Association with the lives of people significant in our past.
    3) Embodiment of the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic value; or represents a significant and distinguishable entity whose components may lack individual distinction.
    4) Has yielded or may be likely to yield information important in prehistory or history.
    5) Abuts a property that is already listed on the TRHP and was constructed within the period of significance of the adjacent structure.
    6) Is already individually listed on the NRHP.
    7) Owing to its unique location or singular physical characteristics, the property represents an established and familiar visual feature of the neighborhood or city.

2.4.3 Agency and Tribal Coordination

Copies of a draft of this technical report were distributed to Tribes and the Department of Archaeology and Historical Preservation (DAHP) for their review and comment. Sound Transit also requested formal NRHP and WHR eligibility determinations from DAHP for resources newly identified by this effort. On December 15, 2025, DAHP concurred with the determination that one newly identified resource is eligible and that no historic properties will be affected by the project, consistent with the findings and recommendations in this report. See Appendix C, Agency and Tribal Coordination. These practices are not required under SEPA but are part of Sound Transit's best practices for cultural resources compliance.

3 AREA OF IMPACTS

The TDAI project is located within Township 20 North, Range 3 East, Sections 9 and 37, Willamette Meridian and within the limits of the City of Tacoma, Pierce County, Washington.

An Area of Impacts (AI) for each TDAI project improvement was developed according to the following methodology:

- If the footprint of an improvement is entirely within existing right-of-way (ROW) and does not have the potential to affect adjacent tax parcels abutting the project footprint (height more than 2 feet above pavement), then no adjacent abutting tax parcels were included in the AI for that improvement.
- If an improvement has the potential to affect adjacent tax parcels abutting the project footprint, then adjacent abutting tax parcels were included in the AI for that improvement.

Table 3-1 summarizes the AI for each improvement. The AI for the TDAI project as a whole is shown in Figure 3-1. The AI for each individual improvement is shown in Figures A1 – A9 in Appendix A, which also show the previously and newly recorded historic built environment (HBE) resources within each AI.

Table 3-1 Description of TDAI Areas of Impact

Improvement[1]	Max Depth of Disturbance	Max Height	AI Extent		Reference Figure
			Footprint Only	Footprint and Adjacent Parcels	
TD 03	0 – 3 feet for sidewalk, 10 – 12 feet for railroad gate	20 feet for new vehicle rail crossing warning signal/gate		x	Figure A1
TD 07	Most 0 – 3 feet, 6 – 10 feet for utility pole relocation	20 feet for new traffic signal pole		x	Figures A2
TD 08	Most 0 – 3 feet, 5 – 7 feet for catch basin	-		x	Figures A3
TD 09	0 – 3 feet	-	x		Figures A4
TD 11	Most 0 – 3 feet, 10 – 12 feet for new traffic signal	20 feet for new traffic signal pole	x		Figure A5
TD 12	Most 0 – 3 feet, 10 – 12 feet for new traffic signal	20 feet for new traffic signal pole	x		Figure A6
TD 13	Most 0 – 3 feet, 5 – 7 feet for catch basin	-		x (select adjacent parcels)	Figure A7
TD 14	None	-	x		Figure A8
TD Parking (Both Options)	Most 0 – 3 feet, 5 – 7 feet for catch basin	-	x		Figure A9

[1] Improvement name and description are listed in Table 1-1.

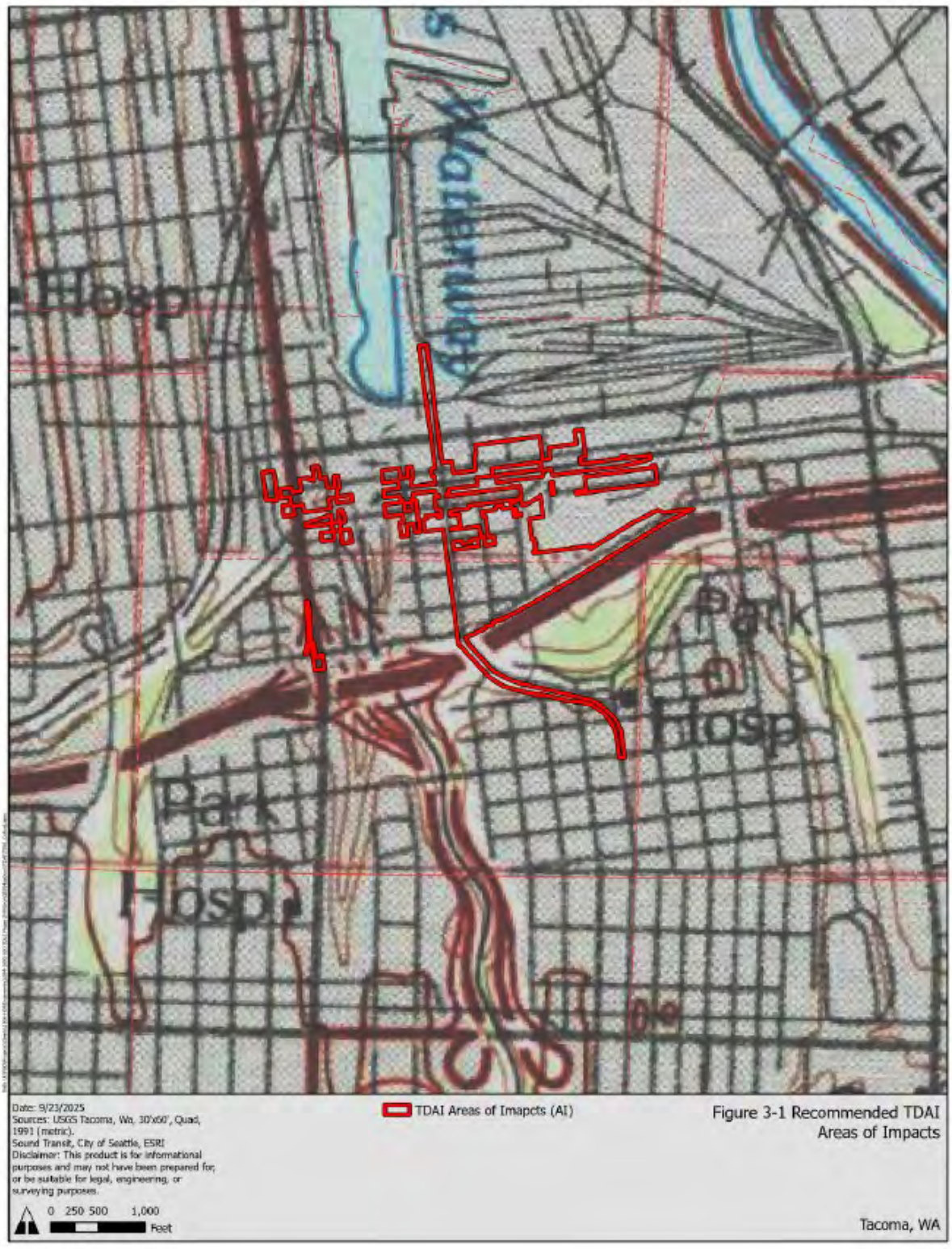


Figure 3-1 TDAI AI Location on United States Geological Survey Quadrangle

4 NATURAL, GEOLOGICAL, CULTURAL, AND HISTORICAL CONTEXT

The TDAI AI is located partly within and adjacent to the TDLE area of potential effects (APE). The TDLE Draft Environmental Impact Statement (EIS), Appendix J5–Historical and Archaeological Resources Technical Report (Punke et al. 2024) includes extensive documentation of the natural, cultural, and historical context of the TDLE APE (p. J5-31 through J5-53. Drawing from that documentation, the context for the TDAI AI is summarized described below:

Natural Context: The TDAI AI is located in the Puget Sound area of the Western Hemlock Zone, which typically averages annual precipitation between 80 to 90 centimeters (cm) and has moderate summers that are generally cool and dry and winters that are moist and mild. This zone typically consists of a mixed coniferous and deciduous overstorey dominated by western hemlock, Douglas-fir, and western red cedar, with an understory of shrubs and vines, particularly sword fern, red huckleberry, Oregon grape, and salal. Historic farm, residential, and industrial uses dominate the APE, and all have significantly altered the vegetation patterns from those of the precontact to early historic period.

Geological Context: The geology of the south-central Puget Sound region is complex. The modern landforms in the vicinity of the APE are the result of glacial, fluvial, and tectonic forces. These forces, coupled with substantial filling and cutting associated with development in the region, have created a palimpsest of landforms with varying archaeological sensitivity.

The general geological and soil conditions within the APE are described in Table 4-1.

Table 4-1 General Geological and Soil Conditions within the APE

Geology (WaDGER 2016)	Soils (NRCS 2019)
Quaternary alluvium	Puyallup and Sultan silt loams
Continental glacial outwash – Fraser Glaciation	Alderwood and Everett gravelly sandy loams
Holocene artificial fill	Artificial fill

Notes: WaDGER – Washington Division of Geology and Earth Resources
NRCE – Natural Resources Conservation Service

Cultural Context: The cultural history of the Pacific Northwest and Puget Sound region encompasses the earliest periods of human settlement of North America (e.g., Kopperl et al. 2015; Kopperl et al. 2016). Given the geologic information presented above and the age of the landforms within the APE, it is possible that archaeological sites dating throughout the period of known human occupation in the region could be encountered within the APE. A generalized cultural chronology is presented in Section 4.3 of the TDLE Draft EIS Appendix J5.

Historic Context: Historic development in the TDAI AI began following the arrival of Euro-American settlers to the area in the 1600s. The original land claim of Section 37 of Township 20 N, Range 3 E, was Nicholas Delin (Claim No. 37 [505, O-480]) in 1850 (Washington Territory Donation Land Claim Patents, 1851-1903: 107). The growth of Tacoma as a whole soared during the 1880s when the population increased from 1,098 to 36,006 in 1890 after the Transcontinental Railroad Link arrived in 1884.

Development in the Tacoma Segment began on the original high ground generally located between East J and L Streets and E 25th Street to the east; East C to F Streets and E 23rd Street to the west; and wetlands, gulches, creeks, and tidal flats in between and north of each area. The draining and infilling of lowlands and lower “high” ground areas continued into the modern period (General Lands Office Survey 1867; U.S. Coastal and Geodetic Survey 1877 and 1892; Sanborn 1888 and 1896; United States Geological Survey (USGS) Aerial Photographs 1941 and 1957). This type of landscape alteration assists with the preservation of historic land surfaces and potential archaeological materials. In conjunction with the protection granted by the infilling process, soils with saturated conditions (i.e., wetlands and tidal flats) also have exceptional preservation properties for artifacts that may typically decay shortly after deposition.

The historic context in Tacoma is described in more detail in Section 4.6.3 of TDLE Draft EIS Appendix J5 and notes that the area has remained a busy commercial and industrial section of the city and a hub for transportation networks, including Sound Transit’s light rail and commuter rail service.

5 RESEARCH METHODS

Because the TDAI AI overlaps the TDLE APE, where Sound Transit already evaluated a resource for the TDLE project (Punke et al. 2024), this TDAI analysis identified and relied upon that existing information.

5.1 Archaeological Methods

The study area for archaeological resources includes a 0.25-mile buffer from each improvement being evaluated as part of TDAI. Willamette Cultural Resources Associates (WillametteCRA) conducted a desktop analysis and reviewed previous surveys, known resources, and sensitivity models.

5.2 HBE Methods

The study area for previously recorded HBE resources is the TDAI AI (Figures 3-1 and shown in more detail by individual improvement in Figures A1 – A9 in Appendix A). Willamette Cultural Resources Associates (WillametteCRA) conducted a reconnaissance level survey (RLS) of selected HBE resources within the AI. A 45-year threshold from the planned project start date of 2028 was established for the purposes of this evaluation; therefore, the RLS documented HBE resources built up to and including 1983. HBE resources meeting this temporal threshold and not previously recorded and/or evaluated for NRHP eligibility were digitally photodocumented from the public ROW. At least one digital photograph of each HBE resource was captured during the RLS fieldwork. All digital photographs are on file at the WillametteCRA Seattle office.

In addition to the field photodocumentation, imagery from verified online sources, such as real estate listings, tax assessor photographs, etc., were used to document and evaluate HBE resources using NRHP criteria. Research was completed for the HBE resources using publicly available desktop resources to prepare brief written context statements to document important events and people with whom they may be associated, construction information, and the potential to yield additional important historic information.

6 RECORDS SEARCH

6.1 Previously Recorded HBE Resources

Twenty previously inventoried HBE resources are located within the AI and are identified in Table 6-1. Five of these previously inventoried HBE resources are either listed in the NRHP (Historic Property Inventory [HPI]) 31673) or were determined eligible for listing in the NRHP within the past 10 years (HPI 31674, HPI 536748, HPI 536754, and HPI 722335).

Twelve of the previously inventoried HBE resources were determined not eligible for listing in the NRHP within the past 10 years (HPI 32819, HPI 32820 [665690], HPI 32821, HPI 536681, HPI 536735, HPI 536739, HPI 536740, HPI 536741 [721090], HPI 536794, HPI 721818, HPI 721819, and HPI 731270).

Three of the previously inventoried HBE resources were reevaluated as part of this current recordation. Two of these three reevaluated HBE resources (HPI 30511 and HPI 536736) were determined not eligible for listing in the NRHP in 2014. Per the DAHP cultural resources reporting standards, these two HBE resources were reevaluated because more than 10 years have elapsed since this evaluation. The third reevaluated HBE resource (HPI 733053) had no previous determination of NRHP eligibility.

In addition to these 20 previously evaluated HBE resources, two HBE resources not previously evaluated for NRHP eligibility were surveyed and evaluated as part of this current recordation. Both additional HBE resources were built prior to 1983, which represents the 45-year threshold from the planned TDAI project start date of 2028 established for the purposes of this recordation.

Table 6-1 Previously Recorded HBE Resources Within the TDAI Area of Impact (By Individual Improvement)

Resource ID	Address / Location / Name	Resource Type	Year Built	NRHP Eligibility Status and Year	Improvement with Potential to Affect Resource (i.e., HBE is within the AI)
30511	2501 East D St / Freighthouse Square	Building	1909	Determined not eligible (2014)	TD 03 TD 07
31673	222 E 26th St / Old Fire Station No. 4	Building	1911	Listed in NRHP (1984), WHR (1987), TRHP (1987)	TD 08
31674	101 E 26th St / Armour Building	Building	1909	Determined eligible (2021)	TD 08
32819	301 E 25th St / Commercial Building	Building	1904	Determined not eligible (2024)	TD 07
32820, 665690	323 E 25th St / Commercial Building	Building	1941	Determined not eligible (2024)	TD 07
32821	401 E 25th St / Harry Cheal Druggist Building	Building	1947	Determined not eligible (2024)	TD 07
536681	401 E 27th St / Inland Technology	Building	1967	Determined not eligible (2024)	TD 13
536735	324 E 26th St/ Tacoma Book Center	Building	1918	Determined not eligible (2024)	TD 08
536736	801 E 26th St / United Truck Lines	Building	1957	Determined not eligible (2014)	TD Parking
536739	314 E 26th St / Commercial Building	Building	1954	Determined not eligible (2024)	TD 08
536740	302 E 26th St / Hurley Engineering	Building	1937	Determined not eligible (2024)	TD 08
536748	102 S 26th St / Commercial Building	Building	1937	Determined eligible (2021)	TD 08
536754	110 E 26th St / Brown & Haley (Almond Roca)	Building	1902	Determined eligible (2021)	TD 08
536794	725 E 25th St / Warehouse / Carman Manufacturing Company	Building	1918	Determined not eligible (2021); listed in TRHP (2009)	TD 07
536741, 721090	409 E 26th St / Sluggo Brewing	Building	1969	Determined not eligible (2024)	TD 08
721818	601 E 25th St / Commercial Building	Building	1975	Determined not eligible (2024)	TD 08
721819	2601 East F St / Tacoma Propeller	Building	1969	Determined not eligible (2024)	TD 08 TD 13
722335	102 E 26th St / Brown & Haley (Almond Roca)	Building	1962	Determined eligible (2021)	TD 08
731270	Sound Transit Point Defiance Bypass (Chicago, Milwaukee, St. Paul, and Pacific Railroad–Tacoma to Seattle)	Linear resource	1909	Determined not eligible (2024)	TD 07 TD 08 TD 09
733053	2727 East D St / Tacoma Dome	Building	1982	No determination (2024)	TD 13

NRHP = National Register of Historic Places; TRHP = Tacoma Register of Historic Places; WHR = Washington Heritage Register

6.2 Previous Cultural Resources Studies

The study area evaluated in the Appendix J5–Historical and Archaeological Resources Technical Report (Punke et al. 2024) covers all of the TDAI AI. Additionally, seven reports associated with previous cultural resources studies have been completed within 0.25 mile of the AI since 1995 and are available in the Washington Information System for Architectural and Archaeological Records Data as of August 25, 2025 (Table 5-2). Several of these studies overlap the TDAI AI. Three of the studies documented monitoring for rail projects (LeTourneau 2002; Littauer 2015; Shong 2013). Four studies considered Section 106 compliance for transportation projects (Forsman et al. 1998; Reanier 1999; Sharpe 2009; Van Galder 2012).

Table 6-2 Previous Cultural Resources Studies Within 0.25 Mile of the TDAI AI

Report Reference (Alphabetical)	ID	Title	NRHP-Eligible Sites Within 0.25 mile
Forsman et al. 1998	1340339	Regional Transit Authority Lakewood-to-Tacoma Commuter Rail Project, Tacoma Dome, South Tacoma, and Lakewood Sections, Pierce County, Washington, Cultural Resource Assessment	None
LeTourneau 2002	1341282	Results of Archaeological Monitoring for Tacoma Link Light Rail, City of Tacoma	None
Littauer 2015	1687078	Point Defiance Bypass Rails Project, Pierce County, Archaeological Monitoring of Geotechnical Investigation for the Proposed Amtrak Station Relocation to Freighthouse Square, Main Platform Improvements and New Second Platform	None
Punke et al. 2024	TBD	Tacoma Dome Link Extension Draft EIS, Appendix J5–Historical and Archaeological Resources Technical Report	45PI1327 (immediately adjacent to TD 07 and TD Parking; 0.22 mile east of TD 14)
Reanier 1999	1340346	Sound Transit Lakewood-to-Tacoma Commuter Rail and SR-512 Park-and-Ride Expansion Project Draft Environmental Impact Statement, Cultural/Historical Resources Technical Report; Report of Supplementary Archaeological Reconnaissance for the Tacoma and Lakewood Sections	None
Sharpe 2009	1353737	Tacoma/Pierce County High-Occupancy Vehicle (HOV) Program, I-5 M Street to Portland Avenue – HOV I-5: I-5 Portland Avenue to Port of Tacoma Road – Southbound HOV, I-5 Portland Avenue to Port of Tacoma Road – Northbound HOV Historic, Cultural, and Archaeological Resources Discipline Report	None
Shong 2013	1684347	Results of Archaeological Monitoring for Sound Transit's Sounder Commuter Rail D-to-M Streets Track and Signal Project, Tacoma	None
Van Galder 2012	1683008	Federal Railroad Administration / Washington State Department of Transportation Point Defiance Bypass Project Environmental Assessment, Section 106 Survey Report, Historic, Cultural, and Archaeological Resources/Discipline Report	None

HOV = high-occupancy vehicle; NRHP = National Register of Historic Places

6.3 Archaeological Resources

Fifteen previously recorded archaeological resources are located within 0.25 mile of the TDAI AI (Table 5-3). Fourteen are historic-era sites. Only one historic-era site (45PI1641) has been determined eligible for the NRHP. Five historic archaeological sites have been determined not eligible and eight are either recommended as not eligible or unevaluated. The remaining site (45PI1327) is a deeply buried precontact site identified 20 to 75 feet below the modern surface that has been determined eligible for the NRHP.

6.4 Cemeteries

Two recorded cemeteries exist within 0.25 mile of the TDAI AI (Table 5-4). One site (45PI1380) is an empty coffin (ca. 1852) found in 1890 during excavation, which the Seattle Post Intelligencer reported as “evidently left there by an undertaker who maintained a workshop in that vicinity several years ago.” The other site (45PI1446) is a precontact burial identified by James Wickersham, an avocational anthropologist as well as a former city attorney for the City of Tacoma, probate judge, and member of Washington State House of Representatives; Wickersham lived in Tacoma between 1883 and 1900.

Table 6-3 Archaeological Sites Within 0.25 Mile of the Area of Impacts

Resource ID	Period	Summary	Reference	NRHP Status	Within 0.25 Mile of TDAI Project								
					TD 03	TD 07	TD 08	TD 09	TD 11	TD 12	TD 13	TD 14	TD Parking
45PI127	Historic	Block 7910 historic debris scatter	DAHP Site Form (N/A)	Unevaluated	-	-	0.23 mi NE	-	0.07 mi W	-	-	-	-
45PI743	Historic	Historic tunnel	Piston (2006)	Determined not eligible	-	0.09 mi SE	-	-	-	-	0.06 mi N	-	0.06 mi SE
45PI1291	Historic	Historic debris scatter, three features of historic debris dominated by glass, domestic debris, and construction debris	Shong (2012)	Determined not eligible	0.25 mi SE	0.05 mi NE	0.07 mi W	-	0.09 mi NW	-	-	-	-
45PI1292	Historic	Historic railroad properties, historic bridges, and historic debris concentrations	Shong (2012)	Determined not eligible	0.19 mi E	**x**	**x**	-	0.08 mi N	-	-	-	-
45PI1327	Precontact	Precontact cultural material consisting of four pieces of basalt debitage, cordage, and two seed husks	Stevenson et al. (2017)	Determined eligible—Criterion D	-	**x**	-	-	-	-	-	0.22 mi E	**x**
45PI1348	Historic	Historic privy shaft	Kiers (2014)	Unevaluated	-	-	0.19 mi S	-	0.02 mi E	-	-	-	-
45PI1349	Historic	Historic privy shaft	Kiers (2014)	Unevaluated	-	0.25 mi N	0.17 mi S	-	0.02 mi E	-	-	-	
45PI1456	Historic	Historic debris scatter	Stevenson (2018)	Recommended not eligible	-	0.05 mi SE	-	-	-	-	0.10 mi N	-	0.05 mi E
45PI1457	Historic	Historic railroad segment	Garrison (2018)	Recommended not eligible	-	0.04 mi SE	-	-	-	-	0.09 mi N	-	0.03 mi E
45PI1458	Historic	Historic brick road	Garrison (2018)	Determined not eligible	-	0.10 mi NE	-	-	-	-	0.20 mi N and 0.20 mi E	-	0.12 mi NE
45PI1459	Historic	Historic-period railroad rail track	Garrison (2018)	Recommended not eligible	-	0.04 mi N	0.17 mi NE	-	-	0.21 mi NE	0.01 mi N	**x**	0.10 mi N

Table 6-3 Archaeological Sites Within 0.25 Mile of the Area of Impacts (continued)

Resource ID	Period	Summary	Reference	NRHP Status	Within 0.25 Mile of TDAI Project								
					TD 03	TD 07	TD 08	TD 09	TD 11	TD 12	TD 13	TD 14	TD Parking
45PI1460	Historic	Historic structural elements	Garrison (2018)	Recommended not eligible	-	0.01 mi E	0.25 mi NE	-	-	-	0.13 mi N	-	0.03 mi N
45PI1556	Historic	Historic debris and structural elements	Adams (2021)	Determined not eligible	-	0.09 mi SE	-	-	-	-	0.10 mi NE	-	-
45PI1563	Historic	Historic debris scatter	Berry (2021)	Unevaluated	**X**	0.02 mi S	**x**	**x**	-	0.10 mi SW	0.06 mi NW	0.05 mi SW	0.24 mi W
45PI1641	Historic	Historic railroad	Commuter Rail Coalition (2024)	Determined eligible	-	0.07 mi E	0.15 mi NW	-	-	-	-	-	-

Bold/shaded indicates site is within or immediately adjacent to the AI for the TDAI project.

DAHP = Department of Archaeology and Historic Preservation; NRHP = National Register of Historic Places; TDAI = Tacoma Dome access improvements

Table 6-4 Previously Recorded Cemeteries Within 0.25 Mile of the Area of Impacts

Resource ID	Summary	Within 0.25 Mile of TDAI Project								
		TD 03	TD 07	TD 08	TD 09	TD 11	TD 12	TD 13	TD 14	TD Parking
45PI1380	25th and A Streets coffin	0.14 mi W	**x**	0.03 mi N	0.21 mi W	0.22 mi SW	-	0.25 mi NW	0.22 mi W	-
45PI1446	24th and East Dock Streets burial	0.12 mi NW	0.05 mi NE	0.10 mi NW	0.16 mi W	-	0.24 mi NE	0.25 mi NW	0.19 mi NW	-

TDAI = Tacoma Dome access improvements

6.5 DAHP Predictive Model

DAHP has generated a predictive model for the likelihood of encountering archaeological sites based on statewide information and large-scale factors. Information on geology, soils, site types, landforms, and features depicted on the General Land Office maps were used to establish or predict probabilities for archaeological resources throughout the state. The DAHP model uses five categories of prediction: low risk, moderately low risk, moderate risk, high risk, and very high risk. The DAHP predictive model map indicates that the TDAI AI is mostly very high risk with some areas of high risk for encountering precontact cultural resources. The TDAI AI is highly developed, which may impact the presence of intact cultural deposits.

6.6 Geoarchaeological Data

The Appendix J5–Historical and Archaeological Resources Technical Report (Punke et al. 2024) reviewed legacy geoarchaeological data and conducted geoarchaeological investigations within the AI for the TDAI project. Based on geoarchaeological bores, the potential for buried precontact cultural deposits within the TDAI AI is considered high to moderately high 2 to 8 meters (6.5 to 26 feet) below the surface (Punke et al. 2024). A potential exists for TDAI project elements including catch basins, traffic signals, railroad gates, and utility poles to reach these depths; however, the methods used may not facilitate identification of cultural materials, if present.

The potential for deeply buried precontact cultural deposits within the TDAI AI is high 20 to 24 meters (65.5 to 72 feet) below the surface, including additional deposits related to 45PI1327 (Punke et al. 2024); however, the TDAI project is not expected to reach the depths of these deposits, if present.

7 ARCHAEOLOGICAL EXPECTATIONS

Based on Tacoma's long history dating back to the nineteenth century, the risk of encountering near-surface ethnohistoric and historic-period archaeological materials related to commerce, industry, and residential use in the TDAI AI is very high (Punke et al. 2024). However, due to the extent of industrialization and land reclamation in the study area, the likelihood that these materials are intact is moderate to low. As noted previously, only one of the 14 recorded historic-era archaeological sites in the study area has been determined eligible for listing in the NRHP, suggesting that even if additional historic-era sites are present, they may not be significant.

A very high probability of encountering precontact archaeological materials exists within the AI for the TDAI project, based on the DAHP model and geoarchaeological data. The location near waterways, wetlands, and riparian resources present prior to industrialization clearly contained critical resources that would have been sought by precontact Indigenous people. Because of extensive development within the TDAI AI, precontact archaeological deposits if present may have been disturbed or redeposited. Even if disturbed, precontact archaeological deposits would require an Archaeological Site Alteration and Excavation Permit if encountered.

Additionally, a high potential exists for deeply buried cultural deposits or stable landforms that would have been conducive to human occupation. The Appendix J5–Historical and Archaeological Resources Technical Report (Punke et al. 2024) identified multiple strata in multiple geoarchaeological bores with the potential to contain precontact archaeological resources from 6.5 up to 72 feet below the ground surface. TDAI project impacts are not expected to exceed 12 feet below the ground surface, and the methods used may not provide an opportunity to investigate deeply buried cultural deposits if present.

8 HBE SURVEY RESULTS

8.1 HBE Survey Methods

WillametteCRA Architectural Historian Tom Heuser, led by Senior Architectural Historian Adam S. Alsobrook, conducted an RLS of selected HBE resources located with the AI for the TDAI project. All fieldwork for this RLS was conducted and supervised by architectural historians and/or historians who meet or exceed the professional qualifications standards of the SOI Standards for Architectural History and/or History. Heuser meets the SOI Standards for Architectural History and History. Alsobrook meets the SOI Standards for Architectural History and exceeds the SOI Standards for Architecture and Historic Architecture.

Alsobrook and Heuser conducted RLS fieldwork on July 15, 2025. Alsobrook conducted additional RLS fieldwork on July 28, 2025. A 45-year threshold from the planned project start date of 2028 was established for the purposes of this evaluation; therefore, the RLS documented selected HBE resources built up to and including 1983. However, only HBE resources that had not been previously evaluated for NRHP eligibility or that were due for reevaluation per DAHP reporting guidelines were surveyed, photodocumented, and evaluated for NRHP eligibility. At least one digital photograph of each HBE resource was captured during the RLS fieldwork. All digital photographs are on file at the WillametteCRA Seattle office.

The HBE team researched the historical background of the selected HBE resources using publicly available desktop sources. This research was used to prepare written context statements to document important events that may have occurred at the HBE resources (NRHP Criterion A), provide biographical information about significant individuals who may have been associated with the HBE resources (NRHP Criterion B), provide information about the construction of the HBE resources (NRHP Criterion C), and document whether or not the HBE resources had the potential to yield additional important historic information (Criterion D). HBE resources were recorded using the research results and fieldwork documentation to create a draft historic property inventory form. Each HBE resource was evaluated using the NRHP criteria for evaluation, as previously noted. The draft historic property inventory forms also include a physical description of the HBE resource, a statement of significance, a recommendation of NRHP eligibility, and a bibliography. The historic property inventory forms are attached in Appendix A).

8.2 HBE Survey Results

WillametteCRA surveyed and evaluated five HBE resources located on tax parcels adjacent to or abutting the TDAI AI built before and including 1983. Out of this total, WillametteCRA recommends one HBE resource as eligible for listing in the NRHP and four HBE resources as not eligible for listing in the NRHP. All the HBE resources within the TDAI AI are shown in Figure 8-1, and the five HBE resources that were evaluated are described further in Table 8-1.

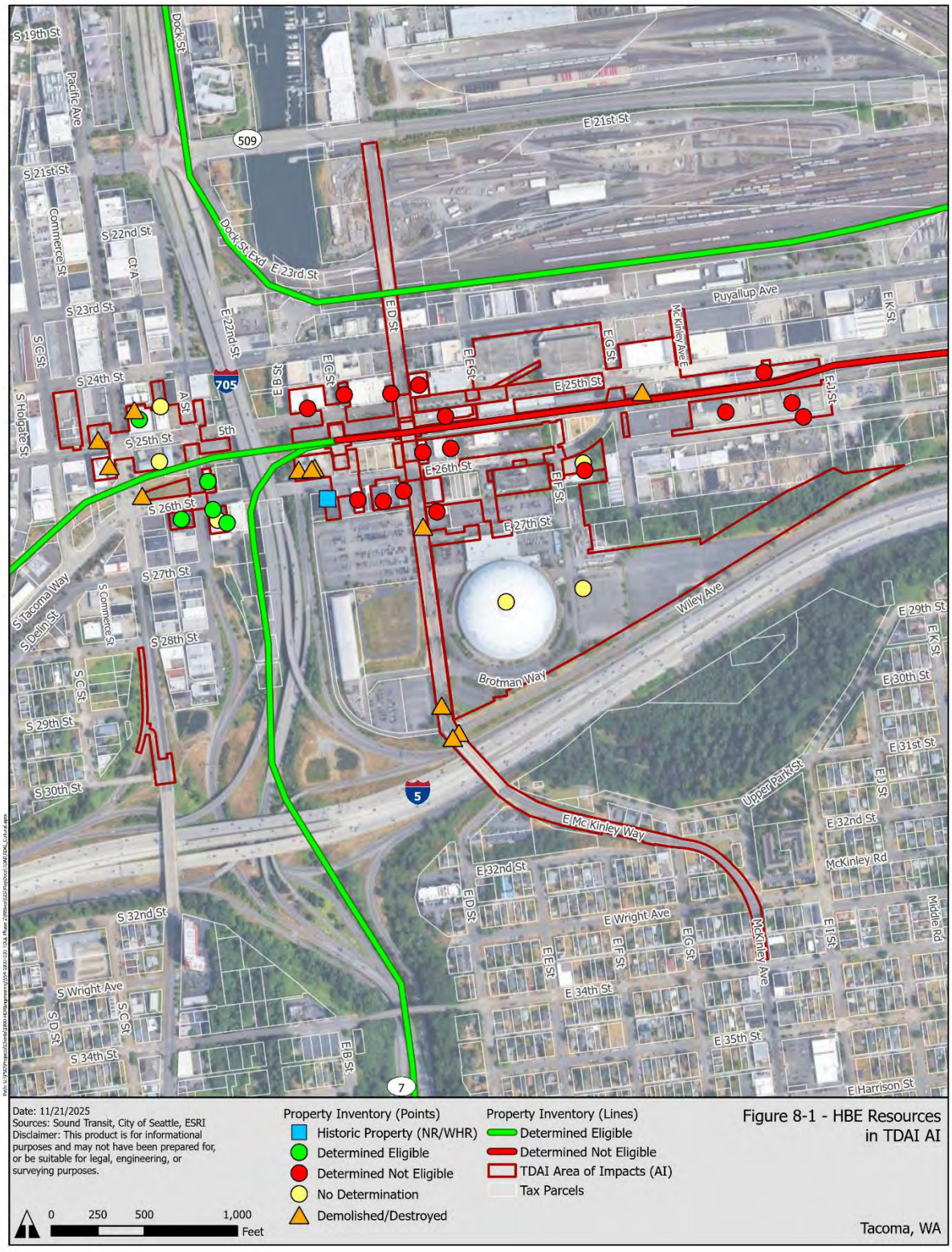


Figure 8-1 Map of Previously and Newly Recorded HBE Resources Within the TDAI AI

Table 8-1 HBE Resources Inventory with Photographs

Field ID (DAHP Property ID)	Address Current Name (Historical Name)	Tax Parcel Number(s)	Construction Date (Alt. Date) Type – Form Style Architect and/or Builder	NRHP / WHR / TRHP Recommendation (Status, Date of Previous Recommendation)	Survey Photograph
1	2401 South C St Nisqually Substation	2024050010, 2024050020, 2024050030	Date: ca. 1951 (2010, 2015) Type: Energy facility Style: Art Moderne / Streamline Moderne Architect: Unknown Builder: Unknown	NRHP: Not eligible WHR: Not eligible TRHP: Not eligible (Not previously evaluated for NRHP eligibility)	
2	109 S 25th St Crawl Space Cleaning Pros (Medosweet Dairies Garage)	2074140030	Date: 1937 (1961) Type: Commercial Style: No style Architect: Unknown Builder: Ketner Brothers	NRHP: Not eligible WHR: Not eligible TRHP: Not eligible (Not previously evaluated for NRHP eligibility)	
3 (30511)	2501 E 25th St Freighthouse Square (Chicago, Milwaukee, St. Paul, and Pacific [Milwaukee Road] Freighthouse)	2075220021, 2075220022, 2075240011, 2075240013	Date: 1909 (1941, 1982, ca. 1987, ca. 1993, 2003, 2017) Type: Commercial Style: No style Architect: Unknown Builder: H. Chase and Company	NRHP: Not eligible WHR: Not eligible TRHP: Not eligible (Determined not eligible, 2014)	
4 (733053)	2727 East D St Tacoma Dome	2078211001	Date: 1982 (1996, 2008, 2019) Type: Music facility Style: Modern Architect: Lyn Messenger Builder: Merit Company	NRHP: Eligible WHR: Eligible TRHP: Eligible (No determination, 2024)	

Table 8-1 HBE Resources Inventory with Photographs (continued)

Field ID (DAHP Property ID)	Address Current Name (Historical Name)	Tax Parcel Number(s)	Construction Date (Alt. Date) Type – Form Style Architect and/or Builder	NRHP / WHR / TRHP Recommendation (Status, Date of Previous Recommendation)	Survey Photograph
5 (536736)	6401 MLK Jr. Way S Freight Northwest (United Truck Lines)	2076290010	Date: 1957 Type: Commercial Style: No style Architect: Unknown Builder: Unknown	NRHP: Not eligible WHR: Not eligible TRHP: Not eligible (No determination, 2011)	

DAHP = Department of Archaeology and Historic Preservation; NRHP = National Register of Historic Places; TRHP = Tacoma Register of Historic Places; WHR = Washington Heritage Register

9 SUMMARY AND RECOMMENDATIONS

9.1 HBE Resources

WillametteCRA recommends one HBE resource — HPI 733053 (Tacoma Dome, 2727 East D Street) — as eligible for listing in the NRHP, WHR, and TRHP. In summary, one NRHP-listed HBE resource, five NRHP-eligible HBE resources, and one HBE resource listed in the TRHP exist within the AI for the TDAI project. Based on the current TDAI plans and assessment of impacts in Table 9-1, WillametteCRA recommends that the project as proposed has no potential to impact HBE resources. WillametteCRA recommends that no further cultural resources study is necessary unless the project design changes substantially.

Table 9-1 Assessment of Impacts on HBE Resources

Resource ID	Address / Location / Name	NRHP / WHR / TRHP Status and Year	TDAI AI / Assessment of Impacts
31673	222 E 26th St / Old Fire Station No. 4	Listed in NRHP (1984), WHR (1987), TRHP (1987)	TD08–Proposed sidewalk and crosswalk improvements in public ROW only will not impact this HBE resource
31674	101 E 26th St / Armour Building	Determined eligible (2021)	TD08–Proposed sidewalk and crosswalk improvements in public ROW only will not impact this HBE resource
536748	102 S 26th St / Commercial Building	Determined eligible (2021)	TD08–Proposed sidewalk and crosswalk improvements in public ROW only will not impact this HBE resource
536754	110 E 26th St / Brown & Haley (Almond Roca)	Determined eligible (2021)	TD08–Proposed sidewalk and crosswalk improvements in public ROW only will not impact this HBE resource
536794	725 E 25th St / Warehouse / Carman Manufacturing Company	Determined not eligible (2021); listed in TRHP (2009)	TD07–Proposed sidewalk and pedestrian safety and accessibility improvements will not impact this HBE resource
722335	102 E 26th St / Brown & Haley (Almond Roca)	Determined eligible (2021)	TD08–Proposed sidewalk and crosswalk improvements in public ROW only will not impact this HBE resource
733053	2727 East D St / Tacoma Dome	Recommended eligible (2025)	TD13–Improvements to curb ramps, cross slopes, and driveways in public ROW only will not impact this HBE resource

AI = area of impacts; NRHP = National Register of Historic Places; ROW = right-of-way; TDAI = Tacoma Dome access improvements; TRHP = Tacoma Register of Historic Places; WHR = Washington Heritage Register

9.2 Archaeological Resources

One archaeological resource (45PI1327) immediately adjacent to the AI for the TDAI project is eligible for listing on the NRHP. Plans for TD 07 and TD Parking, including any proposed geotechnical studies, should be reviewed for their potential to intersect the depth of this resource.

WillametteCRA recommends that site 45PI1563 be formally evaluated for listing in the NRHP because it is immediately adjacent to TD 03 and TD 09 and overlaps with TD 08.

Because of the sensitivity of the TDAI AI for archaeological resources, monitoring will be required for ground disturbance deeper than 2 feet below the surface. Recommended monitoring approach is summarized in Table 9-2. An archaeologist should review plans to determine the level of monitoring effort. A Monitoring and Inadvertent Discovery Plan will be developed for the TDAI project.

Table 9-2 Recommended Monitoring Approach for the TDAI Project

Improvement Name	Improvement Description	Max Depth of Disturbance	Recommended Approach
TD 03: Dome District Railroad Crossing Improvements	Improve bicycle and pedestrian safety at railroad crossings in the Dome District, including crossings between E 25th and E 26th Streets on East D and East C Streets.	0 – 3 feet for sidewalk, 10 – 12 feet for railroad gate	Monitor ground disturbance deeper than 2 feet below surface.
TD 07: E 25th Street Pedestrian Improvements	Complete gaps in sidewalk and improve pedestrian safety and accessibility on E 25th Street (both sides) from South C Street to East J Street.	Most 0 – 3 feet, 6 – 10 feet for utility pole relocation	Monitor ground disturbance deeper than 2 feet below surface.
TD 08: E 26th Street Pedestrian Improvements	Complete gaps in sidewalk on E 26th Street (both sides) from A Street to East F Street. Improve the I-5 off-ramp and E 26th Street intersection, including the crosswalk.	Most 0 – 3 feet, 5 – 7 feet for catch basin	Monitor ground disturbance deeper than 2 feet below surface.
TD 09: East D Street/East McKinley Way Bicycle and Pedestrian Improvements	Improve bicycle lanes on East D Street/East McKinley Way from E 21st Street to Wright Avenue by providing separation from travel lanes and safety improvements through intersections. Construct sidewalks on McKinley Way between East D and East G Streets.	0 – 3 feet	Monitor ground disturbance deeper than 2 feet below surface.
TD 11: Pacific Avenue Pedestrian Safety and Accessibility Improvements	Improve pedestrian safety and accessibility across the I-5 on-ramp between S 28th and S 30th Streets through new enhanced ramp crossing opportunities that avoid the ramp and/or the missing link sidewalk.	Most 0 – 3 feet, 10 – 12 feet for new traffic signal	Monitor ground disturbance deeper than 2 feet below surface.

Table 9-2 Recommended Monitoring Approach for the TDAI Project (continued)

Improvement Name	Improvement Description	Max Depth of Disturbance	Recommended Approach
TD 12: E 25th Street Midblock Crossing Improvements	Upgrade the midblock crosswalk on E 25th Street between East D Street and Freighthouse Square to be fully accessible.	Most 0 – 3 feet, 10 – 12 feet for new traffic signal	Monitor ground disturbance deeper than 2 feet below surface.
TD 13: Station Area Americans with Disabilities Act Accessibility Spot Improvements	Retrofit up to 35 curb ramps, cross slopes, and driveways within 0.25 mile of the station to meet Americans with Disabilities Act requirements, as needed.	Most 0 – 3 feet, 5 – 7 feet for catch basin	Monitor ground disturbance deeper than 2 feet below surface.
TD 14: Station Wayfinding Improvements	Improve wayfinding near the Tacoma Dome Parking Garage and transit services on E 25th Street. Wayfinding improvements via intuitive visuals, large font, and clear direction provide passengers information to help facilitate transfers between services.	None	None
A2: Parking Alternative Site 1 (TD Parking)	Purchase a privately owned parcel located on E 26th Street between East J and East G Streets to accommodate up to 150 surface parking spaces with associated sidewalk improvements.	Most 0 – 3 feet, 5 – 7 feet for catch basin	Monitor ground disturbance deeper than 2 feet below surface.
A3: Parking Alternative Site 2 (TD Parking)	Purchase a privately owned parcel located at E 26th and East J Streets to accommodate up to 150 surface parking spaces with associated sidewalk improvements.	Most 0 – 3 feet, 5 – 7 feet for catch basin	None

.

10 REFERENCES

Adams, R. 2021. State of Washington Archaeological Site Form: 45PI1556. On file at the Department of Archaeology and Historic Preservation, Olympia, WA.

Advisory Council on Historic Preservation. 1980. Treatment of Archaeological Properties: A Handbook. Advisory Council on Historic Preservation, Washington, DC.

Berry, A. 2021. State of Washington Archaeological Site Form: 45PI01563, Resource ID: 709895. On file at the Department of Archaeology and Historic Preservation, Olympia, WA.

Commuter Rail Coalition. 2024. Resources. Commuter Rail Coalition, Chesapeake, VA.

Forsman, L. 1998. Regional Transit Authority Lakewood-to-Tacoma Commuter Rail Project, Tacoma Dome, South Tacoma, and Lakewood Sections, Pierce County, Washington, Cultural Resource Assessment. Sound Transit, Seattle, WA.

Garrison, P. 2018. State of Washington Archaeological Site Form: 45PI1460. On file at the Department of Archaeology and Historic Preservation, Olympia, WA.

Kiers, R. 2014. State of Washington Archaeological Site Form: 45PI1348 and 45PI1349. On file at the Department of Archaeology and Historic Preservation, Olympia, WA.

King, T.F. 2024. National Register Bulletin 38: Guidelines for Evaluating and Documenting Traditional Cultural Properties. National Park Service, U.S. Department of the Interior, Washington DC.

LeTourneau, P. 2002. Results of Archaeological Monitoring for Tacoma Link Light Rail. City of Tacoma, Tacoma, WA.

Littauer, E. 2015. Point Defiance Bypass Rails Project, Pierce County, Archaeological Monitoring of Geotechnical Investigation for the Proposed Amtrak Station Relocation to Freighthouse Square, Main Platform Improvements and New Second Platform. Washington State Department of Transportation, Olympia, WA.

Little, B., E.M. Siebert, J., Townsend, J.H. Sprinkle, Jr., and J. Knoerl. 2000. National Register Bulletin 36 (Revised): Guidelines for Evaluating and Registering Archaeological Properties. National Park Service, U.S. Department of the Interior, Washington DC.

NPS (National Park Service). 1997. Illustrated Guidelines for Rehabilitating Historic Buildings. National Park Service, U.S. Department of the Interior, Washington DC.

Piston, V. 2006. State of Washington Archaeological Site Report: 45PI743. On file at the Department of Archaeology and Historic Preservation, Olympia, WA.

Potter, E.W., and B.M. Boland. 1992. National Register Bulletin 41: Guidelines for Evaluating and Registering Cemeteries and Burial Places. National Park Service, U.S. Department of the Interior, Washington DC.

Punke, M., et al. 2024. Tacoma Dome Link Extension Draft Environmental Impact Statement, Appendix J5–Historical and Archaeological Resources Technical Report. Sound Transit, Seattle, WA.

Reanier, R. 1999. Sound Transit Lakewood-to-Tacoma Commuter Rail and SR-512 Park-and-Ride Expansion Project Draft Environmental Impact Statement, Cultural/Historical Resources Technical Report; Report of Supplementary Archaeological Reconnaissance for the Tacoma and Lakewood Sections. Sound Transit, Seattle, WA.

Savage, B.L., and S.D. Pope. 1997. National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation. National Park Service, U.S. Department of the Interior, Washington DC.

Sharpe, J. 2009. Tacoma/Pierce County HOV Program, I-5 M Street to Portland Avenue–HOV I-5: I-5 Portland Avenue to Port of Tacoma Road–Southbound HOV, I-5 Portland Avenue to Port of Tacoma Road–Northbound HOV Historic, Cultural, and Archaeological Resources Discipline Report. Washington State Department of Transportation, Olympia, WA.

Shong, M. 2013. Results of Archaeological Monitoring for Sound Transit's Sounder Commuter Rail D-to-M Streets Track and Signal Project, Tacoma. Sound Transit, Seattle, WA.

Stevenson, A., M. Punke, K. Derr, and S. Hamilton. 2017. Archaeological Data Recovery for Archaeological Site 45PI1327, City of Tacoma, Washington. Sound Transit, Seattle, WA.

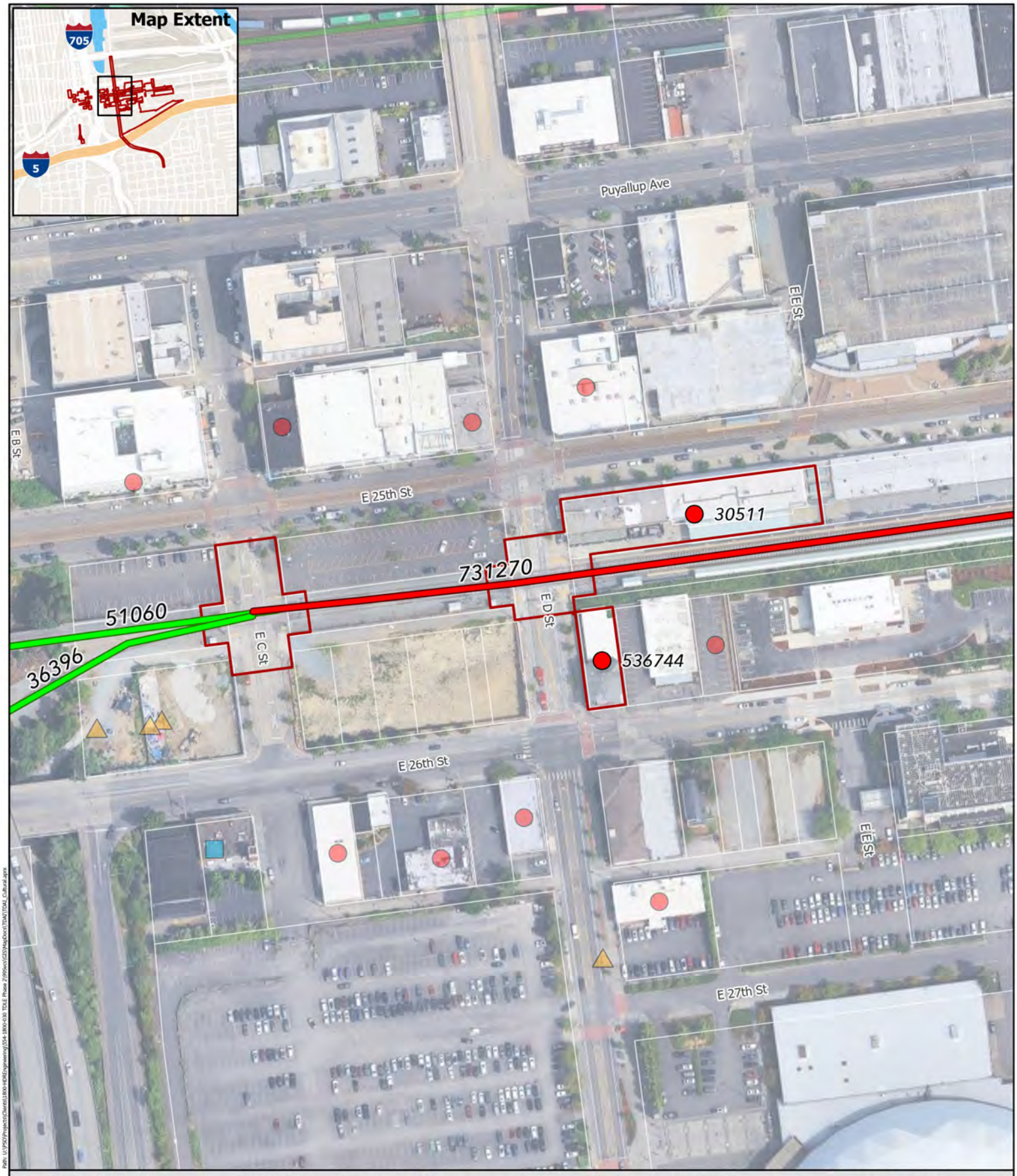
Stevenson, A. 2018. State of Washington Archaeological Site Report: 45PI1456. On file at the Department of Archaeology and Historic Preservation, Olympia, WA.

Townsend, J., J.H. Sprinkle, Jr., and J. Knoerl. 1993. National Register Bulletin 36: Guidelines for Evaluating and Registering Historical Archaeological Sites and Districts. National Park Service, U.S. Department of the Interior, Washington DC.

Van Galder, S. 2012. Point Defiance Bypass Project Environmental Assessment, Section 106 Survey Report, Historic, Cultural, and Archaeological Resources/Discipline Report. Washington State Department of Transportation, Olympia, WA, and Federal Railroad Administration, Washington DC.

APPENDIX A

TDAI AI and HBE Resources



Date: 11/20/2025
Sources: Sound Transit, City of Seattle, ESRI
Disclaimer: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes.

Property Inventory (Points)
- Historic Property (NR/ WHR)
- Determined Eligible
- Determined Not Eligible
- No Determination
- Demolished/Destroyed

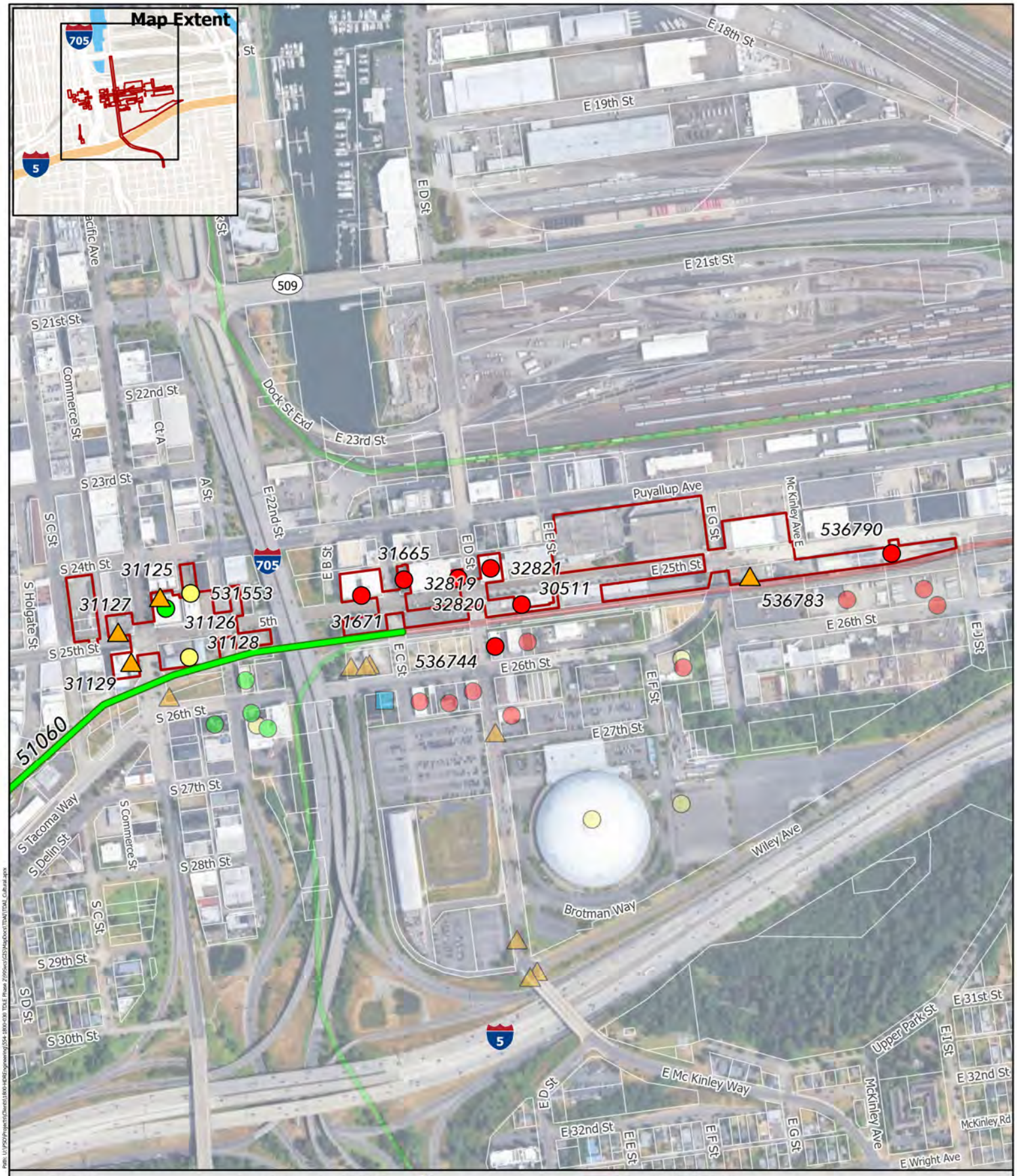
Property Inventory (Lines)
- Historic Property (NR/ WHR)
- Determined Eligible
- Determined Not Eligible
- No Determination
- Demolished/Destroyed

- TDAI Areas of Impact (AI)
- Tax Parcels

0 25 50 100 150 200 250 Feet

Figure A1 - HBE Resources in AI for TD03

Tacoma, WA



Date: 11/20/2025
Sources: Sound Transit, City of Seattle, ESRI
Disclaimer: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes.

Property Inventory (Points)
- Historic Property (NR/ WHR)
- Determined Eligible
- Determined Not Eligible
- No Determination
- Demolished/Destroyed

Property Inventory (Lines)
- Historic Property (NR/ WHR)
- Determined Eligible
- Determined Not Eligible
- No Determination
- Demolished/Destroyed
- TDAI Areas of Impact (AI)
- Tax Parcels

0 100 200 400 600 800 1,000 Feet

Figure A2 - HBE Resources in AI for TD07

Tacoma, WA

Date: 11/20/2025
Sources: Sound Transit, City of Seattle, ESRI
Disclaimer: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes.

Property Inventory (Points)
- Historic Property (NR/ WHR)
- Determined Eligible
- Determined Not Eligible
- No Determination
- Demolished/Destroyed

Property Inventory (Lines)
- Historic Property (NR/ WHR)
- Determined Eligible
- Determined Not Eligible
- No Determination
- Demolished/Destroyed
- TDAI Areas of Impact (AI)
- Tax Parcels

0 70 140 280 420 560 700 Feet

Figure A3 - HBE Resources in AI for TD08

Tacoma, WA

Date: 11/20/2025
Sources: Sound Transit, City of Seattle, ESRI
Disclaimer: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes.

Property Inventory (Points)
- Historic Property (NR/ WHR)
- Determined Eligible
- Determined Not Eligible
- No Determination
- Demolished/Destroyed

Property Inventory (Lines)
- Historic Property (NR/ WHR)
- Determined Eligible
- Determined Not Eligible
- No Determination
- Demolished/Destroyed
- TDAI Areas of Impact (AI)
- Tax Parcels

0 100 200 400 600 800 1,000 Feet

Figure A4 - HBE Resources in AI for TD09

Tacoma, WA

Date: 11/20/2025
Sources: Sound Transit, City of Seattle, ESRI
Disclaimer: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes.

Property Inventory (Points)
- Historic Property (NR/ WHR)
- Determined Eligible
- Determined Not Eligible
- No Determination
- Demolished/Destroyed

Property Inventory (Lines)
- Historic Property (NR/ WHR)
- Determined Eligible
- Determined Not Eligible
- No Determination
- Demolished/Destroyed
- TDAI Areas of Impact (AI)
- Tax Parcels

0 25 50 100 150 200 250 Feet

Figure A5 - HBE Resources in AI for TD11

Tacoma, WA

Date: 11/20/2025
Sources: Sound Transit, City of Seattle, ESRI
Disclaimer: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes.

Property Inventory (Points)
- Historic Property (NR/ WHR)
- Determined Eligible
- Determined Not Eligible
- No Determination
- Demolished/Destroyed

Property Inventory (Lines)
- Historic Property (NR/ WHR)
- Determined Eligible
- Determined Not Eligible
- No Determination
- Demolished/Destroyed

TDAI Areas of Impact (AI)
Tax Parcels

0 12.525 50 75 100 125
Feet

Figure A6 - HBE Resources in AI for TD12

Tacoma, WA

Date: 11/20/2025
Sources: Sound Transit, City of Seattle, ESRI
Disclaimer: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes.

Property Inventory (Points)
- Historic Property (NR/ WHR)
- Determined Eligible
- Determined Not Eligible
- No Determination
- Demolished/Destroyed

Property Inventory (Lines)
- Historic Property (NR/ WHR)
- Determined Eligible
- Determined Not Eligible
- No Determination
- Demolished/Destroyed
- TDAI Areas of Impact (AI)
- Tax Parcels

0 70 140 280 420 560 700 Feet

Figure A7 - HBE Resources in AI for TD13

Tacoma, WA

Date: 11/20/2025
Sources: Sound Transit, City of Seattle, ESRI
Disclaimer: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes.

Property Inventory (Points)
- Historic Property (NR/ WHR)
- Determined Eligible
- Determined Not Eligible
- No Determination
- Demolished/Destroyed

Property Inventory (Lines)
- Historic Property (NR/ WHR)
- Determined Eligible
- Determined Not Eligible
- No Determination
- Demolished/Destroyed
- TDAI Areas of Impact (AI)
- Tax Parcels

0 25 50 100 150 200 250 Feet

Figure A8 - HBE Resources in AI for TD14

Tacoma, WA

Date: 11/20/2025
Sources: Sound Transit, City of Seattle, ESRI
Disclaimer: This product is for informational purposes and may not have been prepared for, or be suitable for legal, engineering, or surveying purposes.

Property Inventory (Points)
- Historic Property (NR/ WHR)
- Determined Eligible
- Determined Not Eligible
- No Determination
- Demolished/Destroyed

Property Inventory (Lines)
- Historic Property (NR/ WHR)
- Determined Eligible
- Determined Not Eligible
- No Determination
- Demolished/Destroyed

- TDAI Areas of Impact (AI)
- Tax Parcels

0 25 50 100 150 200 250 Feet

Figure A9 - HBE Resources in AI for TDPK

Tacoma, WA

APPENDIX B

Historic Property Inventory Forms

Historic Property Report

Historic Name: Chicago, Milwaukee, St. Paul and Pacific Freighthouse

Property ID: 30511

Location

Address: 2501 E D St, Tacoma, WA

Tax No/Parcel No: 2075220021, 2075220022, 2075240011, 2075240013

Geographic Areas: Pierce County, TACOMA SOUTH Quadrangle, T20R03E09, Congressional District 6, 27

Information

Number of stories:

Construction Dates:

Construction Type	Year	Circa
Built Date	1909	☐
Remodel	1941	☐
Remodel	1982	☐
Remodel	1987	☑
Addition	1993	☑
Addition	2003	☐
Addition	2017	☐

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Warehouse
Transportation	Transportation - Rail-Related
Commerce/Trade	Commerce/Trade - Warehouse
Transportation	Transportation - Rail-Related

Historic Property Report

Historic Name: Chicago, Milwaukee, St. Paul and Pacific Freighthouse

Property ID: 30511

Historic Context:

Category
Transportation

Architect/Engineer:

Category	Name or Company
Builder	H., Chase and Company
Builder	H. Chase and Company

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
051712-29-FTA, , Tacoma Trestle Replacement Project		Determined Not Eligible	, 5/7/2014
2004-07-00015, , D Street Tacoma		Determined Not Eligible	, 7/24/2003
2025-12-07834, , Tacoma Dome Access Improvements Project		Determined Not Eligible	Maureen Elenga, 12/12/2025

Historic Property Report

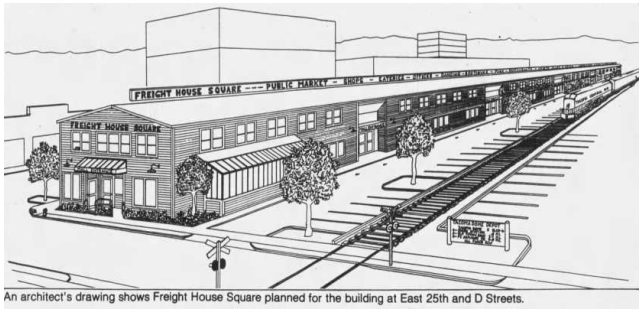
Historic Name: Chicago, Milwaukee, St. Paul and Pacific Freighthouse

Property ID: 30511

Photos

Figure 1_DSC_0213.JPG

Figure 14_Freighthouse Square Dev.jpg



An architect's drawing shows Freight House Square planned for the building at East 25th and D Streets.

Figure 13_1987.01.27_TNT_Artist's Rendering.jpg

Artist's conception of a Milwaukee Road Freight Building

Figure 12_1982.03.24_TNT_Artist's Rendering.jpg

Figure 11_1982.03.24_TNT_Historic Photograph.jpg

Figure 10_1977 Historic Photograph.jpg

Figure 9_1909 Historic Photograph.jpg

Figure 8_DSC_0220.JPG

Figure 7_DSC_0223.JPG

Figure 6_DSC_0224.JPG

Figure 5_DSC_0215.JPG

Figure 4_DSC_0214.JPG

Figure 3_DSC_0226.JPG

Figure 2_DSC_0227.JPG

West and north elevations (view southeast)

South elevation at central portion of building, looking west

South elevation, looking west

West elevation

Historic Property Report

Historic Name: Chicago, Milwaukee, St. Paul and Pacific Freighthouse

Property ID: 30511

North elevation at center portion of building, looking southwest

North elevation at western portion of building

East elevation

Original HPI form(s)

Historic Property Report

Historic Name: Chicago, Milwaukee, St. Paul and Pacific Freighthouse

Property ID: 30511

Inventory Details - 1/1/1900

Common name: Freighthouse Square

Date recorded: 1/1/1900

Field Recorder:

Field Site number: 12

SHPO Determination

Detail Information

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: No

Historic Property Report

Historic Name: Chicago, Milwaukee, St. Paul and Pacific Freighthouse

Property ID: 30511

Inventory Details - 7/21/2003

Common name: Freighthouse Square

Date recorded: 7/21/2003

Field Recorder: Gene Grulich

Field Site number: 12

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Utilitarian
Cladding	Wood - Clapboard
Structural System	Wood - Braced Frame
Roof Material	Asphalt/Composition - Rolled
Roof Type	Gable
Foundation	Concrete - Poured
Foundation	Post & Pier
Plan	Polygonal

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Historic Property Report

Historic Name: Chicago, Milwaukee, St. Paul and Pacific Freighthouse

Property ID: 30511

Significance narrative: (Data Source: Historic Property Inventory Form) The Chicago Milwaukee St. Paul Railroad freight warehouse and offices were completed in the Spring of 1909 to serve the rail line that began transcontinental service into Tacoma that year. The Milwaukee Road tracks ran along the length of the building immediately to the south of the warehouse. As originally constructed, the building measured 50 feet wide and 550 feet long with a platform and rail sidings occupying the southside, with loading docks and freight doors running along the north wall. The west end of the building was two story to accommodate the upstairs offices for the Coast Division of the railroad. The building did not include the passenger terminal.

The Milwaukee Road occupied the building until the 1930s Depression. By then, a considerable part of the building was used for "dead storage" and company records. During World War II, the Milwaukee Road closed its Seattle administrative offices and moved the employees to Tacoma. At that time the second floor section on the west end was expanded to house additional offices for the superintendent and railroad staff. As railroad traffic dwindled after World War Iim the Milwaukee Road shifted its freight activity to other regional stations and the building was no longer used by the railroad company. In the late 1970sm the Milwaukee Road slipped into bankruptcy and in 1982 the building was sold at auction to the Domo Group, a real estate company.

Physical description: The Freighthouse Square is a group of connected warehouses converted into a commercial mall of specialty shops and cafes. The original building was a warehouse for the Milwaukee Road. The conversion to speciality shops has altered the exterior appearance. All original doors, other entrances, and all windows have been replaced. Many openings have been abandoned, relocated, or altered in size and location. The siding is wood clapboard with broad bond trim around windows and doors. Entrances have been altered with large indented entryways, most with projecting canvas awnings. A leanto shed has been added to the southwest corner of the building. Approximately one fourth of the building (east end) has been reconstructed after the original was destroyed by fire. The roof is a shallow pitched gable one.

Bibliography: Historic American Engineering Record, Tacoma Downtown Survey, 1979. City of Tacoma Cultural Resource Survey, 1981. Tacoma Public Library, Northwest Collections, Pierce County Building Index; Newspaper files. Caroline Gallacci. Planning the City of Destiny: A History of Tacoma, Washington to 1930. Seattle, Ph.D. Dissertation, University of Washington, 1999.

Historic Property Report

Historic Name: Chicago, Milwaukee, St. Paul and Pacific Freighthouse

Property ID: 30511

Inventory Details - 6/25/2012

Common name:	Freighthouse Square
Date recorded:	6/25/2012
Field Recorder:	Christie Merrill
Field Site number:	12
SHPO Determination	051712-29-FTA determined on 5/7/2014

Detail Information

Characteristics:

Category	Item
Roof Material	Asphalt/Composition - Rolled
Cladding	Wood - Horizontal Tongue and Groove
Form Type	Utilitarian
Roof Type	Gable
Plan	Rectangle
Foundation	Post & Pier
Foundation	Concrete - Poured
Cladding	Wood - Clapboard
Structural System	Wood - Braced Frame
Cladding	Wood - Vertical Boards

Styles:

Period	Style Details
Early 20th Century American Movements (1900-1940)	Commercial
No Style	No Style

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places:	No
Property is located in a potential historic district (National and/or local):	No
Property potentially contributes to a historic district (National and/or local):	No

Historic Property Report

Historic Name: Chicago, Milwaukee, St. Paul and Pacific Freighthouse

Property ID: 30511

Significance narrative: This property was evaluated at the reconnaissance level in a cultural resources survey completed for Sound Transit's proposed Tacoma Trestle Replacement Project in the City of Tacoma, Pierce County, Washington. Although the property has already been recorded at the reconnaissance-level on a Historic Property Inventory Form in 1998 (Anonymous 1998), and 2003 (Grulich 2003) the form is now over 10 years old. No author name was provided on the 1998 form; therefore it is treated here as anonymous. This current inventory form is being prepared to provide an updated inventory per DAHP requirements.

The Milwaukee Road Freighthouse was Determined Not Eligible in 1998 (determination comments "110498-04-FTA") and on July 24, 2003. The Freighthouse (built in 1909) was originally occupied by the Milwaukee Road until the Depression in the 1930s. During World War II, the second floor at the west elevation was expanded to house additional offices for railroad staff. Following the War, railroad traffic decreased, and the building was no longer in use by the railroad company. In the 1970s, the Milwaukee Road filed for bankruptcy and in 1982 the building sold at auction.

Renovations and modifications during the 1980s occurred over five years and included extensive alterations to the exterior and the interior of the building to accommodate new retail space. Exterior alterations included but were not limited to the windows, doors, siding, and the roof. The east portion of the building was rebuilt following a devastating fire in 1992.

Although the Milwaukee Road Freighthouse has retained integrity of location and portions of the original structural system, much of the original materials have been modified. These replacements have decreased the Freighthouse integrity of materials and workmanship. The Freighthouse does not appear to embody stylistic characteristics or a method of construction that would warrant special recognition and therefore the Freighthouse continues to be recommended as not eligible for listing in the NRHP for its architectural qualities or associations.

Historic Property Report

Historic Name: Chicago, Milwaukee, St. Paul and Pacific Freighthouse Property ID: 30511

Physical description:

The following physical description is summarized and updated from previous inventories (Anonymous 1998; Grulich 2003). Currently, Freighthouse Square is a group of connected warehouses that have been converted into a commercial retail space for specialty shops and cafes. Originally, the building was a warehouse for the Milwaukee Road built in 1909 to serve the rail line which began transcontinental service into Tacoma that same year. The Milwaukee Road rail line is located immediately south of Freighthouse Square.

Originally, the wood frame building measured 50 feet wide and 550 feet long with a platform and rail sidings on the south elevation and loading docks and freight doors along the north elevation. The west portion of the warehouse was two stories to accommodate the offices for the Coast Division. The 85 foot west elevation features 25 foot high walls. The center portion of the building is supported by heavy timber trusses set on heavy framing and measures approximately 150 feet. This section features 18 foot high walls with upper casement windows, and a low pitch gabled roof. Originally, freight doors opening onto wagon docks on the north elevation were located on the exterior walls between the bearing columns, and a rail platform and track sidings were located on the south elevation.

During the 1980s, the building was converted into a retail marketplace altering both the exterior and the interior of the building. The exterior of the building was altered to provide double door entries and eliminate freight doors on the north and south elevations. Loading docks and track sidings were removed, and new recessed and ramped entries were installed for better access. The renovations included additions along the south elevation. Windows and the original siding of the building have been replaced. An asphalt roof now sits where cedar shingles once were. On the interior, the second floor was expanded to accommodate office space and the main floor divided into sections for the cafes. In 1992, the eastern 250 feet of the building was consumed in an arson fire. The section was rebuilt as a two story frame copy of the older structure.

Bibliography:

Tacoma-Pierce County Buildings Index
2012 2501 E D Street - Electronic document, http://search.tacomapubliclibrary.org/buildings/bldg1up.asp?n=13306, accessed June 25, 2012.

Artifacts Consulting, Inc.
2011 2501 E D Street - Historic Property Inventory Form. On file, DAHP, Olympia.

Grulich, Gene
2003 2501 E D Street - Historic Property Inventory Form. On file, DAHP, Olympia.

Anonymous
1998 2501 E D Street - Historic Property Inventory Form. On file, DAHP, Olympia.

Historic Property Report

Historic Name: Chicago, Milwaukee, St. Paul and Pacific Freighthouse

Property ID: 30511

Inventory Details - 8/6/2025

Common name: Freighthouse Square

Date recorded: 8/6/2025

Field Recorder: Adam Alsobrook

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial
Roof Type	Gable
Roof Material	Asphalt/Composition - Rolled
Cladding	Wood
Structural System	Wood - Post and Beam
Plan	Rectangle

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Significance narrative:

Railroads in the United States typically have complicated corporate histories, and the Chicago, Milwaukee, St. Paul and Pacific Railroad is no exception. Originally incorporated in 1847 as the Milwaukee & Waukesha Railroad Company, reorganized in 1863 as the Milwaukee & St. Paul Railway, renamed in 1874 as the Chicago, Milwaukee & St. Paul Railway, and renamed yet again in 1928 as the Chicago, Milwaukee, St. Paul and Pacific Railroad, the company is more commonly known as the “Milwaukee Road.” This moniker, first used informally by the public and in newspapers during the late 1890s and early 1900s, was later used by the railroad itself and formally trademarked by the company in 1953 (Caldbick 2014; Scribbins 1990:160).

In 1906, the Milwaukee Road started building its Puget Sound Extension between Mobridge, South Dakota, and Tacoma, Washington (Scribbins 1990:164). That same year, the railroad began planning their freight and passenger terminal facilities in Tacoma. The location of the railroad’s passenger terminal would not be finalized for several more years, yet newspaper articles from 1906 stated that the freight terminal would be located on the railroad’s property in Tacoma’s “East End” between East 25th and East 26th Streets and East D and East G Streets, the present-day location of Freighthouse Square (Tacoma Daily Ledger [TDL] 1906). Following completion of the Puget Sound Extension in 1909, the Milwaukee Road decided to use the existing passenger depot belonging to the Tacoma Eastern Railroad, which was founded in 1887 as a narrow-gauge

logging railroad and acquired by the Milwaukee Road in 1910. The Tacoma Eastern Railroad passenger depot was located at the southeast corner of East 25th Street and East A Street, about three city blocks west of present-day Freighthouse Square (Caldbick 2014; Sanborn Map Company 1912a, 1912b; Scribbins 1990:164).

In mid-December 1908, the Milwaukee Road hired H. Chase & Company, a Seattle-based general contractor, to construct a freighthouse at the southeast corner of East 25th Street and East D Street. Construction of the 50-foot-wide by 540-foot-long, wood and timber frame building started in late December 1908 (TDL 1908a, 1908b; Tacoma News Tribune [NT] 1908). The building was fully framed, clad, and roofed by mid-March 1909, and after the building was painted in "dust-proof" gray, the Milwaukee Road freighthouse was completed by mid-April 1909 (Figure 9). The final cost of the building was reportedly $30,000, or approximately $1.06 million in 2025 United States (US) dollars. Interestingly, the Milwaukee Road intended the building to be "a temporary affair to serve for five or six years" while the company worked out their final plans for their permanent Tacoma terminal facilities (TDL 1909; NT 1909).

Despite being intended as a temporary facility, the Milwaukee Road freighthouse continued to serve as the railroad's freight terminal in Tacoma for the next several decades. The building was busy handling freight during the prosperous 1910s and early 1920s, which coincided with both World War I and the peak popularity of railroad passenger travel in the US. The Milwaukee Road freighthouse also survived the company's bankruptcy reorganization between 1925 and 1928, though the onset of the Great Depression in 1929 further eroded the company's revenues due to a nationwide decline of freight and passenger rail traffic. As a result, beginning in the 1930s, the company used a large portion of the building for storing company records and other materials (City of Tacoma 1998).

In March 1941, on the eve of World War II, the Milwaukee Road announced plans to close their office in Seattle and move its 15 employees to Tacoma as part of a larger reorganization and consolidation of offices and general facility improvements across the railroad. These plans called for the enlargement of the second-floor office space of the existing Milwaukee Road freighthouse at East 25th Street and East D Street (City of Tacoma 1998; NT 1941). As originally constructed, the two-story office wing at the west end of the building measured 50-feet-wide by 40-feet-long. During the 1941 alteration, the offices were extended approximately 80 feet eastward into the one-story freight forwarding warehouse space. The building permit for this work was issued in late February 1941, and the $8,000 project (approximately $175,000 in 2025 US dollars) was completed by mid-May 1941 (City of Tacoma 1937; 1998).

While railroad freight and passenger traffic boomed in the US during World War II, railroad traffic declined sharply following the conclusion of the war in 1945. During the post-World War II era, the Milwaukee Road shifted freight services to other stations in the Puget Sound region, and the freighthouse at the southeast corner of East 25th Street and East D Street gradually fell into disuse (City of Tacoma 1998). In April 1954, the old Milwaukee Road/Tacoma Eastern Railroad passenger depot at East 25th Street and East A Street was abandoned when the Milwaukee Road completed a new passenger depot at East 11th Street and Milwaukee Way, near the east end of the Murray Morgan Bridge (Anderson 1954). The new depot was only in service for a few years since passenger service over the Milwaukee Road ended in 1961. Freight service continued until the railroad went bankrupt again in the late 1970s, and the Milwaukee Road merged into the Soo Line in 1980 (Caldbick 2014; City of Tacoma 1998).

The former Milwaukee Road freighthouse was sold at auction in 1982 to the Domo Group, a group of four local real estate investors, for $200,000 (approximately $666,000 in 2025 US dollars). Shortly after the Domo Group assumed control of the building, the group leased part of the building to a theater company for use as a playhouse and leased the old railroad offices on the second floor to a local boatbuilding company. The Domo Group also replaced the building's roof and wood siding and made other cosmetic updates to the exterior shortly after acquiring the former Milwaukee Road freighthouse (Sypher 1982; Figures 10–12).

In December 1986 or January 1987, the Domo Group sold the building to L. Keith Stone (b. 1941), a Tacoma businessman. Shortly after acquiring the building, Stone unveiled his plans to renovate the former Milwaukee Road freighthouse into a large multi-use shopping and entertainment complex which he dubbed "Freighthouse Square." Stone told the Tacoma News Tribune that he intended to spend at least $500,000 (approximately $1.4 million in 2025 US dollars) to remodel the building, which stretched along the south side of East 25th Street between East D Street and East G Street, though he said that the total cost of the project could approach $5 million (approximately $14.1 million in 2025 US dollars; Gillie 1987). Between 1987 and 1992, the exterior and interior of the building was extensively altered. The alterations included adding office space on the expanded second floor, removing the large original freight doors on the north and south elevations of the building, removing the loading docks, and adding over 20 double door entries to the building's exterior (City of Tacoma 1998; Figure 13).

On September 17, 1992, notorious serial arsonist Paul Kenneth Keller (b. 1966), set fire to Freighthouse Square. The resulting fire destroyed the entire eastern half of Freighthouse Square, which contained 36,000 square feet of floor area used by Woodcrafters of Tacoma to store precision wood patterns used to fabricate industrial equipment. Reported damage costs were approximately $8.3 million (over $19 million in 2025 US dollars), making the Freighthouse Square conflagration the costliest of Keller's 70 arsons (City of Tacoma 1998; Harrah, Porterfield, and DeFao 1992). Following the fire, the owners of Freighthouse Square rebuilt the eastern section of the building as a near duplicate of the western half, though the slight differences in the roof, siding, and windows clearly differentiate the original parts of the building from the newer, rebuilt portion (City of Tacoma 1998; Figures 7–8, and 14).

Further alterations were made to the building in 2003, when a vestibule was added to the center portion of the building to connect the passenger platforms for the Sound Transit Sounder commuter trains with the Pierce County Transit parking garages located on the north side of East 25th Street (Roberts 2003). The most recent significant alteration to Freighthouse Square came in 2016, when a 180-foot-long section of the building immediately to the west of the 2003 vestibule was removed for a new Amtrak passenger station, which was completed in 2017 (Sailor 2017; NT 2016; Figure 14).

National Register of Historic Places
Originally built in 1909 as the Chicago, Milwaukee, St. Paul and Pacific Railroad [Milwaukee Road] Freighthouse and now known as Freighthouse Square, the building at 2501 East 25th Street, Tacoma, Pierce County, Washington meets the minimum criteria for listing in the National Register of Historic Places (NRHP). For the purposes of this recordation, this 50-foot-wide by over 1000-foot-long building has been divided into five sections in order to evaluate its overall historical significance and integrity (Figure 14). Sections 1 and 4 have a sufficiently strong connection to the Chicago, Milwaukee, St. Paul and Pacific Railroad's freight operations in Tacoma to qualify as significant under

Criterion A. Sections 2, 3, and 5 were constructed between circa 1993 and 2017 and do not contribute to the building's significance under any NRHP Criteria.

Criterion A, Significant: Under Criterion A, properties can be determined eligible for listing in the NRHP if they are associated with events that have made a significant contribution to the broad patterns of our history. Based upon an evaluation of the Freighthouse Square within its historic context, Sections 1 and 4 of Freighthouse Square have a sufficiently strong connection to the Chicago, Milwaukee, St. Paul and Pacific Railroad's freight operations in Tacoma to qualify as significant under Criterion A. As such, WillametteCRA recommends sections 1 and 4 of the building as significant under Criterion A with an overall period of significance of 1909 to 1980; sections 2, 3, and 5 are recommended as non-contributing to this historical significance.

Criterion B, Not Significant: Under Criterion B, properties can be determined eligible for listing in the NRHP if they are associated with the lives of persons significant in our past (i.e., persons whose activities are demonstrably important within a local, state, or national context). Initial research did not identify any individuals important within a local, state, or national context to meet the threshold for NRHP significance. As such, WillametteCRA recommends that all sections of the Freighthouse Square building are not significant under Criterion B.

Criterion C, Not Significant: Under Criterion C, properties can be determined eligible for listing in the NRHP if they embody the distinctive characteristics of a type, period, or method of construction, or represent the works of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., are part of a district). However, Sections 1 and 4 of the Freighthouse Square are parts of a utilitarian building that do not represent a distinguishable type, period, or method of construction, do not possess high artistic values, and do not represent a significant and distinguishable entity. As such, WillametteCRA recommends that all sections of the Freighthouse Square are not significant under Criterion C.

Criterion D, Not Significant: Under Criterion D, properties may be eligible for listing in the NRHP if they have yielded, or may be likely to yield, information important in history. According to the National Park Service, to be eligible under Criterion D, the building must have, or have had, information to contribute to our understanding of human history and that information must be considered "important." Most commonly applied to archaeological sites (which the Freighthouse Square is not), buildings, structures, and objects may be eligible under Criterion D if they are the principal source of information. The Freighthouse Square was built using common construction methods, contains well-known materials, and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources. As such, WillametteCRA recommends that all sections of the Freighthouse Square building are not significant under Criterion D.

Integrity: The National Park Service requires that historic properties maintain certain aspects of integrity to qualify for listing in the NRHP, specifically location, setting, design, materials, workmanship, feeling, and association with past uses.

Location: Sections 1 and 4 of the Freighthouse Square remain where they were originally constructed and therefore have integrity of location.

Setting: Sections 1 and 4 of Freighthouse Square are set amid non-historic construction within the overall footprint of the building (sections 2, 3, and 5). Also, busy surface streets, nearby highways, and a busy rail transportation corridor are in the immediate vicinity. New construction in the vicinity of the building, including major alterations to the rail transportation corridor, has altered the building's surrounding environment to the extent that sections 1 and 4 of the Freighthouse Square no longer have integrity of setting.

Materials: Due to the extensive remodeling campaigns in 1982 and circa 1987 to 1992 and the new sections of the building added circa 1993, 2003, and 2017 (sections 2, 3, and 5), sections 1 and 4 of the Freighthouse Square have lost so much historic fabric that these sections of the building no longer have integrity of materials.

Design: Due to the extensive remodeling campaigns in 1982 and circa 1987 to 1992 and the new sections of the building added circa 1993, 2003, and 2017 (sections 2, 3, and 5), sections 1 and 4 of the Freighthouse Square no longer have integrity of design.

Workmanship: Due to the extensive remodeling campaigns in 1982 and circa 1987 to 1992 and the new sections of the building added circa 1993, 2003, and 2017 (sections 2, 3, and 5), sections 1 and 4 of the Freighthouse Square have lost so much historic fabric that these sections of the building no longer have integrity of workmanship.

Feeling: Due to the extensive changes made to the entire Freighthouse Square development since 1982, particularly the additions of sections 2, 3, and 5, sections 1 and 4 of the building no longer feel like a railroad freight warehouse set alongside railroad spur tracks in an industrial section of Tacoma. Therefore, sections 1 and 4 of the Freighthouse Square no longer have integrity of feeling.

Association: Sections 1 and 4 of the Freighthouse Square were originally used to manage railroad freight traffic associated with the Chicago, Milwaukee, St. Paul and Pacific Railroad [Milwaukee Road] from when it was originally constructed in 1909 until 1980, when the railroad went bankrupt and was merged with another railroad. Therefore, sections 1 and 4 of the Freighthouse Square no longer have integrity of association.

In summary, sections 1 and 4 of the Freighthouse Square retain integrity of location, but have lost integrity of setting, materials, design, workmanship, feeling, and association. WillametteCRA recommends sections 1 and 4 of the Freighthouse Square as significant under Criterion A, however, the building no longer possesses sufficient integrity to convey significance under this NRHP criterion. WillametteCRA recommends that sections 2, 3, and 5 do not meet the threshold of significance under any NRHP Criteria. As such, WillametteCRA recommends all five sections of Freighthouse Square as not eligible for listing in the NRHP under Criteria A, B, C, or D.

Physical description: Freighthouse Square is a large commercial building located on four tax parcels in Tacoma, Pierce County, Washington, which are bounded by East 26th Street to the north, East G Street to the east, the Sound Transit railroad right-of-way to the south, and East D Street to the west. The four tax parcels are identified as follows: 2075220021 (2501 East D Street), 2075220022 (422 East 25th Street), 2075240011 (430 East 25th Street), 2075240013 (602 East 25th Street). The existing building footprint measures approximately 50 feet wide by over 1,000 feet long, however, due to the complex history of development on this property since 1909, for the purposes of this recordation the building has been divided into five sections, which are identified in the attached

illustration (Figure 14). The development of each of these sections is described as follows:

Section 1 - Milwaukee Road Freighthouse/Freighthouse Square, 2501 East D Street:
The former Milwaukee Road Freighthouse, now commonly known as Freighthouse Square, was constructed between December 1908 and April 1909. As originally constructed, the wood and timber frame building measured 50 feet wide by 540 feet long overall. This footprint included a 50-foot-wide by 40-foot-long, two-story, wood framed office block at the west end of the building. The 50-foot-wide by 500-foot-long, one-story warehouse to the east of the office block was heavy timber post and beam construction, with wood timber trusses spanning the narrow dimension of the building to allow for unobstructed floor space for freight handling. A firewall separated the two-story office block and the one-story warehouse. The building exterior was clad with painted horizontal wood siding, and both the two-story and one-story portions of the building were originally capped with low-pitched gable roofs (Figure 9).

As originally constructed, the two-story office block featured double-hung wood sash window units in a one-light over one-light configuration. The windows at the lower level of the north elevation of the two-story office block included two staggered windows to illuminate an interior stairway between the first and second floors, flanked by a pair of windows to the east. The upper level of the north elevation featured three equally spaced pairs of windows. The lower level of the west elevation originally featured a wood entrance door which led to an interior stairway at the northwest corner of the two-story office block. A pair of windows was located to the south of this entrance, followed by another wood entrance door at the center of the west elevation, flanked by windows on both sides. Another pair of windows was located to the south of the centrally located main entrance. The upper level of the west elevation featured a group of three windows centered above the main entrance, flanked on each side by a pair of windows. The lower level of the south elevation featured a pair of windows, flanked by a single window to the east, which was next to a large wood freight door with transom windows above the door opening. The upper level of the south elevation featured three equally spaced pairs of windows (Figure 9).

As originally constructed, the north elevation of the one-story warehouse featured a series of regularly spaced sliding freight doors. A pair of painted wood sash hopper windows were centered above each door opening to provide light and ventilation to the warehouse interior, with each of the window sashes featuring 12 equal lights. The south elevation of the one-story warehouse featured large sliding freight doors situated between the structural columns of the building. A continuous band of painted wood transom windows were situated above the freight doors (Figure 9).

Alterations:
The first major alteration to this building occurred in 1941, when the Milwaukee Road enlarged the two-story office block. When the remodeling was completed, the two-story office block measured 50 feet wide by approximately 120 feet long. (Figures 10–11) Following the remodeling of the office block, the lower level of the north elevation featured several more double hung wood sash windows interspersed with two large freight doors. The upper level of the north elevation featured ten more pairs of windows similar to the original 1909 windows, with the pairs of windows roughly equally spaced along the elevation. The original window and door configuration at the lower level of the west elevation was also altered, with the original centrally located main entrance door replaced with a window, and a new recessed entrance created at the northwest corner

of the building. However, the original 1909 window configuration at the upper level of the west elevation appears to have been left intact.

The second major alteration to this building took place in 1982 when a new owner bought the building at a bankruptcy auction. The new owner reportedly replaced the building's roof and wood siding and made other cosmetic updates to the exterior shortly after acquiring the former Milwaukee Road freighthouse (Figures 11–12). Additionally, a third major remodeling campaign occurred between 1987 and 1992 after the building changed ownership. The alterations reportedly included adding office space on the expanded second floor, removing the large original freight doors on the north and south elevations of the building, removing the loading docks, and adding over 20 double door entries to the building's exterior to improve access to the interior retail spaces. The windows and doors at the lower level of the north, west, and south elevations of the two-story were extensively altered during the third remodeling campaign, and a long, one-story lean-to addition was also built along the south elevation of the building, which further obscures the original details of the 1909 construction. (Figure 13)

Section 2 - Amtrak Tacoma Station, 422 East 25th Street:
In 2016, an approximately 180-foot-long section of the original 1909 freight warehouse immediately to the east of the two-story office block was removed for the construction of a new long-distance railroad passenger station for Amtrak. This building was completed in 2017 (Figure 14).

Section 3 - Sound Transit Tacoma Dome Station, 424 East 25th Street:
In 2003, an approximately 40-foot-long section of the original 1909 freight warehouse was removed for the construction of a vestibule which served as access between the Sound Transit Sounder commuter rail platform and the Pierce County Transit parking garages across East 25th Street to the north of Freighthouse Square. The completed vestibule currently serves as the Sound Transit Tacoma Dome Station (Figure 14).

Section 4 - Milwaukee Road Freighthouse/Freighthouse Square, 430 East 25th Street:
The former Milwaukee Road Freighthouse, now commonly known as Freighthouse Square, was constructed between December 1908 and April 1909. As originally constructed, the wood and timber frame building measured 50 feet wide by 540 feet long overall. In addition to Section 1 described in detail above, Section 4 is the only other part of the original 1909 Milwaukee Road Freighthouse that still remains and is the only remaining section of the one-story freight warehouse (Figures 1–6, and 9–11).

Alterations:
The north elevation of Section 4 has been altered at least twice: first in 1982 and again between 1987 and 1992. Part of the 1982 work reportedly included replacing the painted wood horizontal siding. The most visible alterations include changes to the original freight doors to create three new entrances and other changes to support interior uses. It appears that most of the original paired transom windows remain intact, however, about half of the window sashes are obscured by window screens. The south elevation of Section 4 is divided into nine equal structural bays. The original freight doors have all been removed, and entrances were created at the far west end and far east end of this part of the building. Approximately three-fourths of the original transom windows remain intact, with the remaining window openings altered beyond recognition.

Section 5 - Freighthouse Square/Freighthouse Station, 602 East 25th Street:
This part of the Freighthouse Square development was included in the 1998 City of

Tacoma recordation of the property; however, this section of building was not historically related to the Milwaukee Road Freighthouse. City of Tacoma building permit records indicate that a series of warehouses, factories, sheds, and loading platforms were built on this site between 1937 and 1958 for Johnson & Lundgren, a building material supplier. Despite the fact that these buildings were not associated with the Milwaukee Road Freighthouse to the west, they appear to have been incorporated into the greater Freighthouse Square development at some point. Regardless of when the buildings were constructed and who they were built for, the entirety of Section 5 was destroyed in an arson fire on September 17, 1992. This existing part of Freighthouse Square, which is also known as Freighthouse Station, was rebuilt following the 1992 fire. Even though this building is not historic, the massing, details, fenestration, and materials are generally compatible with the remaining part of the original 1909 Milwaukee Road Freighthouse immediately to the west (Section 4); however, by being physically connected to the older building, this newer construction further dilutes the historical significance and integrity of the original 1909 Milwaukee Road development (Figures 7–8, and 14).

Bibliography:

Anderson, Paul O. 1954. “Milwaukee Depot Doors Open Tuesday.” The Tacoma News Tribune, 18 April:1.

Caldbick, John. 2014. “Chicago, Milwaukee & Puget Sound Railway inaugurates twice-daily service between Tacoma and Chicago on May 29, 1911.” Electronic Document. https://www.historylink.org/file/10999, accessed August 6, 2025.

City of Tacoma. 1941. Inspection Record for 2501 East 25th Street. Electronic Document. https://www.govme.org/E-BLUS/ScannedDocs/InspCards/F21/00027578.pdf, accessed August 6, 2025.

_____. 1998. Historic Property Inventory Form for the CMSP&P [Chicago, Milwaukee, St. Paul and Pacific Railroad] Freighthouse, 2501 East D Street, Tacoma, Pierce County, WA 98402. Electronic Document. https://historictacoma.org/media/dynamic/files/604_Historic_Property_Inventory_for_FHS.pdf, accessed August 6, 2025.

Gillie, John. 1987. “Plans drawn for farmers’ market near Dome.” The Tacoma News Tribune, 27 January:10.

Harrah, Brian, Elaine Porterfield, and Janine DeFao. 1992. “Fire destroys warehouse: Freighthouse Square evacuated as ‘suspicious’ blaze rages.” Tacoma News Tribune, 18 September:3.

Minnick, Benjamin. 2016. “$12.5M Tacoma Amtrak station is set to bid soon.” Seattle Daily Journal of Commerce. Electronic Document. https://www.djc.com/news/co/12086709.html, accessed August 6, 2025.

Sanborn Map Company. 1912a. “Sanborn Fire Insurance Map from Tacoma, Pierce County, Washington, Volume 2, Sheet 189.” Electronic Document. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9316/45505/47652/642361?accountid=1135, accessed August 6, 2025.

_____. 1912b. “Sanborn Fire Insurance Map from Tacoma, Pierce County, Washington, Volume 3, Sheet 241.” Electronic Document.

https://www.loc.gov/resource/g4284tm.g4284tm_g09345191203/?sp=5, accessed August 6, 2025.

_____. 1912c. “Sanborn Fire Insurance Map from Tacoma, Pierce County, Washington, Volume 3, Sheet 242.” Electronic Document. https://www.loc.gov/resource/g4284tm.g4284tm_g09345191203/?sp=6&st=image, accessed August 6, 2025.

_____. 1950a. “Sanborn Fire Insurance Map from Tacoma, Pierce County, Washington, Volume 3, Sheet 241.” Electronic Document. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9316/45506/47657/642787?accountid=1135, accessed August 6, 2025.

_____. 1950b. “Sanborn Fire Insurance Map from Tacoma, Pierce County, Washington, Volume 3, Sheet 242.” Electronic Document. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9316/45506/47657/642788?accountid=1135, accessed August 6, 2025.

Roberts, C.R. 2003. “Building the ‘new’ Freighthouse Square.” The Tacoma News Tribune, 17 June: 27.

Sailor, Craig. 2017. “Big debut for $181M train route: What went wrong?” Tacoma News Tribune, 19 December:A4.

Scribbins, Jim. 1990. Milwaukee Road Remembered. University of Minnesota Press.

Sypher, Richard. 1982. “Investors plan fix-up of building by Dome.” The Tacoma News Tribune, 24 March:9.

Tacoma Daily Ledger. 1906. “Road Planning Freight Yards.” 10 October:5.
_____. 1908a. “Contracts for Big Warehouse.” 20 December:4.
_____. 1908b. “Permit Issued for Terminal Warehouse.” 25 December:5.
_____. 1909. “The Milwaukee’s Tacoma Freight Sheds.” 21 March:40.

Tacoma News Tribune. 1908. “Builder of Sheds Ready for Work.” 25 December:2.
_____. 1909. “Local Freight Shed of the Milwaukee.” 17 April:20.
_____. 1941. “Milwaukee Enlarging.” 1 March:1.
_____. 1954. “Milwaukee Depot Doors Open Tuesday.” 18 April:1.
_____. 1982. “Investors plan fix-up of building by Dome.” 24 March:9.
_____. 1987. “Plans drawn for farmers’ market near Dome.” 27 January:10.
_____. 2016. “Work Continues on Amtrak Station.” 16 September:A3.

Historic Property Report

Historic Name: United Truck Lines

Property ID: 536736

Location

Address: 801 E 26th St, Tacoma, WA 98421

Tax No/Parcel No: 2076290010

Geographic Areas: Pierce County, TACOMA SOUTH Quadrangle, Pierce County Certified Local Government, Tacoma Certified Local Government, T20R03E37, high

Information

Number of stories:

Construction Dates:

Construction Type	Year	Circa
Built Date	1957	☐

Historic Use:

Category	Subcategory
Commerce/Trade	Commerce/Trade - Warehouse
Transportation	Transportation - Road-Related (vehicular)
Industry/Processing/Extraction	
Commerce/Trade	Commerce/Trade - Warehouse
Transportation	Transportation - Road-Related (vehicular)
Industry/Processing/Extraction	

Historic Property Report

Historic Name: United Truck Lines

Property ID: 536736

Historic Context:

Category
Commerce
Transportation

Architect/Engineer:

Category	Name or Company
Builder	
Engineer	Unknown

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
051712-29-FTA, , Tacoma Trestle Replacement Project		Determined Not Eligible	, 5/7/2014
2025-12-07834, , Tacoma Dome Access Improvements Project		Determined Not Eligible	Maureen Elenga, 12/12/2025

Photos

South elevation

Figure 4_2019.05_Google Street View_03.jpg

Figure 3_2019.05_Google Street View_02.jpg

Figure 2_2019.05_Google Street View_01.jpg

Figure 1_2020.01.28_Pierce Co Assessor Photo.jpg

East elevation

Western elevation and addition

Historic Property Report

Historic Name: United Truck Lines Property ID: 536736

Inventory Details - 8/8/2011

Common name:

Date recorded: 8/8/2011

Field Recorder: Artifacts Consulting, Inc.

Field Site number: 10

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Utilitarian
Structural System	Masonry - Brick

Surveyor Opinion

Significance narrative:

Modeled as a category "2B" property. Modeling provides a broad planning tool that is not meant to be a definitive decision on individual building historic status nor a substitute for field based survey work and determinations of eligibility. In 2011 the model assigned categories to 39,270 City of Tacoma properties. This work establishes a baseline of legacy data against which to measure future data sets to gauge both retention and attrition.

Modeling stemmed from a city-wide preservation planning need and providing this planning data content in concert with updates to the city's Preservation Plan. The city's goal to have a more comprehensive perspective expanded modeling to include all properties built in or before 1969. This work also included linking and integrating Tacoma Public Library Building Index data to inform modeling.

Modeling provides a tool to augment the traditional survey and inventory approach. The data can effectively guide at a broad city and neighborhood-wide level initial research efforts to develop and prioritize context statements and field survey work. Intended user groups include city staff (preservation, planning and permit), historical societies, consultants and interested citizens and property owners. The data becomes a tool supporting the broader approach of building conservation.

City Preservation Plan categories:

Group 1. HISTORICALLY SIGNIFICANT PROPERTIES

1A. Individually eligible to the National Register (NR)

1B. Contributor to a National Register eligible district

1C. Eligible for local listing, but not to the NR

1D. Contributor to a Local Register eligible district

Group 2. NOT HISTORICALLY SIGNIFICANT PROPERTIES

2A. Not eligible, with conditions

2B. Not eligible

Data included on this historic property inventory form (HPI) detail stemmed from County Assessor building records imported by the Washington State Department of Archaeology of Historic Preservation (DAHP) into WISAARD in 2011. This upload reduces data entry burden on community volunteers and historical societies participating in the survey and inventory of their communities. The intent of this project is directed specifically to facilitating community and public involvement in stewardship, increasing data accuracy, and providing a versatile planning tool to Certified Local Governments (CLGs).

Project methodology entailed use of the University of Washington's State Parcel Database (http://depts.washington.edu/wagis/projects/parcels/development.php) to provide the base parcel layer for CLGs. Filtering of building data collected from each county trimmed out all properties built after 1969, as well as all current, previously inventoried properties. Translation of building data descriptors to match fields in HPI allowed the data upload. Calculation of point locations utilized the center of each parcel. Data on this detail provides a snapshot of building information as of 2011. A detailed project methodology description resides with DAHP. Project team members: Historic Preservation Northwest, GeoEngineers, and Artifacts Consulting, Inc. (project lead).

Physical description: The building at 801 E 26th Street, Tacoma, is located in Pierce County. According to the county assessor, the structure was built in 1957 and is a warehouse. Also according to the county assessor, the structure was remodeled in 1970. The 1-story, unreinforced masonry building has a roof clad in an unknown material.

Bibliography: Tacoma Building Index data integrated into this form provided courtesy of the Tacoma Public Library. (http://search.tacomapubliclibrary.org/buildings/bldgv2.asp)

Historic Property Report

Historic Name: United Truck Lines

Property ID: 536736

Inventory Details - 4/5/2012

Common name:

Date recorded: 4/5/2012

Field Recorder: Christie Merrill

Field Site number: 10

SHPO Determination 051712-29-FTA determined on 5/7/2014

Detail Information

Characteristics:

Category	Item
Roof Type	Flat with Parapet
Cladding	Concrete - Poured
Structural System	Masonry - Brick
Cladding	Metal
Roof Material	Metal
Roof Type	Gable
Roof Material	Asphalt/Composition
Foundation	Concrete - Poured
Plan	Rectangle

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: No

Property is located in a potential historic district (National and/or local): No

Property potentially contributes to a historic district (National and/or local): No

Significance narrative: This property was evaluated at the reconnaissance level in a cultural resources survey completed for Sound Transit's proposed Tacoma Trestle Replacement Project in the City of Tacoma, Pierce County, Washington. Although the property was recorded on a Historic Property Inventory Form in 2011 (Artifacts Consulting 2011), this was done at the informational-only level and no recommendation of National Register eligibility was provided. This form is being prepared to provide an eligibility recommendation per DAHP requirements and to record the building at a reconnaissance level.
It was constructed in 1957 according to the Pierce County Assessor. The original occupant, the original architect, and builder are unknown. The original plan of the commercial building has been extensively altered by an addition to the western elevation. The front façade (south elevation) of the main commercial building has been minimally altered, and the eastern façade has been moderately altered by the filling in of the fourth door. The roof has been extensively altered with the addition with metal material and skylights. The addition along the western elevation is intact, however, is not stylistically similar to the structure of the main commercial building. Because of these alterations, the main building's integrity of design, materials, and workmanship is considered poor. The building exhibits some elements of the commercial vernacular style. However, it does not appear to embody stylistic characteristics or a method of construction that would warrant special recognition and it is not located in a cohesive grouping of similar building types. Based on our review, the property does not appear eligible for listing in the NRHP for its architectural qualities either individually or as a contributor to a potential historic district.

Physical description: Built in 1957, the building at 801 East 26th Street is a single-story unreinforced concrete frame commercial building with an addition on the west elevation. The original portion of the building and the addition have rectangular plans. The main building has a gabled roof, and a poured concrete foundation. The main commercial access point is located on the south side of the building and features a raised loading dock with five doors. The doors are rolling metal type doors. The roof features composite asphalt shingles in addition to a metal peak with skylights. The metal portion appears to be a recent improvement. The east elevation features three doors of a rolling metal type at a similar raised level with the south side. The east elevation also features alternating rows of brickwork that appear to be filling in a former fourth door. The location of the former fourth door is outlined by the vertical concrete columns on either side, similar to the other doors on this elevation. The space between these columns, however, has been filled in with brick. Along the roofline, the unreinforced concrete frame appears to be covered with metal sheets rising up to the peak of the gabled roof. The north elevation features unreinforced structure with brick-in former access points. The west elevation features a matching metal roofline as in the east elevation. This side also features the more recent addition.
The south elevation of the addition features two access personnel doors with two windows which are modern sliding with vinyl frames. The addition has a poured concrete foundation. The cladding is modern vinyl veneer. The roof is flat with parapet. The north elevation features a single window similar to windows on the south elevation. The west elevation features three windows similar to the south elevation.

Bibliography:

Artifacts Consulting, Inc.
2011 801 E 26th St - Historic Property Inventory Form. On file, DAHP, Olympia.

Historic Property Report

Historic Name: United Truck Lines Property ID: 536736

Inventory Details - 8/7/2025

Common name: Freight Northwest

Date recorded: 8/7/2025

Field Recorder: Adam Alsobrook

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Utilitarian
Roof Type	Flat with Parapet
Roof Type	Gable
Roof Material	Asphalt/Composition - Built Up
Roof Material	Asphalt/Composition - Shingle
Cladding	Metal
Cladding	Concrete - Poured
Structural System	Masonry - Poured Concrete
Plan	L-Shape

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Significance narrative: In March 1956, United Truck Lines bought a building site on East 26th Street and announced plans to build a new warehouse (Tacoma News Tribune [NT] 1956a). On November 19, 1956, the City of Tacoma issued building permit D8364 to United Truck Lines to build a $30,000 (approximately $355,000 in 2025 United States dollars) warehouse at 801 East 26th Street (City of Tacoma 1956; NT 1956b). The architect and builder are unknown.

United Truck Lines, Incorporated, was founded in Spokane in 1932 by John B. Manlowe (1905–1970; NT 1970). In October 1961, Buckingham Freight Lines of Rapid City, South Dakota, acquired United Truck Lines and operated as United-Buckingham Freight Lines, Incorporated until 1969, when the company merged with Ringsby Truckline, Incorporated, and became known Ringsby-United-Buckingham, Incorporated, which was reportedly the largest trucking company west of the Mississippi River (Spokesman-Review 1961; NT 1970).

Records searches did not reveal when Ringsby-United-Buckingham sold the property at

801 East 26th Street, which K-M Enterprises had acquired by 1981 (NT 1981). Records searches did not yield any information about this company, which sold the property in 1998. The property passed through several hands until 2023, when Seattle Port Consolidators purchased it (Pierce County Assessor 2025). Freight Northwest currently uses the property for trucking operations.

National Register of Historic Places
Built in 1957, the United Truck Lines building at 801 East 26th Street, Tacoma, Pierce County, Washington meets the minimum criteria for listing in the National Register of Historic Places (NRHP).

Criterion A, Not Significant: Under Criterion A, properties can be determined eligible for listing in the NRHP if they are associated with events that have made a significant contribution to the broad patterns of our history. While the building was associated with United Truck Lines, which later became United-Buckingham Freight Lines and then Ringsby-United-Buckingham, Incorporated, based on an evaluation within this historic context, the building does not have a sufficiently strong association with these companies to qualify as significant under Criterion A. As such, WillametteCRA recommends the United Truck Lines building as not significant under Criterion A.

Criterion B, Not Significant: Under Criterion B, properties can be determined eligible for listing in the NRHP if they are associated with the lives of persons significant in our past (i.e., persons whose activities are demonstrably important within a local, state, or national context). Initial research did not identify any individuals important within a local, state, or national context to meet the threshold for NRHP significance. As such, WillametteCRA recommends the United Truck Lines building as not significant under Criterion B.

Criterion C, Not Significant: Under Criterion C, properties can be determined eligible for listing in the NRHP if they embody the distinctive characteristics of a type, period, or method of construction, or represent the works of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., are part of a district). The United Truck Lines building is a utilitarian building that does not represent a distinguishable type, period, or method of construction, does not possess high artistic values, and does not represent a significant and distinguishable entity. As such, WillametteCRA recommends the United Truck Lines building as not significant under Criterion C.

Criterion D, Not Significant: Under Criterion D, properties may be eligible for listing in the NRHP if they have yielded, or may be likely to yield, information important in history. According to the National Park Service, to be eligible under Criterion D, the building must have, or have had, information to contribute to our understanding of human history and that information must be considered “important.” Most commonly applied to archaeological sites (which the United Truck Lines building is not), buildings, structures, and objects may be eligible under Criterion D if they are the principal source of information. The United Truck Lines building was built using common construction methods, contains well-known materials, and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources. As such, WillametteCRA recommends the United Truck Lines building as not significant under Criterion D.

Integrity: The National Park Service requires that historic properties maintain certain aspects of integrity to qualify for listing in the NRHP, specifically location, setting, design, materials, workmanship, feeling, and association with past uses.

Location: The United Truck Lines building remains in its original location and therefore has integrity of location.

Setting: The building is still located in a neighborhood that features a mixture of commercial and light industrial buildings set amid busy surface streets, nearby highways, and rail transportation corridors. Since this setting has changed relatively little since the United Truck Lines building was originally constructed, the building has integrity of setting.

Materials: The new metal cladding on the office wing obscures the original CMU walls, and it appears that none of the pedestrian or garage doors are original to the building. Therefore, the building no longer has integrity of materials.

Design: The building footprint is relatively intact, as is the overall building height. However, the building no longer has integrity of design due to the loss of the original doors, windows, and extensive alteration of other exterior features.

Workmanship: The building no longer has integrity of workmanship due to the loss of the original doors, windows, and other exterior features.

Feeling: The large roll-up garage doors and extensive graveled vehicular maneuvering areas, combined with the gritty commercial and light-industrial environment, means that the building still feels like a trucking company office and warehouse. Therefore, the building has integrity of feeling.

Association: Although the United Truck Lines building is still used as an office and warehouse for a trucking company, the direct links to the company that constructed the building have been severed. Therefore, the building no longer has integrity of association.

In summary, the United Truck Lines building retains integrity of location, setting, and feeling, but has lost integrity of materials, design, workmanship, and association. However, WillametteCRA recommends that the resource does not meet the NRHP threshold for
individual significance. As such, WillametteCRA recommends the United Truck Lines building as not eligible for listing in the NRHP under Criteria A, B, C, or D.

Physical description:

The United Truck Lines building at 801 East 26th Street, Tacoma, Pierce County, Washington, was completed in 1957 (City of Tacoma 1957). The building is situated on a 1.221-acre, rectangular tax parcel, located midblock on East 26th Street between East G and East J Streets. The L-shaped building footprint measures 131-feet by 50-feet, with the long axis of the building orientated roughly east-west. The bottom leg of the "L" contains a 31-foot by 50-foot one-story office space, with the remaining 100-foot-long by 40-foot-wide portion of the building footprint occupied by a one-story warehouse space. The walls of the building are a combination of concrete frame and concrete masonry units (CMU). These materials are exposed on the warehouse part of the building, but the exterior walls of the office wing have been covered with metal siding. The office wing is capped with a low-slope, built-up roof, and the warehouse section is capped with a gable roof covered with asphalt composition shingles.

The north elevation of the building was not visible at the time of the survey. The east elevation of the warehouse features three roll-up metal garage doors. The south elevation of the warehouse has four wide roll-up metal garage doors flanked by a narrower roll-up metal garage door at the west, which is next to a metal pedestrian entry door. There is a metal entry door on the south elevation of the office wing, along with a horizontal slider vinyl window unit. The west elevation of the office wing has three horizontal slider vinyl window units.

Bibliography:

City of Tacoma. 1957. Inspection Record for 801 East 26th Street. Electronic Document. https://www.govme.org/E-BLUS/ScannedDocs/InspCards/F23/0002B263.pdf, accessed August 7, 2025.

Google Maps. 2019. 801 East 26th Street, Tacoma, Washington. Electronic Document. https://maps.app.goo.gl/ZKhgtz2CXTXFxYvQA, accessed August 7, 2025.

Pierce County Assessor. 2020. Assessor-Treasurer Information Portal, Tax Parcel 2076290010, 801 East 26th Street, Tacoma, Pierce County, Washington. Electronic Document. https://atip.piercecountywa.gov/app/v2/propertyDetail/2076290010/photos, accessed August 7, 2025.

_____. 2025. Assessor-Treasurer Information Portal, Tax Parcel 2076290010, 801 East 26th Street, Tacoma, Pierce County, Washington. Electronic Document. https://atip.piercecountywa.gov/app/v2/propertyDetail/2076290010/sales, accessed August 7, 2025.

Spokesman-Review (Spokane, WA). 1961. "United Bought by Buckingham." 25 October:13.

Tacoma News Tribune (Tacoma, WA). 1956a. "Tacoma Moves Toward New Era of Expansion." 18 March:2.

_____. 1956b. "Building Permits." 4 December:42.

_____. 1962. "Advertisement: Carnival." 3 May:33.

_____. 1970. "Freight-Lines Founder Dies In Spokane Hospital." 9 January:42.

_____. 1981. "Land-use hearings." 26 April:82.

Historic Property Report

Historic Name: Tacoma Dome

Property ID: 733053

Location

Address: 2727 E D St, Tacoma, Washington, 98421

Tax No/Parcel No: 2078211001

Geographic Areas: Tacoma Certified Local Government, Pierce County Certified Local Government, T20R03E09, Pierce County, TACOMA SOUTH Quadrangle, Congressional District 6, 27

Information

Number of stories:

Construction Dates:

Construction Type	Year	Circa
Built Date	1982	☐
Remodel	1996	☐
Remodel	2008	☐
Remodel	2019	☐

Historic Use:

Category	Subcategory
Recreation and Culture	Recreation and Culture - Auditorium
Recreation and Culture	Recreation and Culture - Auditorium

Historic Property Report

Historic Name: Tacoma Dome

Property ID: 733053

Historic Context:

Category
Architecture
Entertainment/Recreation
Arts
Science and Engineering
Politics/Government/Law

Architect/Engineer:

Category	Name or Company
Landscape Architect	Lyon, Marty
Architect	McGranahan & Messenger
Builder	Western Wood Structures, Inc
Engineer	Chalk Engineers
Architect	Lyn Messenger
Builder	Merit Company

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2018-02-01251, , Tacoma Dome Link Extension		Survey/Inventory	
2021-09-06106, , Architect File 2		Survey/Inventory	
2025-12-07834, , Tacoma Dome Access Improvements Project		Survey/Inventory	

Photos

TacomaDome6.JPG

Figure 8.jpg

Figure 7.jpg

Figure 6.JPG

Figure 5.JPG

Figure 4.jpg

Figure 3.JPG

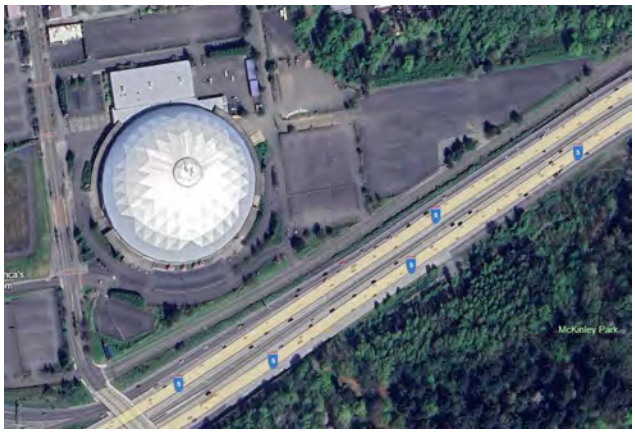


Figure 2.jpg

Figure 1.JPG

Tacoma stadium wins design award

TACOMA (AP) — The Tacoma Dome has won an award in the American Wood Council's biennial non-residential design program.

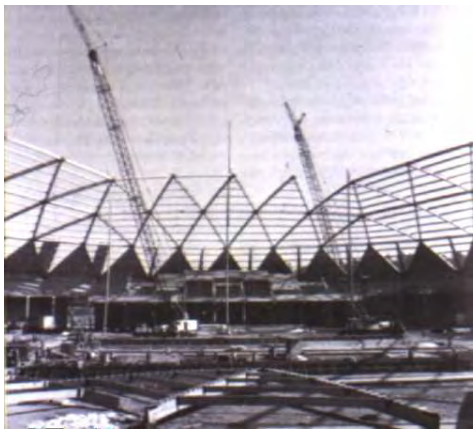
The 152-foot-high sports stadium and performance hall designed by McGranahan, Messenger Associates and Chalk Engineers of Tacoma received a special structural citation for "a compelling image, impressive structurally, imparting a sense of grace and beauty."

The Columbian · Wed, Jan 18, 1984 · Page:

TacomaDome_Tacoma.png

TacomaDome7.JPG

TacomaDome5.JPG



TacomaDome4.jpg

TacomaDome3.jpg

TacomaDome2.jpg

TacomaDome1.gif

Triangles visible beginnings of Tacoma Dome

TacomaDome_Tacoma.png

TacomaDome.jpg

Historic Property Report

Historic Name: Tacoma Dome

Property ID: 733053

Inventory Details - 2/6/2024

Common name:

Date recorded: 2/6/2024

Field Recorder: Michael Houser

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Form Type	Geodesic Dome
Plan	Round

Styles:

Period	Style Details
Modern Movement (1930-1970)	Modern

Surveyor Opinion

Bibliography:

McGranahan & Messenger / Tacoma Dome Associates, arch.
Merit Co. / Tacoma Dome Associates, contr.
Marty Lyon, landscape arch.
-computer engineered Varax dome by Western Wood Structures, Inc.
-"largest wood-domed structure in existence"
-volume: 18 million cubic ft.
-area under dome: 5 acres
-surface of roof: 6 acres
-radius of roof: 374 ft. 9 in.
-diameter: 530 ft.
-circumference: 1,665.05 ft. (.32 miles)
-height: 15 stories (155 ft.) floor to roof;
20 stories to top of flag pole
-total area: 401,663 sq. ft. including upper tiers
(180,000 ft. of exhibit space)
-Dome convention hall area: 30,000 sq. ft.
-festival seating capacity: 30,000
-neon art by New York artist Stephen Antonakos
-total cost of $44 million
-bond issued passed 3/18/1980
-ground breaking 7/1/1981
-cornerstone laid 10/2/1982
-grand opening 4/21/1983
-first commercial event:
Billy Graham Crusade 5/15-5/22/1983
-partial plans at TPL
SEE ALSO: TPL Catalog/Clipping File

TNT 12/25/1955 p.B5 Sports federation launches civic auditorium campaign
TNT 4/17/1983 (special Tacoma Dome Section)
TNT 4/18/1993 p.A1 Though buffeted by debate, it's still dome sweet dome (ten year anniversary)
TNT 4/21/1993 Celebrating 10 years of success (special suppl.)
TNT 7/23/1998 p.B1 Tacoma Dome to upgrade: More variety, a sports bar; Gallery Restaurant site to be rebuilt
T.Reporter 9/3/1998 p.3 City leaders consider Tacoma Dome sale; move could lead to major entertainment complex including LeMay car museum
T.Reporter 1/6/2000 p.7 Turning a wooden dome into a golden goose; City has big plans for Tacoma's most recognizable landmark (il)
TNT 1/19/2000 p.A1 Stadium? Arena? Concert hall? ... reconfiguring it may be key to keeping it "competitive"
T.Weekly 6/9/2000 p.1 Combs has big dreams for Dome (proposed renovations by Ellerbe Beckett, arch.)
TNT 8/10/2000 p.B4 Tacoma Dome roof will be cleaned
TNT 9/8/2000 p.B1 Scrubbing Tacoma Dome roof a "simple" job (cleaned with Simple Green biodegradable cleaner) (il)
TNT 12/10/2000 p.D1 Pierce economy gets kick from state championships; statistics support tale of Gridiron greatness
TNT 10/10/2002 p.B1 At 60, Paul's fans still need, feed him (appearance by Paul McCartney)
TNT 11/7/2002 p.A1 The Stone really "rip it up" (appearance by the Rolling Stones)
TNT 11/11/2002 p.D1 Tom Petty keeps fans on their feet
TNT 11/14/2002 p.E1 Aerosmith, Kid Rock on a roll in the Dome
TNT 4/6/2003 p.B3 Old Glory gets a new flagpole (original wooden flagpole replaced with a 55-ft. aluminum flagpole) (il)
TNT 4/13/2003 p.D1,D3,D5 A nice round 20 (includes timeline)
TNT 4/18/2003 20th anniversary suppl. (includes timeline) (il)
T.Weekly 4/18/2003 p.A1 Tacoma Dome turns 20 (il)
TNT 4/20/2003 p.B23 Happy birthday, dear Tacoma Dome; fireworks, laser show mark 20th (il)
TNT 5/23/2003 p.B1 Gritty Dome starts getting face scrub
TNT 7/11/2003 p.B2 Tacoma Dome roof clean after only 30 days of work (Pioneer Masonry Restoration Co. of Seattle, contr.)

TNT 11/21/2003 p.A1 Get ready for (--) Dome
TNT 12/10/2003 p.A1 Tacoma Dome, R.I.P.; Comcast gets naming rights
TNT 12/17/2003 p.A1 It stays Tacoma Dome as Comcast pulls out of deal
TNT 1/28/2004 p.A1 Dome could get a makeover - for $42 million (sketch of proposal by Ellerbe Becket, arch.)
T.Weekly 1/29/2004 p.A1 New look for Tacoma Dome unveiled (sketch)
TNT 5/25/2004 p.B1 Getting to know Dome's plight
T.Daily Index 10/28/2004 p.1 Tacoma Dome 2.0; renovations and repairs ... (il)
TNT 3/2/2005 p.B1 Council hears plan to spruce up Dome
TNT 3/4/2005 p.D1 If we give a little, Dome gains a lot (sketch)
TNT 6/22/2005 p.A1 Dome plan proposes $44 million renovation
TNT 7/29/2005 p.D1 An everlastingly clean Dome? It could happen
TNT 1/19/2006 p.A1 Second round for Dome bond
TNT 4/18/2006 p.A1 Determined activist wants to give away Tacoma Dome: an activist's initiative proposes that the City deed the Tacoma Dome to the LeMay Automobile Museum
T.Weekly 5/4/2006 p.A1 Dome officials offer plan for more intimate area (il of model)
TNT 6/21/2006 p.A1 City Council loans Dome $2.7 million ... upgrades ... including artifical turf and a small theater-within-an-arena
TNT 8/30/2006 p.D1 Scan Yellow Pages for name to grace new Dome venue (new theater configuration)
T.Weekly 10/5/2006 p.B1 New playing turf installed in T-Dome (interior il)
T.Weekly 8/14/2008 p.A1 Upgrades for Tacoma Dome; concession stands, vip areas to be improved
TNT 12/24/2008 p.A1 "Gentleman" of architecture designed Dome (Jim McGranahan)
TNT 1/18/2009 p.A1 Safety questions, deep grief ... 6-year-old killed at monster truck show
TNT 10/13/2009 p.A3 Dome might be flood shelter
TNT 11/30/2009 p.A3 Tacoma Power says no to Dome ... but it will help upgrade lighting system

TNT 2/23/2010 p.A3 Accident prompts
review of bleachers; child fell several feet ...
T.Weekly 9/16/2010 p.A2 Elevated parking
proposed for Tacoma Dome
TNT 12/7/2010 p.A4 Stimulus bonds OK'd
for parking garages
TNT 5/1/2011 p.B1 Clinic helps hundreds
(National Assoc. of Free Clinics event)
TNT 9/14/2011 p.A1 City Council to envision
better Dome; could it attract a pro sports team?
TNT 10/23/2011 p.B1 Warhol's "flower" blooms
anew; pop icon (Andy Warhol) submitted a
proposal to cover Tacoma Dome when it was
built in the early 1980s (il)
T.Weekly 11/11/2011 p.A1 Andy Warhol
design effort "flowering in community circles" (il)
TNT 1/29/2012 p.A1 Lost spaces Dome
parking: Museum wiped out 1,000 slots (map)
TNT 3/21/2012 p.A3 Gift means Dome's roof
can be cleaned
T.Daily Index 3/28/2012 p.1 Tacoma Dome's
spring cleaning (il)
TNT 4/3/2012 p.A1 Crew helps Dome
shine anew (il)
TNT 4/28/2012 p.A3 Dome's roof squeaky clean, done on time
TNT 12/21/2012 p.A1 Dome not suited for pro team, study says
TNT 9/20/2013 p.B1 The white elephant of Tacoma (il)
TNT 1/19/2014 p.B1 Time capsule from
baby Dome holds no disco and no Twinkies
TNT 1/21/2014 p.A1 Tacoma Dome booster says its time for update (interview with Doug McArthur)
T.Daily Index 4/18/2014 p.1 Discussion continues on Warhol Tacoma Dome roof plan
T.Daily Index 4/23/2014 p.1 A rooftop test for Tacoma Dome Warhol flower
TNT 4/25/2014 p.A1 A Warhol wardrobe to be tested for Tacoma Dome's future
TNT 6/12/2014 p.A3 Test will see if Warhol flower works on Dome roof
TNT 8/15/2014 p.A1 It's all pot business at Tacoma Dome (CannaCon marijuana trade convention)
TNT 10/19/2014 p.B1 Bands reach a crescendo in the Dome (interior il)
TNT 12/9/2014 p.A1 Warhol art would be high maintenance
T.Daily Index 2/6/2015 p.1 City Council vote would formally support
Warhol art atop Tacoma Dome (il)
TNT 2/11/2015 p.A1 Dome roof could blossom with Warhol flower; arts boosters plan ...
T.Daily Index 3/30/2015 p.1 Before Warhol's flower, Lyn Messenger drew diamonds on the Dome (il)
T.Daily Index 4/6/2015 p.1 How Ellida Lathrop unknowingly shaped
public art at the Dome
T.Daily Index 4/14/2015 p.1 For Amy McBride, Warhol's
rooftop flower is larger than the Dome
T.Daily Index 4/22/2015 p.1 City explores cost to clean Tacoma Dome's roof
T.Daily Index 5/14/2015 p.1 Four contractors respond to RFI for Tacoma Dome roof cleaning (il)
T.Daily Index 5/15/2015 p.1 33 years later, Vincent Fremont recalls Warhol's Tacoma

connection
TNT 1/23/2016 p.A3 Security at Tacoma Dome will tighten starting Feb. 2
T.Daily Index 12/1/2016 p.1 Tacoma Dome upgrades approved (il)
TNT 4/18/2018 p.A1 Tacoma Dome to get $30 million upgrade in summer
TNT 4/23/2018 p.A1 Dome to take summer hiatus for 35th anniversary refresh (aerial il)
T.Weekly 4/27/2018 p.A1 Tacoma Dome marks 35 years
with $30 million in renovations (sketch)
TNT 6/7/2018 p.A1 Tacoma Dome renovation kicks off
with seat removal (il)
TNT 7/19/2018 p.A1 New seats are going in:
A look at Dome renovations (il)
TNT 10/10/2018 p.A1 Tacoma Dome's new seats are in
as venue gears up for first big
show since renovations (interior il)
TNT 11/27/2018 p.A1 Shanaman Sports Museum to close after 24 years in Dome
TNT 12/12/2018 p.A3 Michelle Obama coming to Tacoma Dome on book tour
TNT 2/19/2019 p.A3 "American Ninja Warrior" plans first indoor filming at the Tacoma Dome
TNT 3/26/2019 p.A3 Michelle Obama draws big crowd in Tacoma
T.Weekly 4/21/2019 p.1 Tacoma Dome exterior renovations underway (il)
TNT 4/29/2019 p.A4 Legislature gives final approval to tax breaks for Tacoma Dome vendors (il)
South Sound Magazine July 2019 p.47 Dome alone (feature article) (il)
TNT 7/4/2019 p.A3 A gay pride flag will be raised over the Tacoma Dome for the first time
TNT 7/10/2019 p.A1 For the first time ever, a gay pride flag flies over the Tacoma Dome (il)
TNT 7/12/2019 p.A1 Construction at Tacoma Dome adds signs of news times along I-5 (il)
TNT 10/15/2020 p.A3
Tacoma Dome changes will make venue more 'touchless' amid pandemic (int il)

333.7 T11TM2 Final environmental impact statement for the Tacoma multipurpose stadium
748.2 C4357H p.32,83 Dale Chihuly : a celebration / Rock Hushka (glass art exhibit by artist Dale Chihuly)

TNT 12/31/19 p.A1 Memorial held for Pierce County deputy killed in crash (il)
Washington coronavirus death toll rises to 10; Pence will visit state.

Historic Property Report

Historic Name: Tacoma Dome Property ID: 733053

Inventory Details - 7/15/2025

Common name: Tacoma Dome

Date recorded: 7/15/2025

Field Recorder: Tom G. Heuser

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Cladding	Concrete
Cladding	Fiberglass/Fiber Reinforced Plastic
Structural System	Masonry - Concrete Block (CMU)
Structural System	Wood - Prefabricated
Plan	Round

Styles:

Period	Style Details
Modern Movement (1930-1970)	Modern

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: Yes

Significance narrative: National Register of Historic Places

Constructed in 1981–1983, the Tacoma Dome does not meet the minimum criteria for listing in the National Register of Historic Places (NRHP). However, a 45-year threshold from the planned project start date of 2028 has been established for the purposes of this evaluation.

The resource was constructed during a period when dome construction, particularly for large-scale event venues, had reached peak popularity in North America after being popularized locally with the construction of the Geodesic Ford Pavillion at the 1962 World's Fair and internationally with the construction of the Biosphere at the World Expo'67 in Montreal, Canada (Department of Archaeology and Historic Preservation; Ekodome.com 2020). King County had also completed its own, named the King Dome in 1976, while others of comparative size were being planned in Eugene, OR, and Indianapolis, IN, during the time Tacoma Dome was under construction (Ainscough 1981; MacIntosh 2000).

A majority of Tacoma residents voted to approve funding for the construction of the Tacoma Dome in March 1980 (Sypher 1980a). The city council selected the Hawthorne neighborhood as the location in October 1980 and began purchasing the property in

December (Sypher 1980b and 1980c). The City of Tacoma issued the building permit to Merit Construction Company on June 15, 1981 (City of Tacoma 1981). The designer was architect Lyn Messenger (1942–2023) of the architectural firm McGranahan, Messenger Associates, Chalker Engineers were the structural engineers, and Western Wood Structures Inc. (WWS) was the builder of the dome's wood framing (Wilma 2003; Gamache 2009; Sailor 2023).

During construction, it was reported that much of the wooden decking for the roof of the Tacoma Dome was constructed of timber felled by the recent eruption of Mount St. Helens on May 18, 1980 (Ainscough 1981). Construction was completed in 1983, and the Tacoma Dome opened to the public on April 21 that year. Its first event was the World's Toughest Rodeo held between April 29 and May 1, 1983 (Wilma 2003). The City of Tacoma's Public Assembly Facilities Department has operated and modified the Tacoma Dome under city ownership since its initial construction in 1983 (Wilma 2003).

One of these modifications was a highly controversial neon art sculpture planned during the construction of the dome using funds from the city's 1% for the Arts ordinance that mandated one percent of the costs of municipal construction projects be spent on public art. Designed by Stephen Antonakos (1926–) and initially proposed to cover the dome exterior, the sculpture was voted down in April 1982 due to concerns that it would cause the roof to leak. It was also opposed for aesthetic reasons after the city had spent the past decade forcing the removal of neon from its street fronts. Despite this policy, the city council, with the support of the mayor, went on to approve an interior installation two years later. It consists of two large panels of lines, squiggles, and geometric shapes, also designed by Antonakos and installed in July 1983. It sparked intense public opposition, leading to a petition, lawsuit, referendum, and "second advisory ballot" vote, and a recall drive against the neon-supportive mayor and city council members. Ultimately, the opposition group failed to get the sculpture removed and was unable to oust the civic leaders who approved it, but instead went on to successfully get the city's 1% for the Arts ordinance repealed out of retaliation over the incident (Turner 1984; Tacoma History 2017; Stephen Antonakos Studio 2021).

Criterion A, Significant: Under Criterion A, properties can be determined eligible for listing in the NRHP if they are associated with events that have made a significant contribution to the broad patterns of our history. The resource is associated with the trend of geometric dome construction across the United States as well as the 1980 Mount St. Helens Eruption, and the local neon sculpture controversy. As such, WillametteCRA recommends the resource is significant under Criterion A at the local, state, and national levels in the areas of architecture, recreation and culture, and politics/government/law with a period of significance limited to 1983, the year of its completion.

Criterion B, Not Significant: Under Criterion B, properties can be determined eligible for listing in the NRHP if they are associated with the lives of persons significant in our past (i.e., persons whose activities are demonstrably important within a local, state, or national context).
Initial resarch did not identify any association with persons sufficiently important within a local, state, or national context to meet the threshold for NRHP significance. As such, WillametteCRA recommends the property is not significant under Criterion B.

Criterion C, Significant: Under Criterion C, properties can be determined eligible for listing in the NRHP if they embody the distinctive characteristics of a type, period, or

method of construction, or represent the works of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., are part of a district). Initial background research identified the Tacoma Dome's designer and builders as masters in their respective fields (Gamache 2009; PCS Structural Solutions 2013; Merit Construction 2020; Sailor 2023; Western Wood Structures 2025). The designer of the dome's interior neon art, Stephen Antonakos, was also identified as a master in his field (Stephen Antonakos Studio 2021). The resource is an example of a Modern style and Geodesic Dome type building that, at the time of its construction, was the largest wooden dome in the world. It used a unique construction method known as the Varax system developed by WWS and it won an award from the American Wood Council as a "compelling image, impressive structurally, imparting a sense of grace and beauty" (The Columbian 1984:3; Wilma 2003). Although the roof was resurfaced in 1996 and its exterior concrete walls were partially covered with fiber-cement board in 2019, the Tacoma Dome's original structural materials, including its defining wood-frame geodesic dome, remain intact. As such, WillametteCRA recommends the property is significant under Criterion C in the areas of architecture and arts, with a period of significance limited to 1983, the year of the dome's completion and the installation of its neon art.

Criterion D, Not Significant: Under Criterion D, properties may be eligible for listing in the NRHP if they have yielded, or may be likely to yield, information important in history. Most commonly applied to archaeological sites, buildings, structures, and objects, may be eligible under Criterion D if they are the principal source of information. While the resource was built using a unique method of construction, it is not the principal source of information about this method, it also contains well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources. As such, WillametteCRA recommends the property is not significant under Criterion D.

Integrity: The National Park Service requires that historic properties maintain certain aspects of integrity to qualify for listing in the NRHP, specifically location, setting, design, materials, workmanship, feeling, and association with past uses.

Location: The Tacoma Dome remains in its original location at 2727 East D Street, Tacoma, Washington. The resource, therefore, retains integrity of location.

Setting: Since the time of its construction in 1983, the resource's setting has remained urban in character and surrounded by commercial, industrial, public utility, and warehouse buildings and bordered by Interstate 5 on the east. The resource, therefore, retains integrity of setting.

Design: Although the interior has been extensively remodeled, its roof partially resurfaced, and much of its concrete exterior is covered with fiber cement board, the resource's defining design elements which give it its Criterion C significance such as its original geodesic dome roof framing and decking and to a lesser extent its partially covered concrete block walls remain intact. The resource, therefore, retains integrity of design.

Materials: Although new cladding has been added, many of the building's original windows and doors have been replaced, and its roof has been partially resurfaced, the resource's character-defining elements remain intact. These elements are its wood-

framing and decking of its geodesic dome roof, the multi-color diamond-pattern membrane over the roof, and, to a lesser extent, its partially covered concrete block walls. Whereas the resource's windows and doors are only minor details of the overall structure and do not contribute to its significance. The resource, therefore, retains integrity of materials.

Workmanship: The resource's significant and character-defining features including its wood-framing and decking of its geodesic dome roof and, to a lesser extent, its partially covered concrete block walls remain intact. The resource, therefore, retains integrity of workmanship.

Feeling: Despite the resource retaining the character defining features of its design, materials, and workmanship, much of these features, particularly its raked concrete block walls have been covered with fiber cement board giving the resource a more contemporary feel, but one that could easily be reversed. The resource, therefore, lacks integrity of feeling. (in its present condition).

Association: The resource continues to function as a sporting and concert venue. The resource, therefore, retains integrity of association.

In summary, the building retains integrity of location, setting, design, materials, workmanship, and association, but lacks integrity of feeling. As such, the resource retains sufficient integrity to convey its Criteria A and C significance. WillametteCRA, therefore, recommends the resource as eligible for listing in the NRHP under Criteria A and C, and not eligible under Criterion B and D.

Physical description: The Tacoma Dome is a Modern style Geodesic Dome building (Figure 1). It features an overall circular plan that measures 530 feet in diameter, with a roughly L-shaped exhibition hall wing on its north side, spanning approximately 48,750 square feet (Figure 2). It has a concrete foundation and concrete block walls beneath a cupola-topped wood-frame geodesic dome roof that rises 152 feet high (Figure 3). Its exterior walls consist primarily of its raked concrete blocks divided into sections by 36 equally spaced circular concrete columns (Figure 4). The raked concrete blocks on the building's west and east sides have been clad with a combination of gray and imitation wood-grain fiber cement board (Figures 1 and 5). Additional cladding consists of a series of slightly projecting concrete spandrel panels that conceal the 3½ foot thick circular concrete beam that joins the walls to the roof (Sypher 1981; Smith 1982; NT 1995:5 & 1995:C8; Tacoma Dome 2025).

The roof design is based on the Varax system developed by Western Wood Structures Incorporated. This system involves constructing a series of triangular units, each made of arcing glue-laminated timber beams connected by steel hubs and secured at the base with a concrete tension ring (Figure 6). This substructure is covered beneath a multi-layered surface consisting of 2-by-8-inch tongue-in-groove Douglas fir decking, multiple layers of urethane insulation, fiber cement board, and a plastic fabric membrane with a multi-colored diamond pattern matching the roof's substructure (Sypher 1981; Smith 1982; NT 1995:B1 & 1995:C8; Wilma 2003; Hartman 2018; Tacoma Dome 2025).

Fenestration is limited to two locations. Located at the mid-level box-office and administration entrance pavilion on the west side is one ribbon of four fixed aluminum-sash windows and a second ribbon of six fixed aluminum-sash box-office windows that are recessed into the building's concrete block walls. Another ribbon of metal sash fixed windows circumscribes the base of the cupola. Located between the building's mid-level

windows is its recessed administration entry door, consisting of a standard-width, full-glass aluminum door with an equal-height fixed aluminum-sash sidelight.

There are several patron entrances located at the lower and upper levels of the dome, as well as on the west elevation of the exhibition hall. Each patron entrance around the dome consists of two sets of five flush steel doors. The upper-level entrances are accessible via concrete walkways or ramps, while concrete stairs and walkways reach the lower-level entrances. The recessed entrance of the exhibition hall features two ribbons of four full-glass, anodized aluminum doors. Finally, service, security, and staff entrances, as well as loading docks, are all located on the south and east sides of the building. These entrances include flush steel doors and retractable or roll-up steel doors.

A tree and shrub-lined circulation road circumscribes the north, west, and south sides of the dome, with limited parking along the west side of the dome. Additional parking is located at the north, south, and east sides of the exhibition hall. The interior was not accessible at the time of survey.

Alterations: In 1996 the roof was resurfaced, and the interior was extensively remodeled. The surface sealant of the roof was removed, and additional layers of fiber cement board and matching diamond-pattern plastic membrane were added. The interior remodel included replacement seating; mechanical, electrical, and heating upgrades, and changes to its floor plan (NT 1995:B1, 1995:C8; Clements 1995). In 2008, a 384 by 160-foot aluminum super-grid was suspended from the ceiling (Projection Lights & Staging News 2008; Hartman 2018; Tacoma Dome 2025; Figure 7). Changes to the doors, windows, and cladding occurred in 2019 (Figure 8). Most of the exterior walls were clad with fiber cement board and shallow pavilions also clad with fiber cement board were erected around some of the building's entrances. The doors to the exhibition hall and administration entrance were replaced as were the administration and box office windows.

Bibliography:

Ainscough, Margaret. 1981. Mountain Timber To Sheath Dome. Tacoma News Tribune, October 7:D-1.

City of Tacoma. 1981. Building Inspection Record for 2727 East D St. Electronic Document, https://www.govme.org/E-BLUS/ScannedDocs/InspCards/F21/000275AE.pdf, accessed July 17, 2025.

Clements, Barbara. 1995. "Tacoma Dome Sets Out To Prune $16.7 Million Wish List." Tacoma News Tribune (Tacoma, Washington), 3 April:B1.

The Columbian [Vancouver, WA]. 1984. "Tacoma Stadium Wins Design Award." 18 January:3.

Department of Archaeology and Historic Preservation [DAHP]. No date. Geodesic Dome 1960–1990. https://dahp.wa.gov/historic-preservation/historic-buildings/architectural-style-guide/geodesic-dome, accessed July 18, 2025.

Ekodome.com. 2020. The history behind Geodesic Domes. September 18. https://ekodome.com/the-history-behind-geodesic-domes, accessed July 18, 2025.

Gamache, Shawna. 2009. Architect Jim McGranahan Dies At Age 73 After A Fall. Seattle Daily Journal of Commerce. January 15. https://www.djc.com/news/co/12002122.html?id=
12002122&printmode=true, accessed July 18, 2025.

Hartman, Sierra. 2018. “A Dome Of Our Own: The Tacoma Dome Story.” Grit City Magazine. Electronic resource, https://gritcitymag.com/2018/10/a-dome-of-our-own-the-tacoma-dome-story, accessed July 18, 2025.
Merit Construction. 2020. Our History. www.meritnw.com/our-history, accessed July 18, 2025.

MacIntosh, Heather. 2000. The Kingdome: The Controversial Birth of a Seattle Icon. March 1. Historylink, Seattle, WA. https://www.historylink.org/file/2164, accessed July 18, 2025.

PCS Structural Solutions. 2013. Ray Chalker (1931–2013). https://www.pcs-structural.com/company/news/ray-chalker-1931-2013, accessed July 18, 2025.

Pierce County Assessor. 2024. Assessor-Treasurer Information Portal for Parcel 2078211001.
https://atip.piercecountywa.gov/app/v2/propertyDetail/2078211001/summary, accessed July 18, 2025.

Projection Lights & Staging News. 2008. “The Tacoma Dome – Wooden Wonder Meets A Mass Of Metal.” March 15. Electronic resource, https://plsn.com/articles/features/the-tacoma-dome-wooden-wonder-meets-a-mass-of-metal, accessed July 18, 2025.

Sailor, Craig. 2023. “Architect Who Designed Iconic Tacoma Buildings Has Died. T-Dome Was His Pride and Joy.” Tacoma News Tribune. November 9.
https://www.thenewstribune.com/news/local/article281414898.html, accessed July 18, 2025.

Smith, Dorian. 1982. “Carpenters On The Roof Of Tacoma.” Tacoma News Tribune (Tacoma, Washington), 30 May:I-5.

Stephen Antonakos Studio. 2021. Bio. Stephen Antonakos.
https://stephenantonakos.com/short-bio-02-2021, accessed August 20, 2025.

Sypher, Richard. 1980a. “Hawthorne Area Voted For Dome.” Tacoma News Tribune (Tacoma, Washington), 21 March:1.

———. 1980b. “Hawthorne Site Selected For Sports-Convention Center.” Tacoma News Tribune (Tacoma, Washington), 29 October:1.

———. 1980c. “Hawthorne Acquisition Moves Along.” Tacoma News Tribune (Tacoma, Washington), 29 December:1.

———. 1981. “Group Offers A 15-Story Dome.” Tacoma News Tribune (Tacoma, Washington), 31 March:B-7.

Tacoma Dome. 2025. Venue Story. Electronic resource,
https://www.tacomadome.org/dome-info/venue-story, accessed July 18, 2025.

Tacoma History. 2017. Neon Wars Part 2. Tacoma History. February 28.
https://tacomahistory.live/2017/02/28/neon-wars-part-2, accessed August 19, 2025.

Tacoma News Tribune [Tacoma, Washington]. 1995. “Tacoma Dome-scape.” 16 August:B1.

———. 1995. “Doing His Homework.” 7 October:C8.

Turner, Joseph. 1984. “In turnabout, voters say leave the neon.” Tacoma News Tribune (Tacoma, Washington), 7 December:1.

Western Wood Structures. 2025. Our History. https://westernwoodstructures.com/about/our-history, accessed July 18, 2025.

Wilma, David. 2003. Tacoma Dome Opens Its Doors on April 21, 1983. Historylink, Seattle, WA, January 30. https://www.historylink.org/file/5154, accessed July 18, 2025.

Historic Property Report

Historic Name: Tacoma Dome

Property ID: 733053

Inventory Details - 12/19/2025

Common name:

Date recorded: 12/19/2025

Field Recorder: Maureen McCoy

Field Site number:

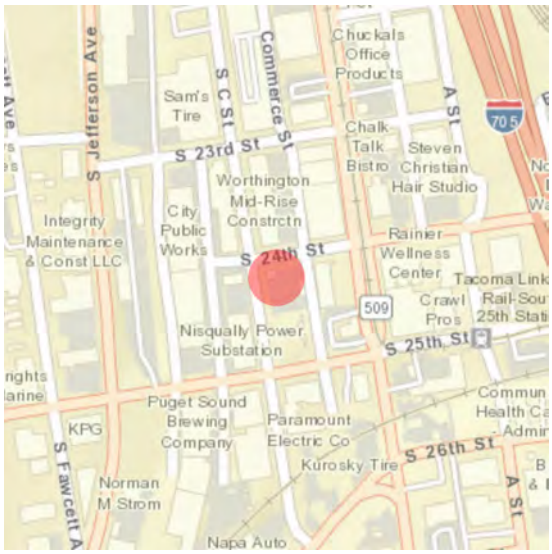
SHPO Determination

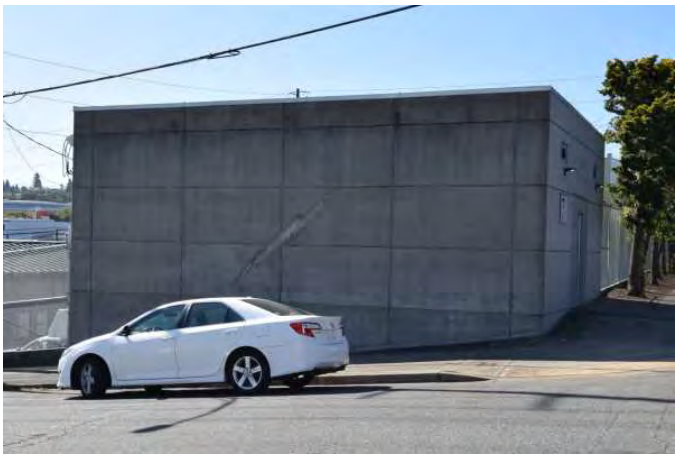
Historic Property Report

Historic Name: Nisqually Substation

Property ID: 738541

Location





Address:	2401 South C Street, Tacoma, Washington, 98402
Tax No/Parcel No:	2024050010, 2024050020, 2024050030
Plat/Block/Lot:	Section 09 Township 20 Range 03 Quarter 22: TACOMA LAND CO 1ST L 1 THRU 8 B 2405, TACOMA LD COS 1ST L 9 & 10 B 2405, TACOMA LD COS 1ST L 11 & 12 B 2405
Geographic Areas:	Pierce County, Pierce County Certified Local Government, Tacoma Certified Local Government, TACOMA SOUTH Quadrangle, T20R03E37

Information

Number of stories:

Construction Dates:

Construction Type	Year	Circa
Built Date	1951	☑
Remodel	2010	☐
Remodel	2015	☐

Historic Use:

Category	Subcategory
Industry/Processing/Extraction	Industry/Processing/Extraction - Energy Facility
Industry/Processing/Extraction	Industry/Processing/Extraction - Energy Facility

Historic Property Report

Historic Name: Nisqually Substation

Property ID: 738541

Historic Context:

Category
Architecture
Community Planning and Development
Science and Engineering

Architect/Engineer:

Category	Name or Company

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2025-12-07834, , Tacoma Dome Access Improvements Project		Determined Not Eligible	Maureen Elenga, 12/12/2025

Photos

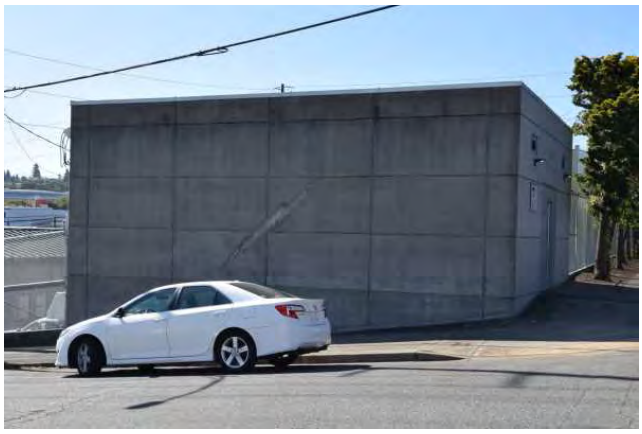


Figure 1 - N and W elevations, view SSE.JPG

Figure 10 - S and E elevations, view NW.jpg

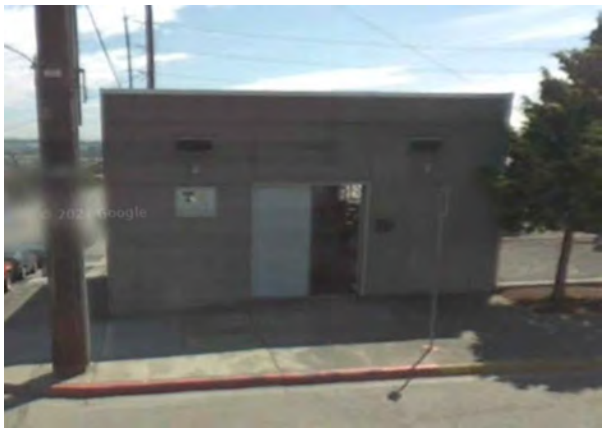


Figure 9 - W elevation, view E.jpg

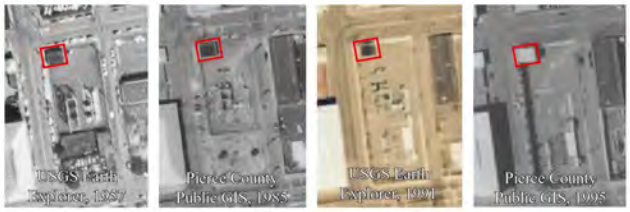


Figure 8 - 1957-1995 Aerial photos.jpg

Figure 7 - Associated electrical equipment, view NE.jpg

Figure 6 - N side of site view S.JPG

Figure 5 - E elevation, view W.jpg

Figure 4 - S elevation, view NE.jpg

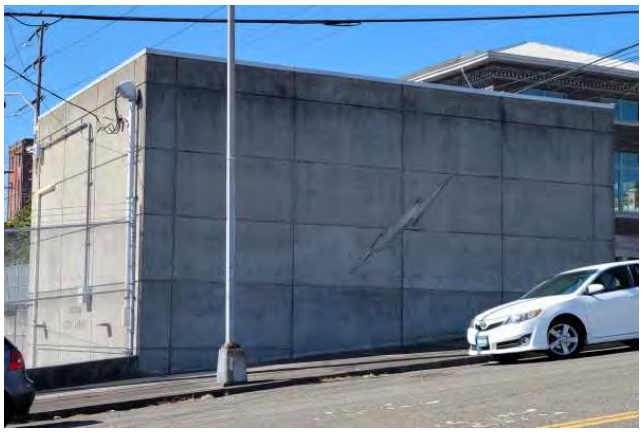


Figure 3 - N and E elevations, view SW.jpg

Figure 2 - W elevation, view east.jpg

Historic Property Report

Historic Name: Nisqually Substation Property ID: 738541

Inventory Details - 7/15/2025

Common name: Nisqually Substation

Date recorded: 7/15/2025

Field Recorder: Tom G. Heuser

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Utilitarian
Roof Type	Flat with Parapet
Cladding	Concrete - Poured
Cladding	Metal
Structural System	Masonry - Poured Concrete
Plan	Rectangle

Styles:

Period	Style Details
Modern Movement (1930-1970)	Art Moderne/Streamlined Moderne

Surveyor Opinion

Significance narrative: National Register of Historic Places

Constructed ca. 1951, the Nisqually Substation meets the minimum criteria for listing in the National Register of Historic Places (NRHP).

After World War II ended in 1945, the greater Tacoma area experienced a population and housing boom that required an expansion and upgrade of Tacoma City Light's power generation and distribution facilities. While efforts to establish new hydroelectric dams on the Cowlitz River stalled, Tacoma City Light built additional substations, transmission lines, and other facilities to distribute its existing power more efficiently and to handle extra power from outside sources (Irwin 1948:A-4 & 1949:A-3; Tacoma News Tribune [NT] 1948–1951; Wilma 2002). In June 1951, the City of Tacoma approved an ordinance to condemn four lots contained within South 24th, South 25th, South C, and Commerce Streets for the construction of the existing Nisqually Substation (NT 1951:9). The city then offered the preexisting structures for sale before beginning construction on the substation (NT 1951:C-8). The Cowlitz River dams (Mayfield and Mossyrock) were completed in 1963 and 1968, respectively (Wilma 2002). Tacoma City Light (now Tacoma Power, a division of Tacoma Public Utilities) has operated and modified the Nisqually Substation under city ownership since its initial construction in 1951 (Pierce County

Assessor 2025).

Criterion A, Significant: Under Criterion A, properties can be determined eligible for listing in the NRHP if they are associated with events that have made a significant contribution to the broad patterns of our history. The resource is associated with the post-war development of the greater Tacoma area. As such, WillametteCRA recommends the resource is significant under Criterion A at the local level in the areas of science and engineering and community planning and development with a period of significance beginning with its construction ca. 1951 and ending in 1968, the year Tacoma City Light completed the Mossyrock Dam marking the end of the Tacoma area's post-war power development plan.

Criterion B, Not Significant: Under Criterion B, properties can be determined eligible for listing in the NRHP if they are associated with the lives of persons significant in our past (i.e., persons whose activities are demonstrably important within a local, state, or national context). Initial research did not identify any association with persons sufficiently important within a local, state, or national context to meet the threshold for NRHP significance. As such, WillametteCRA recommends the property is not significant under Criterion B.

Criterion C, Not Significant: Under Criterion C, properties can be determined eligible for listing in the NRHP if they embody the distinctive characteristics of a type, period, or method of construction, or represent the works of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., are part of a district). Initial background research did not identify a builder or designer. The resource is a late example of a Streamline Moderne style utilitarian type of building; however, because of alterations to its doors and windows, it does not sufficiently embody the distinctive characteristics of its style and type, does not possess high artistic values, and does not represent a significant and distinguishable entity. As such, WillametteCRA recommends the property is not significant under Criterion C.

Criterion D, Not Significant: Under Criterion D, properties may be eligible for listing in the NRHP if they have yielded, or may be likely to yield, information important in history. Most commonly applied to archaeological sites, buildings, structures, and objects may be eligible under Criterion D if they are the principal source of information. The resource was built using common construction methods and contains well-known materials and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources. As such, WillametteCRA recommends the property is not significant under Criterion D.

Integrity: The National Park Service requires that historic properties maintain certain aspects of integrity to qualify for listing in the NRHP, specifically location, setting, design, materials, workmanship, feeling, and association with past uses.

Location: The Nisqually Substation remains in its original location at 2401 South C Street in Tacoma, Washington. The resource, therefore, retains integrity of location.

Setting: Since the time of its construction ca. 1951, the resource's setting has remained urban in character and surrounded by commercial, industrial, public utility, and warehouse buildings. The resource, therefore, retains integrity of setting.

Design: While the resource retains its original plan and cladding with scoring and debossed graphics, its original windows and one set of its original double doors have been replaced with a single door surrounded by in-fill paneling. The resource, therefore, lacks integrity of design.

Materials: While the resource retains its original concrete cladding and one set of its original double doors at the lower level, its windows and the original double doors at the upper level have been replaced. The resource, therefore, lacks integrity of materials.

Workmanship: While the resource's original workmanship in concrete is intact, its workmanship in steel windows and one of its original double doors is lost. The resource, therefore, lacks integrity of workmanship.

Feeling: The replacement of the resource's upper-level double doors with a single door surrounded by corrugated metal clad in-fill paneling and its original multi-light, steel-sash, awning type windows with vinyl-sash windows gives the resource a more contemporary appearance. The resource, therefore, lacks integrity of feeling.

Association: The resource retains its original use as a component of the Nisqually Substation operated by the same entity but under its current name of Tacoma Power, established in 1998 (Wilma 2002). The resource, therefore, retains integrity of association.

In summary, the building retains integrity of location, setting, and association, but lacks integrity of design, materials, workmanship, and feeling. As such, the resource lacks sufficient integrity to convey its Criterion A significance. WillametteCRA, therefore, recommends the resource as not eligible for listing in the NRHP under Criteria A, B, C and D.

Physical description:

The resource at 2401 South C Street, Tacoma, Washington, is a late Streamline Moderne and utilitarian type building. It has a rectangular plan that measures approximately 30 by 36 feet, a concrete foundation, and reinforced concrete walls that rise two stories to a flat roof with a low parapet (NT 1951:15). Its exterior walls consist of its exposed reinforced concrete frame scored in a simple grid pattern with a lightning bolt debossed onto the north elevation (Figures 1–3). The roof sheathing could not be determined at the time of survey. Fenestration consists of two single-hung, vinyl-sash windows of indiscernible operation (Figure 4). These windows feature two outer sashes with false, six-light muntin grids over an inner sash with false, twelve-light muntin grids. The resource has two entrances. One entrance is on the first floor of the building's east elevation and consists of dual-paneled double doors (Figure 5). The second entrance is on the second floor of the building's west elevation and opens onto South C Street, which is approximately 10 feet above the grade of the property (Figure 2). It consists of a standard-width flush steel door surrounded by corrugated metal-clad infill paneling. The words "Tacoma City Light" are debossed above each entrance. The interior was not accessible at the time of survey.

The resource is a part of a three-parcel property contained within South 24th, South 25th, Commerce, and South C Streets that is owned and operated by Tacoma Power. The resource is located at the northwest corner of this property on parcel 2024050010. A one-story, split-face concrete block communications building that dates to 1998 is located approximately 65 feet southeast of the resource on the same parcel (City of Tacoma 1998; Figure 6). Located on the south half of the property and overlapping all three parcels is an array of high-voltage electrical equipment that dates to ca. 1990 (Figure 8).

Alterations: The original entry doors on the west elevation were most recently replaced ca. 2010 (Figure 9). The original steel-sash awning-type windows on the south elevation were replaced with vinyl-sash windows ca. 2015 (Figure 10).

Bibliography:

City of Tacoma. 1998. Building Inspection Record for 2422 Commerce Street. https://www.govme.org/E-BLUS/ScannedDocs/InspCards/F09/0001008A.pdf, accessed July 17, 2025.

Irwin, Lee. 1948. Tacoma's Cheap Power Is Key To Future Industrial Growth. Tacoma News Tribune Development Review, February 17:A-4.

———. 1949. Chart Shows Need For More Power. Tacoma News Tribune Development Review, February 15:A-3.

Pierce County Assessor. 2025. Assessor-Treasurer Information Portal for Parcel 2024050010. https://atip.piercecountywa.gov/app/v2/propertyDetail/2024050010/summary, accessed July 17, 2025.

Tacoma News Tribune [Tacoma, Washington]. 1948. "New Power Peak Is Reached in Tacoma." 18 November:1.

———. 1950. "City Light To Spend Millions." 14 March:1.

———. 1950. "Transformer Bids." 16 March:32.

———. 1950. "City Lets Contracts." 13 July:16.

———. 1950. "City Power Use Leaps." 10 August:26.

———. 1951. "New Fish Lock Process For City." 8 June:9.

———. 1951. "City Project Bids Opened By Board." 29 August:15.

———. 1951. "Buildings, Sell And Remove." [classified ad]. 14 September:D-8.

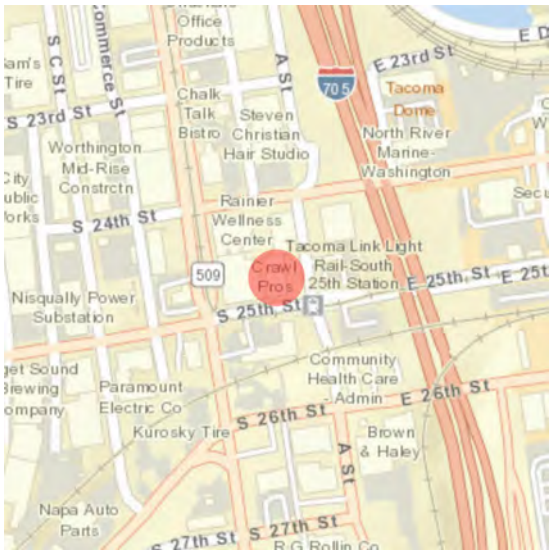
Wilma, David. 2002. "Tacoma Public Utilities." HistoryLink, Seattle, WA, 16 December. https://www.historylink.org/File/5025, accessed July 17, 2025.

Historic Property Report

Historic Name: Medosweet Dairies Garage

Property ID: 738542

Location



Address: 109 S 25th St, Tacoma, Washington, 98402

Geographic Areas: Pierce County, Pierce County Certified Local Government, Tacoma Certified Local Government, TACOMA SOUTH Quadrangle, T20R03E37

Information

Number of stories:

Construction Dates:

Construction Type	Year	Circa
Built Date	1937	☐
Remodel	1961	☐

Historic Use:

Category	Subcategory
Agriculture/Subsistence	Agriculture/Subsistence - Processing
Agriculture/Subsistence	Agriculture/Subsistence - Processing

Historic Context:

Category
Agriculture
Industry/Manufacturing

Architect/Engineer:

Category	Name or Company
Builder	Ketner Brothers

Historic Property Report

Historic Name: Medosweet Dairies Garage Property ID: 738542

Thematics:

Local Registers and Districts

Name	Date Listed	Notes

Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2025-12-07834, , Tacoma Dome Access Improvements Project		Determined Not Eligible	Maureen Elenga, 12/12/2025

Photos

Figure 01_DSC_0228.JPG

Figure 06_2008 Google Maps.jpg

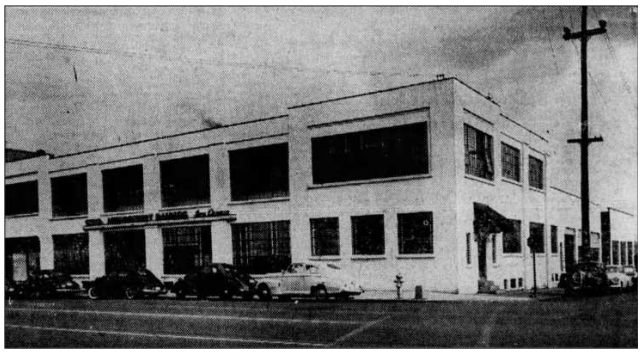


Figure 05.jpg

Figure 04_DSC_0208.JPG

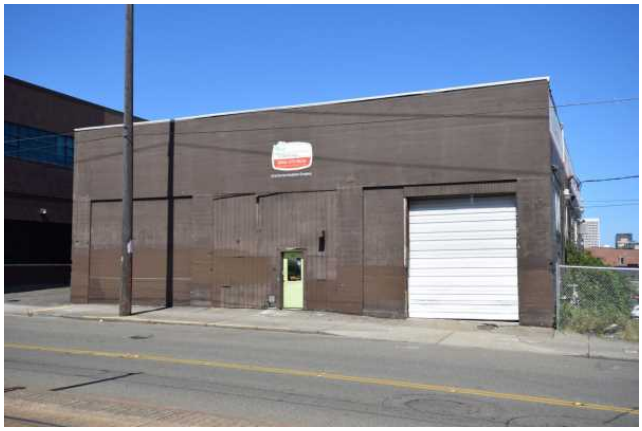


Figure 03_DSC_0232.JPG

Figure 02_DSC_0205.JPG

Historic Property Report

Historic Name: Medosweet Dairies Garage Property ID: 738542

Inventory Details - 7/28/2025

Common name: Crawl Space Cleaning Pros

Date recorded: 7/28/2025

Field Recorder: Adam Alsobrook

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Commercial - One-Part Block
Roof Type	Flat with Parapet
Roof Material	Asphalt/Composition - Built Up
Cladding	Concrete - Poured
Structural System	Masonry - Poured Concrete
Plan	Rectangle

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Significance narrative:

In March 1928, the Royal Dairy and Ice Cream Company and the Producers' Dairy, both of Tacoma, merged to create Medosweet Dairies, Incorporated (Tacoma News Tribune [NT] 1928a, 1928b). Medosweet Dairies took over the Royal Dairy ice cream factory and milk processing plant at the northeast corner of Pacific Avenue and South 25th Street. Completed in 1927 for the Royal Dairy, this two-story, reinforced concrete frame building became the Medosweet Dairies headquarters, processing plant, and distribution center, complete with on-site testing laboratory and modern pasteurization equipment (Tacoma Daily Ledger [TDL] 1926; NT 1928a). At the time of the merger, the combined companies bought over 116,000 gallons of fluid milk and 3,900 gallons of cream per month from regional dairy farmers (NT 1928a). In addition to pasteurized fluid milk, the Medosweet Dairies plant also produced cottage cheese, ice cream, and a novelty chocolate-covered ice cream product called "pie." These products were distributed through local grocery stores and delivered door-to-door by the company's fleet of trucks (NT 1928c, 1928d).

On February 19, 1937, the City of Tacoma issued building permit 14827 to Medosweet Dairies to construct a garage building on a lot across the alley to the east of the existing Medosweet Dairies plant located at 109 South 25th Street. Ketner Brothers of Tacoma was the general contractor (City of Tacoma 1937). Construction of the $20,000 (approximately $446,500 in 2025 US dollars) reinforced concrete building was underway by mid-March 1937 and reported as half-complete in early June 1937 (TDL 1937a, 1937b,

1937c, 1937d). Construction was completed by mid-August 1937 (City of Tacoma 1937). The company's delivery trucks were stored and repaired at the garage, though the vehicles were apparently refueled elsewhere (Sanborn Map Company 1950).

By 1959, Medosweet Dairies operated seven dairy processing plants in Everett, Seattle, Tacoma, and Wenatchee. That year, the company merged with Foremost Dairies, a large San Francisco-based dairy products company which operated across the United States and in several foreign countries (NT 1959). In 1961, construction of the Seattle-Tacoma Freeway (now known as Interstate 5) destroyed the Medosweet Dairies carton milk plant at 1802 East 27th Street in Tacoma. In order to absorb the operations of the plant displaced by the freeway, Medosweet/Foremost expanded the existing Medosweet Dairies processing plant and garage facilities at the northeast corner of Pacific Avenue and South 25th Street. The expansion of the existing Medosweet Dairies plant included the addition of a new cold storage room and a large loading dock. This work also apparently included a roof over the loading dock that connected the milk processing plant building at 2413 Pacific Avenue and the garage building at 109 South 25th Street (NT 1960, 1961).

Medosweet/Foremost continued dairy operations at the plant and garage until the company sold the buildings in late 1979, and the company ceased all dairy operations in Washington State in early 1982 (NT 1979, 1982). In 1989, the former Medosweet/Foremost garage at 109 South 25th Street became home to Powder Coating Systems and Sand Blasting (Fysh 1989; Google Maps 2014).This company occupied the building until about late 2014 or early 2015, when the current occupant, Crawl Space Cleaning Pros, moved into the building (Google Maps 2014, 2015).

National Register of Historic Places
Built in 1937, the Medosweet Dairies Garage at 109 South 25th Street, Tacoma, Pierce County, Washington meets the minimum criteria for listing in the National Register of Historic Places (NRHP).

Criterion A, Significant: Under Criterion A, properties can be determined eligible for listing in the NRHP if they are associated with events that have made a significant contribution to the broad patterns of our history. Based upon an evaluation of the Medosweet Dairies Garage within its historic context, the building has a sufficiently strong association with the Medosweet Dairies and the history of dairy industries in Tacoma to qualify as significant under Criterion A. As such, WillametteCRA recommends the building as significant under Criterion A.

Criterion B, Not Significant: Under Criterion B, properties can be determined eligible for listing in the NRHP if they are associated with the lives of persons significant in our past (i.e., persons whose activities are demonstrably important within a local, state, or national context). Initial research did not identify any individuals important within a local, state, or national context to meet the threshold for NRHP significance. As such, WillametteCRA recommends the Medosweet Dairies Garage as not significant under Criterion B.

Criterion C, Not Significant: Under Criterion C, properties can be determined eligible for listing in the NRHP if they embody the distinctive characteristics of a type, period, or method of construction, or represent the works of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction (i.e., are part of a district). The Medosweet Dairies Garage is a

utilitarian building that does not represent a distinguishable type, period, or method of construction, does not possess high artistic values, and does not represent a significant and distinguishable entity. As such, WillametteCRA recommends the Medosweet Dairies Garage as not significant under Criterion C.

Criterion D, Not Significant: Under Criterion D, properties may be eligible for listing in the NRHP if they have yielded, or may be likely to yield, information important in history. According to the National Park Service, to be eligible under Criterion D, the building must have, or have had, information to contribute to our understanding of human history and that information must be considered "important." Most commonly applied to archaeological sites (which the Medosweet Dairies Garage is not), buildings, structures, and objects may be eligible under Criterion D if they are the principal source of information. The Medosweet Dairies Garage was built using common construction methods, contains well-known materials, and is unlikely to answer important research questions or yield information about human history that can only be answered by the actual physical material, design, construction methods, or interrelation of these resources. As such, WillametteCRA recommends the Medosweet Dairies Garage as not significant under Criterion D.

Integrity: The National Park Service requires that historic properties maintain certain aspects of integrity to qualify for listing in the NRHP, specifically location, setting, design, materials, workmanship, feeling, and association with past uses.

Location: The Medosweet Dairies Garage remains in its original location and therefore has integrity of location.

Setting: The building is still located in a neighborhood that features a mixture of commercial, light industrial, and multi-family residential buildings set amid busy surface streets, nearby highways, and rail transportation corridors. Since this setting has changed relatively little since the Medosweet Dairies Garage was originally constructed, the building retains integrity of setting.

Materials: The original, exposed, reinforced concrete exterior walls remain intact, but the original doors, windows, and other exterior finishes are no longer extant. Therefore, the building no longer has integrity of materials.

Design: The building footprint is relatively intact, as is the overall building height. However, the building no longer has integrity of design due to the loss of the original doors, windows, and extensive alteration of other exterior features.

Workmanship: Even though the board-formed reinforced concrete exterior walls have been painted, they are still able to convey their sense of workmanship. However, the building no longer has integrity of workmanship due to the loss of the original doors, windows, and other exterior features.

Feeling: The large roll-up garage doors on the west and south elevations suggest the building's previous use as a dairy truck storage and repair facility. However, the extensive alterations to the building over the past few decades, such as infilling large door and window openings and installing residential-scale vinyl window units, completely obscure the original use of the building to such an extent that it no longer has integrity of feeling.

Association: The Medosweet Dairies Garage served as a dairy truck storage and repair

facility from 1937 until the 1970s. The building is no longer used for those purposes, and the building has not been associated with the dairy industry for almost 50 years. Therefore, the building no longer has integrity of association.

In summary, the Medosweet Dairies Garage retains integrity of location and setting, but has lost integrity of materials, design, workmanship, feeling, and association. WillametteCRA recommends that the building is significant under Criterion A, however, the building no longer possesses sufficient integrity to convey its significance under this NRHP criterion. As such, WillametteCRA recommends the Medosweet Dairies Garage as not eligible for listing in the NRHP under Criteria A, B, C, or D.

Physical description: The Medosweet Dairies Garage at 109 South 25th Street, Tacoma, Pierce County, Washington, was completed in August 1937 (City of Tacoma 1937). The building is situated on a 0.432-acre, L-shaped tax parcel located midblock between Pacific Avenue and A Street and which spans the full block between South 24th Street and South 25th Street. The rectangular building footprint measures 65 feet by 134 feet, with the long axis of the building orientated roughly north-south. The reinforced concrete walls of the building rise approximately 25 feet above the grade level of the sidewalk along South 25th Street. The building is capped with a low-slope roof that is pitched down to the north side of the building for drainage. The roof surface was most likely originally built-up tar and gravel or rolled asphalt sheet roofing, but the roof now appears to be capped with thermoplastic polyolefin synthetic rubber sheet roofing material. There were originally six wire glass skylights mounted in the roof, but the two most northerly and two most southerly skylights have been covered by roofing material.

The south (primary) building elevation features three large, infilled openings, which each measure approximately 18 feet wide by 16 feet tall. The westernmost opening is completely infilled with a combination of brick and concrete masonry unit (CMU) masonry. The central opening is infilled with wood framing clad with painted T1-11 plywood siding. The easternmost opening is partially infilled with CMU masonry and also features a new roll-up garage door approximately 14 feet wide by 16 feet tall. The reinforced concrete walls surrounding the openings are painted dark brown.

The reinforced concrete walls of the east building elevation are painted dark brown. About the top six feet of the wall is painted white, creating a signboard advertising the current business occupant, with a narrow orange horizontal stripe separating the white painted wall surface from the dark brown painted wall surface below. The east building elevation has seven equally spaced window openings approximately 6 feet tall by 12 feet wide. The two most northerly window openings have been infilled with CMU masonry, and the five remaining windows have vinyl windows with a combination of horizontal slider and fixed sashes. A painted metal slab pedestrian door is situated in the wall immediately below the southernmost window opening.

The reinforced concrete walls of the north building elevation are painted light gray. At the time of survey, views of most of the north elevation were blocked by fences, parked vehicles, and vegetation. However, a large shed roof extending from the north elevation is slightly visible from the public right-of-way, along with some wall mounted machinery toward the west end of the north elevation, which may be the remnants of dust collection equipment installed when the powder coating and sandblasting business occupied the building between ca. 1989 and 2014.

The reinforced concrete walls of the west building elevation are painted dark brown and cream. A painted metal slab pedestrian door is located toward the north end of the west

elevation, and this entry is protected with a painted metal canopy. There are several large, infilled openings situated within the center of this elevation. The northernmost of these openings measures approximately 24 feet wide by 16 feet tall and mostly infilled with painted brick masonry. A large painted wood overhead garage door, approximately 12 feet wide by 16 feet tall, is roughly in the middle of this infilled opening. A former pedestrian door opening to the south of the garage door has been plugged with painted plywood. Another opening to the south of the former pedestrian door measures approximately 16 feet wide by 16 feet tall and is infilled with painted brick masonry. A former window opening within the brick masonry has been infilled with painted CMU masonry. Finally, a former window opening measuring approximately 6 feet tall by 12 feet wide within the painted reinforced concrete wall at the south end of the west elevation has been infilled with painted CMU masonry.

Alterations:
Even though clear and legible historic photographs of the Medosweet Dairies Garage were not located during the course of research, based on observations during the survey field work, the building has been extensively altered since its original construction in 1937. Other than the reinforced concrete exterior walls, none of the existing fenestration, doors, or other exterior details survive from the building's original construction. Additionally, the Medosweet Dairies Garage was once connected to the adjacent building to the west, the former Medosweet/Foremost Dairies plant building at the northeast corner of Pacific Avenue and South 25th Street. This connection was removed between July 2008 and August 2012, which is the period of time that the former Medosweet/Foremost Dairies plant building was rehabilitated and converted to office space (Google Maps 2008, 2012).

Bibliography:

City of Tacoma. 1937. Inspection Record for 109 South 25th Street. Electronic Document. https://www.govme.org/E-BLUS/ScannedDocs/InspCards/F18/00022665.pdf, accessed July 28, 2025.

Fysh, Graham. 1989. "Traffic won't move so business does", News Tribune (Tacoma, WA), 22 July:25.

Google Maps. 2008. 109 South 25th Street, Tacoma, Washington. Electronic Document. https://maps.app.goo.gl/yLjVy9SStBBSuhMP8, accessed July 28, 2025.

_____. 2012. 109 South 25th Street, Tacoma, Washington. Electronic Document. https://maps.app.goo.gl/koVAfAoRNZsUGnSHA, accessed July 28, 2025.

_____. 2014. 109 South 25th Street, Tacoma, Washington. Electronic Document. https://maps.app.goo.gl/ErZRuKAsHfqiHpuHA, accessed July 28, 2025.

_____. 2015. 109 South 25th Street, Tacoma, Washington. Electronic Document. https://maps.app.goo.gl/oESfueBVuAu7Ci4U9, accessed July 28, 2025.

National Environmental Title Research (NETR). 1955. Historic aerial photograph for 109 South 25th Street, Tacoma, Washington. Electronic Document. https://historicaerials.com/viewer, accessed July 28, 2025.

_____. 1968. Historic aerial photograph for 109 South 25th Street, Tacoma, Washington. Electronic Document. https://historicaerials.com/viewer, accessed July 28, 2025.

_____. 2009. Historic aerial photograph for 109 South 25th Street, Tacoma, Washington.

Electronic Document. https://historicaerials.com/viewer, accessed July 28, 2025.

_____. 2011. Historic aerial photograph for 109 South 25th Street, Tacoma, Washington. Electronic Document. https://historicaerials.com/viewer, accessed July 28, 2025.

Sanborn Map Company. 1950. "Sanborn Fire Insurance Map from Tacoma, Pierce County, Washington, Volume 2, Sheet 179." Electronic Document. https://www.loc.gov/resource/g4284tm.g4284tm_g09345195002/?sp=66&st=image, accessed July 28, 2025.

Tacoma Daily Ledger (Tacoma, WA). 1926. "Ice Cream Co. to Build Anew." 3 October:13.

_____. 1937a. "Dairy to Construct Structure: Medosweet Will Build $20,000 Garage at 109 South 25th." 21 February:19.

_____. 1937b. "Industrial Building." 21 March:24.

_____. 1937c. "Extensive Projects Underway: Foundation." 28 March:46.

_____. 1937d. "Two Big Jobs Half Finished." 6 June:24.

Tacoma News Tribune (Tacoma, WA). 1928a. "Tacoma Dairies Announce Merger." 21 March:9.

_____. 1928b. "Incorporations Filed." 30 April:16.

_____. 1928c. "Tacoma's New Sanitary Milk Plant Employs 50 People." 4 June:5.

_____. 1928d. "Advertisement: Medosweet Pasteurized Milk Wins First Place!" 26 June:10.

_____. 1959. "Two Dairy Plants Merge." 7 March:2.

_____. 1960. "Freeway Will Enable Medosweet to Expand." 13 November:19.

_____. 1961a. "Medosweet Building New Cold Room." 26 April:58.

_____. 1961b. "Advertisement: Tacoma Businesses and Industries…Go First Class With Natural Gas." 1 September:15.

_____. 1979. "Foremost Dairies building sold." 9 November:9.

_____. 1982. "Foremost state dairies closing." 11 February:9.

APPENDIX C

Agency and Tribal Coordination

From: Stevenson, Alex
Sent: Wednesday, December 10, 2025 3:15 PM
To: 'Rhonda Foster' <rfoster@squaxin.us>
Cc: Shaun Dinubilo <sdinubilo@squaxin.us>; Hayes, Dezerae <Dezerae.Hayes@soundtransit.org>
Subject: RE: Sound Transit Tacoma Dome Access Improvement Project - Cultural resources documentation

Thank you Ms. Foster, we are consulting with the Puyallup Tribe on this project as well.

I hope you have a great week!

Alex E. Stevenson
Manager - Cultural Resources
Sound Transit
Mobile: 206-419-5315

Pronouns: He/Him/His

Connect with us
facebook.com/SoundTransit
twitter.com/SoundTransit

From: Rhonda Foster <rfoster@squaxin.us>
Sent: Wednesday, December 10, 2025 3:09 PM
To: Stevenson, Alex <alex.stevenson@soundtransit.org>

Cc: Rhonda Foster <rfoster@squaxin.us>; Shaun Dinubilo <sdinubilo@squaxin.us>
Subject: Re: Sound Transit Tacoma Dome Access Improvement Project - Cultural resources documentation

Thank you for contacting the Squaxin Island Tribe Cultural Resources Department regarding the above listed project for our review and comment. Although the project is within our treaty and traditional area, we recommend you consult with the Puyallup Tribe regarding cultural resource concerns for this project.

Thank you

Rhonda Foster

CR Director, THPO

CR Department

Squaxin Island Tribe

200 S.E. Billy Frank Jr. Way

Shelton, WA 98584

D 360-432-3850

rfoster@squaxin.us

Email is my preferred method of communication

As per 43 CFR 7.18([a][1]) of the Archaeological Resource Protection Act, Section 304 of the National Historic Preservation Act, and RCW 42.56.300 of the Washington State Public Records Act-Archaeological Sites: all information concerning the location, character, and ownership of any cultural resource must be withheld from public disclosure.

From: Stevenson, Alex <alex.stevenson@soundtransit.org>
Sent: Wednesday, December 10, 2025 3:07 PM
To: Kris Peters <kpeters@squaxin.us>
Cc: Shaun Dinubilo <sdinubilo@squaxin.us>; Rhonda Foster <rfoster@squaxin.us>; Hayes, Dezerae <Dezerae.Hayes@soundtransit.org>; Green, Erin <erin.green@soundtransit.org>; Borbe, Elma <elma.borbe@soundtransit.org>; Wiatr, Diane <diane.wiatr@soundtransit.org>; dennis.wardlaw@dahp.wa.gov <dennis.wardlaw@dahp.wa.gov>; Elenga, Maureen (DAHP) <maureen.elenga@dahp.wa.gov>
Subject: Sound Transit Tacoma Dome Access Improvement Project - Cultural resources documentation

Dear Chair Peters -

I am sending this on behalf of Sound Transit's Director of Tribal Relations, Dezerae Hayes (cc'd here).

Sound Transit is proposing the Tacoma Dome Access Improvement project, a suite of small projects in the vicinity of the Tacoma Dome Station. Attached is our consultation letter for your Tribe. Attachments referenced in the letter can be found at Tacoma Dome Access Improvements

Sound Transit anticipates publishing the SEPA documentation for this project in January of 2026.

If you have any questions or concerns please let me or Dezerae Hayes know.

Alex E. Stevenson
Manager - Cultural Resources
Sound Transit
Mobile: 206-419-5315

Pronouns: He/Him/His

Connect with us
facebook.com/SoundTransit
twitter.com/SoundTransit

From:	Stevenson, Alex
To:	Sterud, Bill
Cc:	Brandon.Reynon; Shong, Mike; Hayes, Dezerae; Green, Erin; Borbe, Elma; Wiatr, Diane; dennis.wardlaw@dahp.wa.gov; Elenga, Maureen (DAHP)
Subject:	Sound Transit Tacoma Dome Access Improvement Project - Cultural resources documentation
Date:	Wednesday, December 10, 2025 3:06:55 PM
Attachments:	image001.png

Dear Chair Sterud -

I am sending this on behalf of Sound Transit's Director of Tribal Relations, Dezerae Hayes (cc'd here).

Sound Transit is proposing the Tacoma Dome Access Improvement project, a suite of small projects in the vicinity of the Tacoma Dome Station. Attached is our consultation letter for your Tribe. Attachments referenced in the letter can be found at Tacoma Dome Access Improvements

Sound Transit anticipates publishing the SEPA documentation for this project in January of 2026.

If you have any questions or concerns please let me or Dezerae Hayes know.

Alex E. Stevenson
Manager - Cultural Resources
Sound Transit
Mobile: 206-419-5315

Pronouns: He/Him/His

Connect with us
facebook.com/SoundTransit
twitter.com/SoundTransit

From:	Stevenson, Alex
To:	ken.choke@nisqually-nsn.gov
Cc:	Beach, Brad; Annette Bullchild; Hayes, Dezerae; Green, Erin; Borbe, Elma; Wiatr, Diane; dennis.wardlaw@dahp.wa.gov; Elenga, Maureen (DAHP)
Subject:	Sound Transit Tacoma Dome Access Improvement Project - Cultural resources documentation
Date:	Wednesday, December 10, 2025 3:07:00 PM
Attachments:	image001.png

Dear Chair Choke -

I am sending this on behalf of Sound Transit's Director of Tribal Relations, Dezerae Hayes (cc'd here).

Sound Transit is proposing the Tacoma Dome Access Improvement project, a suite of small projects in the vicinity of the Tacoma Dome Station. Attached is our consultation letter for your Tribe. Attachments referenced in the letter can be found at Tacoma Dome Access Improvements

Sound Transit anticipates publishing the SEPA documentation for this project in January of 2026.

If you have any questions or concerns please let me or Dezerae Hayes know.

Alex E. Stevenson
Manager - Cultural Resources
Sound Transit
Mobile: 206-419-5315

Pronouns: He/Him/His

Connect with us
facebook.com/SoundTransit
twitter.com/SoundTransit

From:	Stevenson, Alex
To:	McKnight, Reuben
Cc:	Green, Erin; Borbe, Elma; Schreck, Jennifer; Wiatr, Diane; Wardlaw, Dennis (DAHP); Elenga, Maureen (DAHP)
Subject:	Sound Transit Tacoma Dome Access Improvements Project - comments requested
Date:	Wednesday, December 10, 2025 10:22:32 AM
Attachments:	image001.png

Dear Reuben –

Sound Transit is proposing the Tacoma Dome Access Improvement project, a suite of small projects in the vicinity of the Tacoma Dome Station. Attached is our consultation letter for your Tribe. Attachments referenced in the letter can be found at Tacoma Dome Access Improvements

This information is being transmitted ahead of the anticipated distribution of a SEPA DNS for your review and comment.

If you have any questions or concerns please let me know.

Alex

Alex E. Stevenson
Manager - Cultural Resources
Sound Transit
Mobile: 206-419-5315

Pronouns: He/Him/His

Connect with us
facebook.com/SoundTransit
twitter.com/SoundTransit

From:	Stevenson, Alex
To:	kpeters@squaxin.us
Cc:	Shaun Dinubilo; Rhonda Foster; Hayes, Dezerae; Green, Erin; Borbe, Elma; Wiatr, Diane; dennis.wardlaw@dahp.wa.gov; Elenga, Maureen (DAHP)
Subject:	Sound Transit Tacoma Dome Access Improvement Project - Cultural resources documentation
Date:	Wednesday, December 10, 2025 3:07:10 PM
Attachments:	image001.png

Dear Chair Peters -

I am sending this on behalf of Sound Transit's Director of Tribal Relations, Dezerae Hayes (cc'd here).

Sound Transit is proposing the Tacoma Dome Access Improvement project, a suite of small projects in the vicinity of the Tacoma Dome Station. Attached is our consultation letter for your Tribe. Attachments referenced in the letter can be found at Tacoma Dome Access Improvements

Sound Transit anticipates publishing the SEPA documentation for this project in January of 2026.

If you have any questions or concerns please let me or Dezerae Hayes know.

Alex E. Stevenson
Manager - Cultural Resources
Sound Transit
Mobile: 206-419-5315

Pronouns: He/Him/His

Connect with us
facebook.com/SoundTransit
twitter.com/SoundTransit

From:	Stevenson, Alex
To:	Lewis, Gerald
Cc:	Barney, Casey; Ferri, Rose; Hayes, Dezerae; Green, Erin; Borbe, Elma; Wiatr, Diane; dennis.wardlaw@dahp.wa.gov; Elenga, Maureen (DAHP)
Subject:	Sound Transit Tacoma Dome Access Improvement Project - Cultural resources documentation
Date:	Wednesday, December 10, 2025 3:07:13 PM
Attachments:	image001.png

Dear Chair Lewis -

I am sending this on behalf of Sound Transit's Director of Tribal Relations, Dezerae Hayes (cc'd here).

Sound Transit is proposing the Tacoma Dome Access Improvement project, a suite of small projects in the vicinity of the Tacoma Dome Station. Attached is our consultation letter for your Tribe. Attachments referenced in the letter can be found at Tacoma Dome Access Improvements

Sound Transit anticipates publishing the SEPA documentation for this project in January of 2026.

If you have any questions or concerns please let me or Dezerae Hayes know.

Alex E. Stevenson
Manager - Cultural Resources
Sound Transit
Mobile: 206-419-5315

Pronouns: He/Him/His

Connect with us
facebook.com/SoundTransit
twitter.com/SoundTransit

From:	Stevenson, Alex
To:	Elkins, Jaison
Cc:	Laura Murphy; Hayes, Dezerae; Green, Erin; Borbe, Elma; Wiatr, Diane; dennis.wardlaw@dahp.wa.gov; Elenga, Maureen (DAHP)
Subject:	Sound Transit Tacoma Dome Access Improvement Project - Cultural resources documentation
Date:	Wednesday, December 10, 2025 3:07:02 PM
Attachments:	image001.png

Dear Chair Elkins -

I am sending this on behalf of Sound Transit's Director of Tribal Relations, Dezerae Hayes (cc'd here).

Sound Transit is proposing the Tacoma Dome Access Improvement project, a suite of small projects in the vicinity of the Tacoma Dome Station. Attached is our consultation letter for your Tribe. Attachments referenced in the letter can be found at Tacoma Dome Access Improvements

Sound Transit anticipates publishing the SEPA documentation for this project in January of 2026.

If you have any questions or concerns please let me or Dezerae Hayes know.

Alex E. Stevenson
Manager - Cultural Resources
Sound Transit
Mobile: 206-419-5315

Pronouns: He/Him/His

Connect with us
facebook.com/SoundTransit
twitter.com/SoundTransit

From:	Stevenson, Alex
To:	Brooks, Allyson
Cc:	Wardlaw, Dennis (DAHP); Elenga, Maureen (DAHP); Green, Erin; Borbe, Elma; Wiatr, Diane; Schreck, Jennifer
Subject:	Sound Transit Tacoma Dome Access Improvements Project (DAHP #2025-12-07834)
Date:	Wednesday, December 10, 2025 10:15:42 AM
Attachments:	TDAI CR Letter - DAHP.pdf image001.png

Dear Dr. Brooks -

Sound Transit is proposing the Tacoma Dome Access Improvement project, a suite of small projects in the vicinity of the Tacoma Dome Station. Attached is our consultation letter for your Tribe. Attachments referenced in the letter can be found at Tacoma Dome Access Improvements

Project HPIs, CRA and MIDP have been uploaded to WISAARD and submitted formally for your review there.

If you have any questions or concerns please let me know.

Alex

Alex E. Stevenson
Manager - Cultural Resources
Sound Transit
Mobile: 206-419-5315

Pronouns: He/Him/His

Connect with us
facebook.com/SoundTransit
twitter.com/SoundTransit

From: Elenga, Maureen (DAHP) <Maureen.Elenga@dahp.wa.gov>
Sent: Monday, December 15, 2025 9:41 AM
To: Stevenson, Alex <alex.stevenson@soundtransit.org>
Subject: RE: Sound Transit Tacoma Dome Access Improvements Project (DAHP #2025-12-07834)

Hi Alex,

Please find the attached letter regarding the project referenced in the subject line. Feel free to reach out with any questions.

Best regards,
Maureen

Maureen Elenga, M.A. | *Architectural Historian – Transportation Project Reviewer*
(360) 972-4539
maureen.elenga@dahp.wa.gov

My work hours are 7:00am – 3:30pm, Mon-Fri

Dept. of Archaeology & Historic Preservation | www.dahp.wa.gov

December 8, 2025

Allyson Brooks
State Historic Preservation Officer
Department of Archaeology and Historic Preservation
1110 S. Capitol Way, Suite 30
Olympia, WA 98501

Subject:

Dear Dr. Brooks:

Sound Transit is currently in the planning process for the Tacoma Dome Access Improvements (TDAI) Project (Project). Environmental review for this project is being conducted by Sound Transit under the Washington State Environmental Policy Act (SEPA). Sound Transit is the lead agency for SEPA, no federal funds, approvals or permits are anticipated for the Project. The Project consists of a suite of smaller access improvement projects to facilitate easier access to the Tacoma Dome Station. With this letter Sound Transit is requesting the following: review and comment on the enclosed Cultural Resources Assessment, determinations of National Register of Historic Places (NRHP), Washington Heritage Register (WHR) eligibility status and your comments on the recommendations regarding anticipated impacts resulting from the Project.

Project Description

TDAI was approved as part of Sound Transit 2 (ST2), a regional transit system plan to expand the Link light rail system and improve system access. TDAI consists of a number of improvements intended to improve how riders get to and from the Tacoma Dome Station area in the City of Tacoma, as well as up to 300 stalls of surface parking. The station area includes the existing Tacoma Dome Station, which is a multi-modal transit hub that currently serves T Line, Sounder, ST Express, Pierce Transit, and Amtrak, as well as the future Link station proposed to be served by the Tacoma Dome Link Extension (TDLE), which would connect Tacoma to regional light rail service by 2035.

Riders currently access the station area via walking, biking, transit, or driving and parking. TDAI aims to enhance access via each of these modes by increasing physical accessibility for users of all abilities and adding new or replaced safety features, wayfinding, and other transportation infrastructure around the station area. The TDAI improvements are being developed and implemented in coordination between Sound Transit and the City of Tacoma, as informed by stakeholder input. The improvements being considered as part of TDAI and being evaluated in this SEPA checklist include:

- new surface parking;
- new rail crossing warning signals and vehicle and pedestrian gates;

Central Puget Sound Regional Transit Authority • Union Station
401 S. Jackson St., Seattle, WA 98104 • Phone: 206-398-5000 • Fax: 206-398-5215
www.soundtransit.org

- new and upgraded crosswalks;
- new and upgraded ADA compliant marking, signage, curb ramps, and detectable warning strips;
- new and upgraded bike lanes;
- new and replaced sidewalks;
- new, replaced, reconfigured, and consolidated driveways;
- new and upgraded signals at intersections;
- reconstruction of mid-block crossings with new signals;
- re-channelization of existing roadways; and
- new and replaced wayfinding signage.

Sound Transit and the City of Tacoma considered a number of potential improvements to include as part of TDAI. Based on a technical evaluation and agency and public input, 10 access improvements were advanced for this environmental review.

Area of Impacts

The TDAI Project is located within Township 20 North, Range 3 East, Sections 9 and 37, Willamette Meridian and within the limits of the City of Tacoma, Pierce County, Washington (Attachment 1).

An Area of Impacts (AI) for each TDAI Project improvement was developed according to the following methodology:

- If the footprint of an improvement is entirely within existing right-of-way (ROW) and does not have the potential to affect adjacent tax parcels abutting the project footprint (height more than 2 feet above pavement), then no adjacent abutting tax parcels were included in the AI for that improvement.
- If an improvement has the potential to affect adjacent tax parcels (height more than 2 feet above pavement) abutting the project footprint, then adjacent abutting tax parcels were included in the AI for that improvement.

Additional detail is included in Section 3 (Table 3-1) of the Cultural Resources Assessment (Attachment 2). The TDAI Project is early in the design phase and specific project element locations are not precisely known at this time. However, general depth of ground disturbance is limited to three feet deep but in some instances (e.g., catch basin and signal pole installation) ground disturbance may reach up to 12 feet below surface.

Cultural Resources Evaluation

Sound Transit's cultural resources consultant, Willamette Cultural Resources Associates (WCRA) performed background research including review of existing cultural resources information on the Washington Information System for Architectural and Archaeological Records Data (WISAARD). WCRA conducted survey and inventory of historic built environment resources within the Area of Impacts. No subsurface archaeological investigations were conducted because the environment is highly developed and ground disturbance is anticipated to be relatively shallow.

There are a total of twenty previously recorded historic built environment resources within the AI. Within the las 10 years five resources were previously determined eligible for the NRHP, 12 were determined not eligible for the NRHP. WCRA re-evaluated three of the previously recorded historic built environment resources and evaluated two previously unevaluated resources. Of these five, Sound Transit recommends only one of these, the Tacoma Dome (2727 East D Street, Tacoma), as eligible for the NRHP, WHR and the TRHP (Table 8-1; Attachment 2).

Based on analysis of existing data the TDAI Project is located in an area of very high archaeological probability. Generally the vicinity of the Project has been highly developed and underlying soils have been disturbed or consist of fill up to roughly six feet below surface. Sound Transit recommends archaeological monitoring for ground disturbing work exceeding two feet deep while other project elements with ground disturbance less than two feet deep should follow an inadvertent discovery plan (Table 9-2).
The Cultural Resources Assessment with additional detail is enclosed for your review (Attachment 2).

Assessment of Impacts
The TDAI Project is not anticipated to impact any documented NRHP, WHR, or TRHP eligible or listed built environment resources. Additionally, the TDAI Project as currently planned will not impact any previously documented archaeological resources however there is potential to impact previously undocumented archaeological resources. Recommendations are included in the cultural resources assessment to address this potential.

Recommendations and Request for Comment
Sound Transit requests your comments on the following:

- Please provide comments on the enclosed Area of Impacts (Attachment 1)
- Please provide comments on the enclosed Cultural Resources Assessment prepared by WillametteCRA (Attachment 2)
- Sound Transit requests your determinations of NRHP and WHR eligibility for the evaluated resources.
- Sound Transit recommends that none of the proposed improvements in the TDAI Project will have an impact on historic built environment resources
- Sound Transit has recommends archaeological monitoring of ground disturbing project elements that exceed two feet in depth and implementation of an inadvertent discovery plan for all project elements with any ground disturbance.

We request your comments within 30 days of receipt of this letter and supporting documentation. If you have any questions or need assistance reviewing these documents please contact Alex Stevenson, Sound Transit's Cultural Resources Manager via email at alex.stevenson@soundtransit.org.

Sincerely,

Diane Wiatr
HCT Development - Manager

Enclosure:
Attachment 1 - Area of Impacts Figures
Attachment 2 – Cultural Resources Assessment for the Tacoma Dome Access Improvement Project

cc:
Dennis Warlaw, Department of Archaeology and Historic Preservation
Maureen Elenga, Department of Archaeology and Historic Preservation
Alex Stevenson, Sound Transit
Jennifer Schreck, Sound Transit
Elma Borbe, Sound Transit

Allyson Brooks Ph.D., Director
State Historic Preservation Officer

December 15, 2025

Alexander Stevenson
Archaeologist
Sound Transit

In future correspondence please refer to:
Project Tracking Code: 2025-12-07834
Property: Tacoma Dome Access Improvements Project
Re: SEPA - NOT Eligible

Dear Alexander Stevenson:

Thank you for contacting the Washington State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP). The above referenced resource has been reviewed on behalf of the SHPO under Washington State law. Our review is based upon documentation contained in your communication: Tacoma Dome Access Improvements CRA and MIDP.

As a result of our review, we concur with your determination that the following properties are not eligible for the National Register of Historic Places (NRHP) under any criteria:
• Property ID: 738541 Nisqually Substation 2401 South C Street, Tacoma, Washington, 98402
• Property ID: 738542 Medosweet Dairies Garage 109 S 25th St, Tacoma, Washington, 98402
• Property ID: 536736 United Truck Lines 801 E 26th St, Tacoma, WA 98421
• Property ID: 30511 Chicago, Milwaukee, St. Paul and Pacific Freighthouse 2501 E D St, Tacoma, WA 98421

We also concur that Property ID: 733053 Tacoma Dome 2727 E D St, Tacoma, Washington, 98421is eligible for listing in the NRHP.

Finally, we concur that no historic properties will be affected by the current project as proposed.

As a result of our concurrence, further contact with DAHP on this matter is not necessary. However, if additional components of the site are discovered during ground disturbance activities our opinion may change.

Thank you for the opportunity to review and comment. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is attached to any communications or submitted reports. If you have any questions, please feel free to contact me.

Sincerely,

Maureen Elenga, M.A.
Architectural Historian – Transportation Reviewer
(360) 972-4539
Maureen.Elenga@dahp.wa.gov

January 2026

Tacoma Dome Access Improvements Project

SEPA Environmental Checklist

Attachment E

Transportation Technical Memorandum

SoundTransit

Table of Contents

Figures

Tables

Acronyms and Abbreviations

ADA	Americans with Disabilities Act
I-5	Interstate 5
I-705	Interstate 705
ITE	Institute of Traffic Engineers
LOS	level of service
MUTCD	Manual on Uniform Traffic Control Devices
OWSC	one-way stop control
sec	second
Sound Transit	Central Puget Sound Regional Transit Authority
ST2	Sound Transit 2
ST3	Sound Transit 3
TD	Tacoma Dome
TDAI	Tacoma Dome Access Improvements
TDLE	Tacoma Dome Link Extension
TMP	Transportation and Mobility Plan
TWSC	two-way stop control
v/c	volume-to-capacity
veh	vehicle
WSDOT	Washington State Department of Transportation

1 INTRODUCTION

1.1 Overview

TDAI consists of a number of proposed improvements intended to improve how riders get to and from the Tacoma Dome Station area in the City of Tacoma, including up to 300 stalls of surface parking. TDAI advances what was approved as part of Sound Transit 2 (ST2), a regional transit system plan to expand the Link light rail system and improve system access. The station area includes the existing Tacoma Dome Station, which is a multimodal transit hub that currently serves the Sound Transit T Line light rail, Sounder commuter rail, ST Express bus service, Pierce Transit bus service, and Amtrak intercity rail service. This multi-modal transit hub will in the future also include a Link light rail station as part of the Tacoma Dome Link Extension (TDLE), which is anticipated to connect Tacoma to regional light rail service by 2035.

Riders currently access the Tacoma Dome station area via walking, biking, transit, or driving and parking. TDAI aims to enhance access via each of these modes by increasing physical accessibility for users of all abilities and adding new or replaced safety features, wayfinding, and other transportation infrastructure around the station area. The improvements are being developed and implemented by Sound Transit and the City of Tacoma, and as informed by stakeholder input. The improvements being considered as part of TDAI and being evaluated in this SEPA checklist include:

- new surface parking;
- new rail crossing warning signals and vehicle and pedestrian gates;
- new and upgraded crosswalks;
- new and upgraded Americans with Disabilities Act (ADA) compliant marking, signage, curb ramps, and detectable warning strips;
- new and upgraded bike lanes;
- new and replaced sidewalks;
- new, replaced, reconfigured, and consolidated driveways;
- new and upgraded signals at intersections;
- reconstruction of mid-block crossings with new signals;
- re-channelization of existing roadways; and
- new and replaced wayfinding signage.

Sound Transit and the City of Tacoma considered a number of potential improvements to include as part of TDAI. Based on technical evaluation and agency and public input, 10 access improvements were advanced for environmental review. The 10 potential improvements that are part of TDAI are identified by name and number and described further in Table 1-1, Proposed Tacoma Dome Access Improvement Descriptions.

Table 1-1 Proposed Tacoma Dome Access Improvement Descriptions

Improvement Name	Improvement Description
TD 03: Dome District Railroad Crossing Improvements	Improve bicycle and pedestrian safety at railroad crossings in the Dome District, including crossings between E 25th Street and E 26th Street on East D Street and East C Street.
TD 07: E 25th Street Pedestrian Improvements	Complete gaps in sidewalk and improve pedestrian safety and accessibility on E 25th Street (both sides) from South C Street to East J Street.
TD 08: E 26th Street Pedestrian Improvements	Complete gaps in sidewalk on E 26th Street (both sides) from A Street to East F Street. Improve the I-5 off-ramp and E 26th Street intersection, including improving the crosswalk.
TD 09: East D Street/ E McKinley Way Bicycle and Pedestrian Improvements	Improve bicycle lanes on East D Street/E McKinley Way from E 21st Street to E 34th Street by providing separation from travel lanes and safety improvements through intersections. Construct sidewalks on E McKinley Way between East D Street and East G Street.
TD 11: Pacific Avenue Pedestrian Safety and Accessibility Improvements	Improve pedestrian safety and accessibility across the I-5 on-ramp between S 28th Street and S 30th Street through new, enhanced crossing opportunities to avoid the ramp and/or missing link sidewalk and enhanced crossing of the ramp.
TD 12: E 25th Street Midblock Crossing Improvement	Upgrade the midblock crosswalk on E 25th Street between East D Street and Freighthouse Square to be fully accessible.
TD 13: Station Area ADA Accessibility Spot Improvements	Retrofit up to 35 curb ramps, cross-slopes, and driveways within 0.25 mile of the station to meet ADA requirements, as needed.
TD 14: Station Wayfinding Improvements	Wayfinding improvements near the Tacoma Dome Parking Garage and transit services on E 25th Street. Wayfinding improvements via intuitive visuals, large font, and clear direction provide passengers information to help facilitate transfers between services.
TD Parking (A2: Parking Alternative Site 1)	Purchase of a privately owned parcel located on E 26th Street between East J and East G Streets to accommodate up to 150 surface parking spaces with associated sidewalk improvements.
TD Parking (A3: Parking Alternative Site 2)	Purchase of a privately owned parcel located at E 26th Street and East J Street to accommodate up to 150 surface parking spaces with associated sidewalk improvements.

ADA = Americans with Disabilities Act; I-5 = Interstate 5

NOTE: The numbers associated with the improvement name are not sequential, because other potential improvements previously considered were not carried through this evaluation as part of TDAI.

1.2 Purpose of the Memorandum

This technical memorandum supports the State Environmental Policy Act documentation for TDAI. The purpose of this memorandum is to identify the potential impacts of the proposed improvements to nonmotorized facilities (sidewalks, bicycle lanes, sharrows, and shared use paths), transit operations and transit service, roadways and vehicle access, and parking.

1.3 Study Area

The study area for this analysis, shown in Figure 1-1, generally consists of the area within 0.5 mile of the existing Tacoma Dome Station, as well as a 150 foot buffer around portions of proposed improvements within the right-of-way extend beyond a 0.5 mile radius, such as segments of Pacific Avenue and E McKinley Wayer. This Transportation Technical Memorandum also includes a summary of the transportation facilities that serve the Tacoma Dome Station area as well as transportation facilities that are within or cross the location of the proposed improvements that are part of TDAI.

Figure 1-1 Study Area and Proposed Access Improvements

2 METHODOLOGY

This analysis considers the potential long-term and construction impacts of TDAI to nonmotorized facilities (sidewalks, bicycle lanes, sharrows, and shared-use paths), transit operations and transit service, roadways and vehicle access, and parking. The analysis compares the anticipated future conditions in 2032 when TDAI is expected to be constructed, without the project, or under No Build conditions, and with the project. The analysis was informed by the transportation analysis prepared for TDLE, Chapter 3 and Appendix J1 to the TDLE Draft EIS.

In addition, a Synchro analysis was conducted at 4 key intersections, discussed further in Section 3.2.2. That analysis was used to determine existing intersection LOS, delay, and v/c ratios. To estimate traffic for the future year 2032, existing traffic volumes were grown by a 0.5 percent annual growth rate consistent with estimated growth rates for the Dome District based on forecasts of population and job growth developed by Puget Sound Regional Council for VISION 2050 regional plan.

3 EXISTING CONDITIONS

3.1 Policy and Regulatory Framework

TDAI is being proposed in the consideration of numerous plans guiding transportation and planning in Tacoma and the region.

In 2008, voters approved the Sound Transit 2 (ST2) Plan to add regional express bus and commuter rail service, build 36 additional miles of light rail to the regional system, and fund system access improvements. ST2 included the construction of surface parking and non-motorized improvements at the Tacoma Dome Station with up to 300 stalls to help meet long-term parking demand at this multi-modal station (Sound Transit 2008). In 2016, voters approved the Sound Transit 3 (ST3) Plan, developed in coordination with regional partners, focuses on expanding and improving transit service across King, Pierce, and Snohomish counties. ST3 highlights the Tacoma Dome Station area as a critical hub for regional transit expansion, with TDLE planned to open in 2035 (Sound Transit 2016). This expansion is intended to increase transit connectivity and enhance capacity and reliability for commuter rail, Amtrak, and freight operations along the corridor. In addition to light rail expansion, ST3 carries forward infrastructure improvements near the station, such as adding double-tracking and signal upgrades east of Tacoma Dome Station, intended to enhance capacity and reliability for Sounder, Amtrak, and existing freight railroads operating in the corridor.

The City's Transportation and Mobility Plan (TMP) (City of Tacoma 2025), developed as part of the City's Comprehensive Plan, guides strategic investments to improve safety, accessibility, and mobility for all users. The TMP includes specific strategies and actions to partner with Sound Transit to support Link light rail expansion and associated station access improvements (Transit Action T.6).

Pierce Transit's *Destination 2045* highlights the Tacoma Dome Station area as a major regional hub influenced by the planned TDLE (Pierce Transit 2025a). Building on prior Sound Transit investments, the plan identifies the area for targeted service improvements and infrastructure upgrades to support future demand and strengthen regional connections.

The Tacoma Vision Zero Action Plan (City of Tacoma 2022) aims to eliminate all traffic deaths and serious injuries by 2035. Using the Safe System Approach, the plan identifies a high-risk network (corridors with the highest concentration of fatal and severe-injury crashes for pedestrians, bicyclists, and motorists) to guide where safety improvements are most needed. The segment of Pacific Avenue S within the TDAI study area is part of Tacoma's Pedestrian High-Risk Network, indicating a direct overlap between planned access improvements and one of the city's highest-risk corridors for people walking and rolling.

The Amtrak Cascades 2024 Preliminary Service Development Plan, led by the Washington State Department of Transportation (WSDOT) as part of the Federal Railroad Administration's Corridor Identification and Development Program, is an early step toward improving intercity passenger rail service along the Cascades corridor (WSDOT 2023). Public engagement for the plan highlighted limited access to stations, particularly the need for first- and last-mile travel options, as a barrier to ridership in station areas south of Seattle like Tacoma. Tacoma Dome Station is an existing stop on the Amtrak Cascades route that WSDOT is planning to increase service frequency along with other improvements along the route between Seattle and Portland.

3.2 Roadways and Vehicular Travel

3.2.1 Roadway Network

Most roadways within the study area are maintained by the City of Tacoma, with the exception of two state highways and associated access ramps: Interstate 705 (I-705) and I-5.

The study area includes two principal arterials: Puyallup Avenue and S Pacific Avenue. Puyallup Avenue, a five-lane roadway with a center two-way left-turn lane, extends through the station area and provides an east-west connection between downtown Tacoma and E Portland Avenue. On-street parking is currently available along Puyallup Avenue between East G Street and East M Street. The two-block segment of S Pacific Avenue between S 28th Street and S 30th Street within the study area is a five-lane roadway with a center two-way left-turn lane and an uncontrolled on-ramp to I-5.

East D Street is a minor arterial extending north-south through the study area, providing access to the Tacoma Dome and serving as a key route during major events. South of Wiley Way, it becomes E McKinley Way and crosses over I-5 into the McKinley Neighborhood. While roadway geometry varies through the study area, East D Street/E McKinley Way is primarily a three-lane roadway with a center turn lane along much of its length and a four-lane roadway with a center turn lane north of Puyallup Avenue.

E 26th Street is a major collector and access route to the station area. It is primarily a two-lane road on the east side of the study area, widening to four lanes west of East D Street. Off-ramps from both I-705 and I-5 converge at E 26th Street, making it a key access route for people driving to the station and accessing Tacoma Dome.

Other roadways in the study area (E 25th Street, E 27th Street, East G Street, East C Street, and A Street) are classified as local access streets. E 25th Street provides direct access to Tacoma Dome Station, operating as a two-lane road through most of the area before narrowing to one lane near the station and parking garage. On-street parking is available along E 25th Street and E 26th Street east of the station.

The roadway classifications within the study area are shown in Figure 3-1.

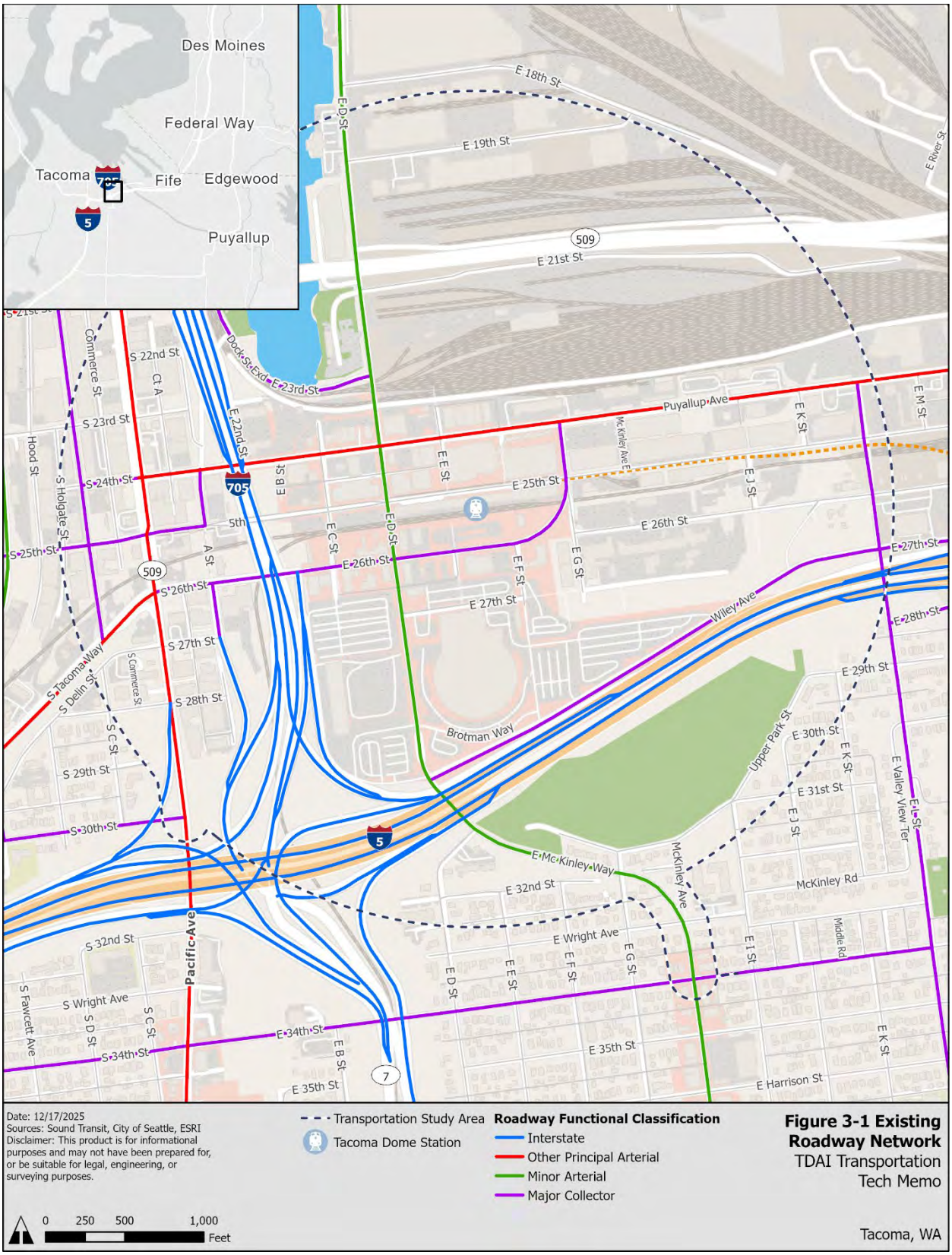


Figure 3-1 Existing Roadway Network

3.2.2 Traffic Volumes and Operations

To assess how traffic volumes fluctuate by vehicle type and time of day, vehicle classification counts along three arterials in the study area were conducted in May 2025. These three locations were chosen based on street classification and key connections around Tacoma Dome Station. Table 3-1 shows average midweek volumes for segments along key arterial streets in the study area.

Table 3-1 Traffic Volumes and Vehicle Classifications on Key Arterials

Count Location	Midweek Average Daily Volume	% Small Trucks	% Large Trucks
East D Street north of Puyallup Avenue	5,947 vehicles (northbound and southbound)	7.6%	1.5%
East L Street north of E 26th Street	1,036 vehicles (northbound and southbound)	8.0%	0.9%
Puyallup Avenue east of East G Street	7,750 vehicles (eastbound and westbound)	6.9%	1.3%

Sources: IDAX, 2025a, Vehicle Classification Counts

To evaluate potential vehicular delay related to TDAI, four study intersections were identified based on proximity to improvements that would change the roadway configuration for vehicular traffic or add vehicle trips to the roadway network:

- East D Street and Dock Street.
- East D Street and Puyallup Avenue.
- East G Street/E 26th Street.
- East L Street/E 26th Street.

The City of Tacoma's intersection performance thresholds are based on the type of roadway, as defined in the City's Transportation Element. Multiple roadways in the study area are considered arterial streets, including Puyallup Avenue, East D Street/E McKinley Way, E 25th Street, E 26th Street, and East L Street. According to the City of Tacoma traffic operations standards, intersections along arterial streets should operate at Level of Service (LOS) E or better and have a volume-to-capacity (v/c) ratio of 0.99 or below. All four study intersections are on streets that are classified as arterial corridors by the City of Tacoma.

All study intersections currently operate at LOS E or better and have a v/c below 0.99. Existing LOS, delay and v/c ratio, and City of Tacoma traffic operations standards for intersections is shown in Table 3-2.

Table 3-2 Existing (2025) Traffic Operations

Intersection	Control Type	Agency (Standard)	PM Peak		
			LOS	Delay (sec/veh)	V/C ratio
East D Street and Dock Street	Signal	Tacoma – Arterial (LOS E) 0.99 v/c ratio	B	10.0	0.25
East D Street and Puyallup Avenue	Signal	Tacoma – Arterial (LOS E) 0.99 v/c ratio	C	28.1	0.37
East G Street and E 26th Street	OWSC	Tacoma – Arterial (LOS E) 0.99 v/c ratio	B	10.9	0.04
East L Street and E 26th Street	TWSC	Tacoma – Arterial (LOS E) 0.99 v/c ratio	A	9.6	0.04

LOS = level of service; OWSC = one-way stop control; sec = second; TWSC = two-way stop control; v/c = volume-to-capacity; veh = vehicle

Notes: Results are reported from Synchro 11 using HCM 2000 methodology; IDAX 2025b.

3.3 Freight and Goods Movement

The Freight and Goods Transportation System, managed by WSDOT, classifies key freight routes based on the volume of goods moved annually by each mode. The Tacoma Dome Station area includes designated freight truck and rail corridors, as shown on Figure 3-2. Sounder operates on the Tacoma Rail Lakewood Subdivision, which is designated as an R-4 freight corridor. Freight rail does not operate between Tacoma Dome and Hilltop on the Sound Transit Lakewood Subdivision, but it is used to move light engines at night twice per week.

Within the station area, designated freight corridors include I-5, I-705, Puyallup Avenue, and East D Street north of Puyallup Avenue. I-5 is a T-1 corridor, carrying more than 10 million tons of freight annually. East D Street and I-705 are classified as T-2 corridors, each supporting 4 million to 10 million tons per year. Puyallup Avenue is a T-3 corridor, accommodating between 300,000 and 4 million tons annually (WSDOT 2023).

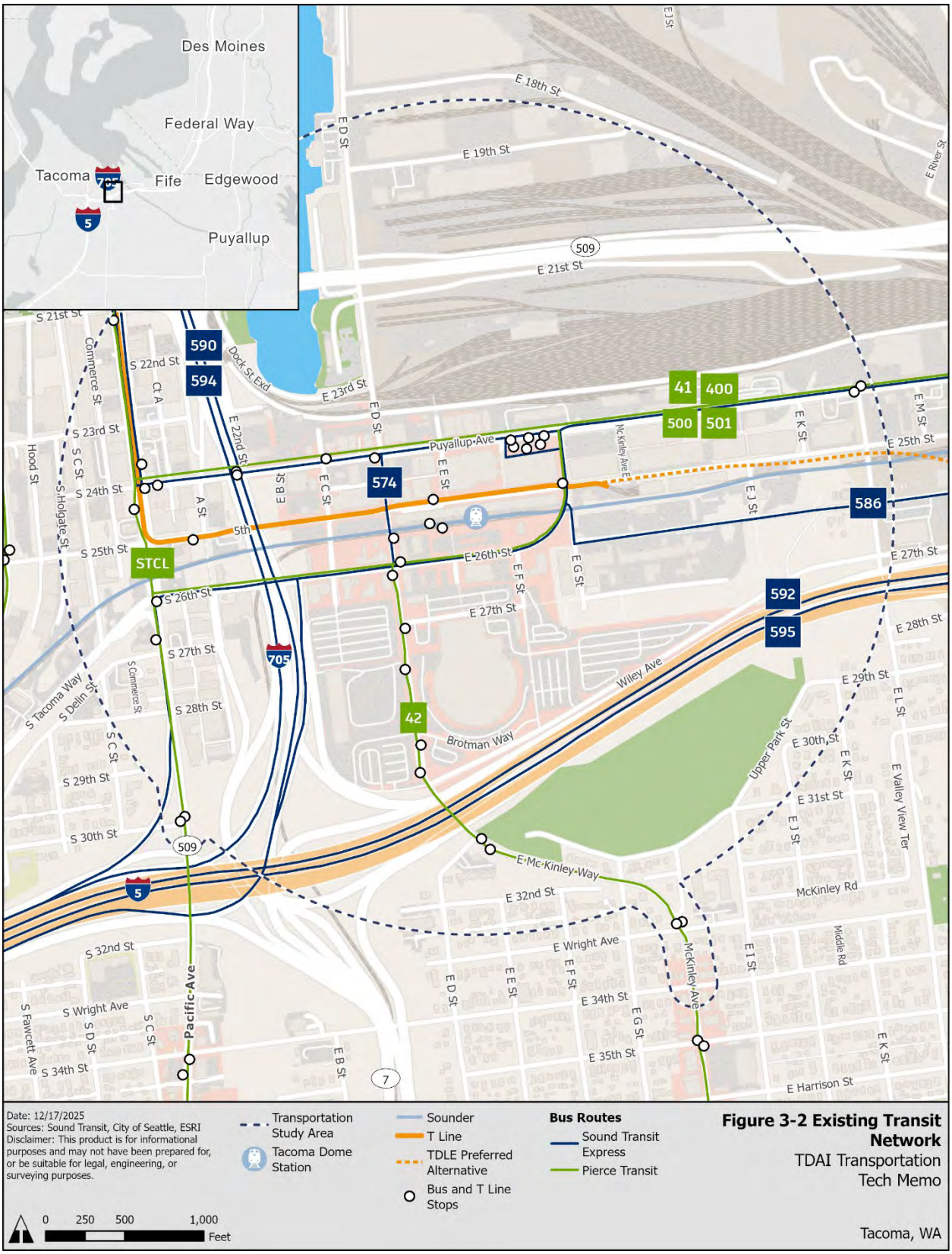


Figure 3-2 Existing Freight Network

3.4 Transit

Bus service in the study area is provided by both Sound Transit and Pierce Transit. Eleven bus routes serve the Tacoma Dome Station within the study area, including Sound Transit Express routes 574, 586, 590, 594, and 595 as well as Pierce Transit routes 41, 42, 400, 500, and 501 and the Stream Community Line (Sound Transit 2025a; Pierce Transit 2025b). Most routes stop at the Pierce Transit bus zones on Puyallup Avenue near East G Street. Pierce Transit's Route 42 stops east of Tacoma Dome Station along East D Street. Outside of Tacoma Dome Station, there are 11 active bus stops in the study area, primarily located along East D Street and Puyallup Avenue. Table 3-3 shows the existing bus routes in the study area.

Table 3-3 Transit Service: Bus Routes

Service Type & Provider	Route	2024 Ridership
Sound Transit Express	Route 574 – Lakewood – SeaTac	596,922
	Route 586 – Tacoma – University District	65,719
	Route 590 – Tacoma – Seattle	170,381
	Route 594 – Lakewood – Seattle	498,455
	Route 595 – Gig Harbor – Seattle	42,620
Pierce Transit High-Capacity Transit	Stream Community Line	33,609
Pierce Transit Fixed Bus Routes	Route 41 – S 56th – Salishan	318,283
	Route 42 – McKinley Avenue	147,374
	Route 400 – Puyallup to Downtown Tacoma	92,728
	Route 500 – Federal Way	289,219
	Route 501 – Milton – Federal Way	143,935

Sources: Sound Transit 2025a; Pierce Transit, 2025b; Pierce Transit, 2024

Sound Transit operates two types of rail service within the study area: light rail service on the T Line and heavy rail service on the Sounder S Line. The existing light rail service, the T Line, serves 12 stations between Tacoma Dome Station and the Hilltop neighborhood. T Line stations on E 25th Street station connect to the Tacoma Dome Station on the south side of E 25th Street. Trains run every 10 to 20 minutes in both directions. The S Line serves a total of nine stations between Lakewood and King Street Station in downtown Seattle. Northbound trains run every 20 to 30 minutes in the morning and every 30 to 45 minutes in the afternoon/evening. Southbound trains run every 30 to 45 minutes in the morning and every 20 to 30 minutes in the afternoon/evening. Table 3-4 shows existing rail transit services in the study area.

Table 3-4 Transit Service: Rail

Route	Service Type	2024 Ridership
T Line	Light Rail	919,603
S Line	Heavy Rail	1,783,927

Sources: Sound Transit 2025b

The Amtrak Cascades intercity passenger rail service is funded by WSDOT and the Oregon Department of Transportation (WSDOT 2024a). It provides regional service, with six daily round trips between Seattle and Portland, with each train stopping at Tacoma Dome Station. Amtrak's Coast Starlight is a long-distance train running daily between Los Angeles and Seattle, providing less frequent service to the Tacoma Dome Station area (Amtrak 2024). Table 3-5 shows existing intercity rail services and ridership.

Table 3-5 Transit Service: Intercity Rail

Route	Tacoma Dome Station Service	2023 Ridership
Amtrak Cascades	12 stops/day	993,000
Amtrak Coast Starlight	2 stops/day	359,000

Sources: WSDOT 2024b; Amtrak 2025

The existing transit network in the study area is shown in Figure 3-3, Existing Transit Network.

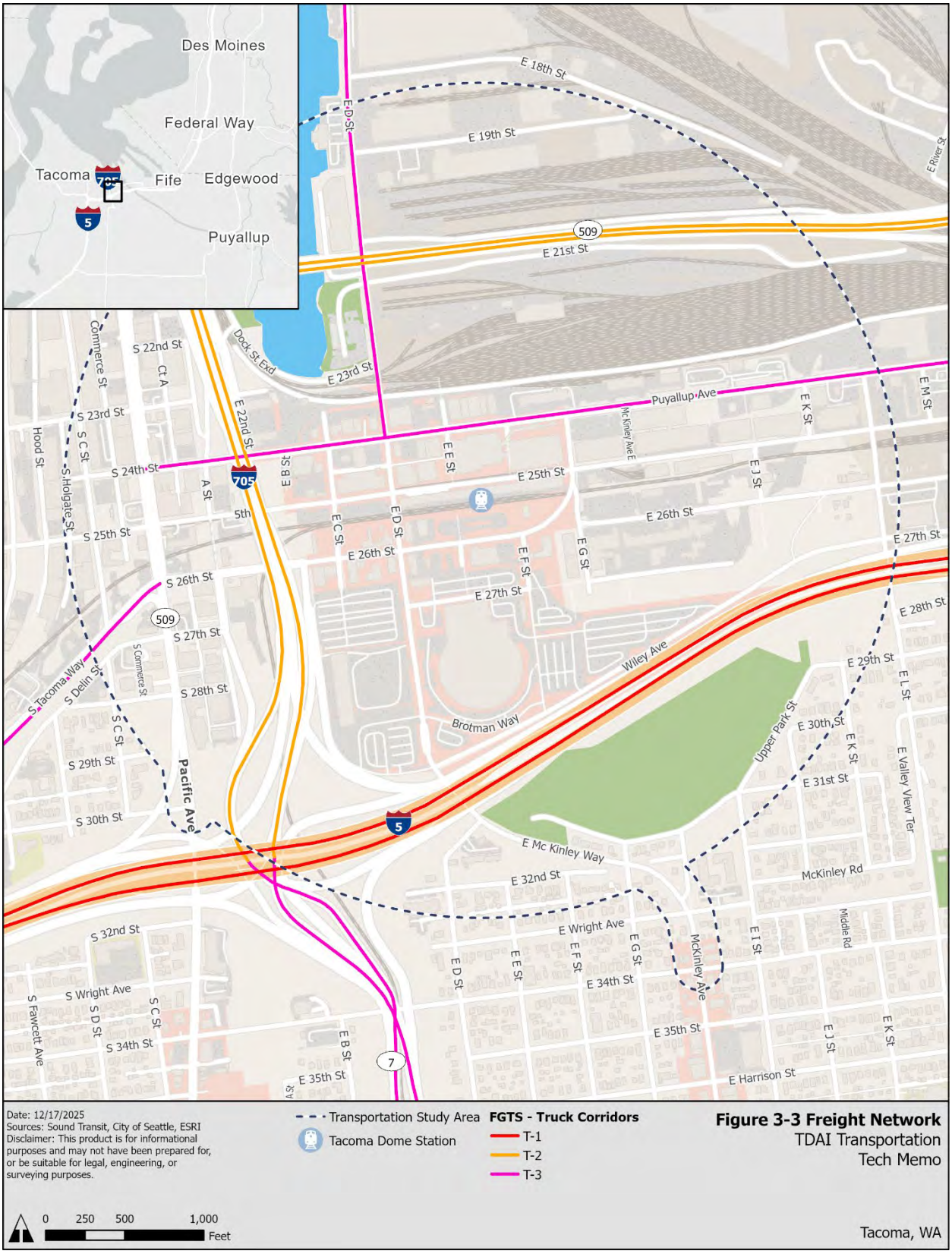


Figure 3-3 Existing Transit Network

3.5 Bicycle Network

Existing bicycle facilities in the area include standard bike lanes and shared-use paths. Five-foot bike lanes extend along both sides of East D Street throughout the station area, connecting to the Thea Foss Esplanade trail via E Dock Street north of the station. On the west side of the station area, the A Street Trail links E 25th Street and E 26th Street, with a ramp to address the grade change and an underpass for bicyclists to cross beneath the rail line.

Both the City of Tacoma and Pierce County long-range plans identify several planned trails in this area. Tacoma's TMP also highlights many streets within the station area as part of its bike vision network, including:

- Protected bike lanes planned along Puyallup Avenue.
- Upgrading the existing East D Street bike lanes to protected bike lanes.
- Extending the A Street Trail.
- Developing the Train to Mountain Rail Trail, which would parallel E 25th Street and connect directly to Tacoma Dome Station.

Figure 3-4 highlights the existing and planned facilities in the City's Bike Vision Network. The Puyallup Avenue Corridor Improvements project, expected to be constructed by 2032, would include protected bike lanes on Puyallup Avenue as well as the extension of and improved connections to the A Street Trail between Puyallup Avenue and E 25th Street.

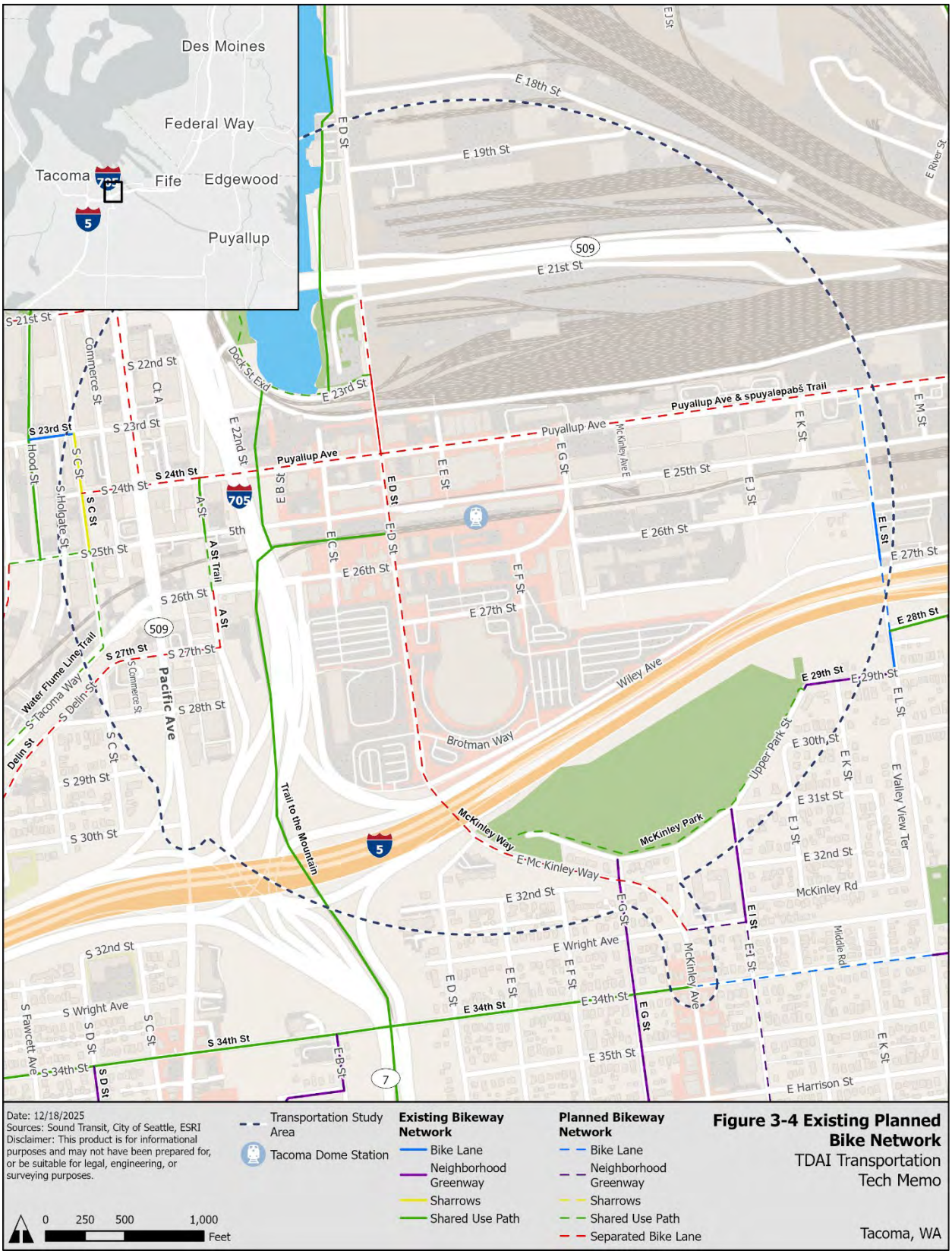


Figure 3-4 Existing and Planned Bike Network

3.6 Pedestrian Network

In addition to the shared-use paths described above, sidewalks are present along most streets within the study area, including along the major corridors of E 25th Street, E 26th Street, or East D Street/E McKinley Way. Sidewalk width varies from 5 to 10 feet, with wider sidewalks found closer to the station. Tacoma's draft TMP identifies almost all roadways in the station area in its draft Pedestrian Arterial Network. The Vision Zero Action Plan identifies the segment of S Pacific Avenue within the study area as part of the Pedestrian High Injury Network. Figure 3-5 highlights existing and planned pedestrian facilities and networks identified by the City of Tacoma.

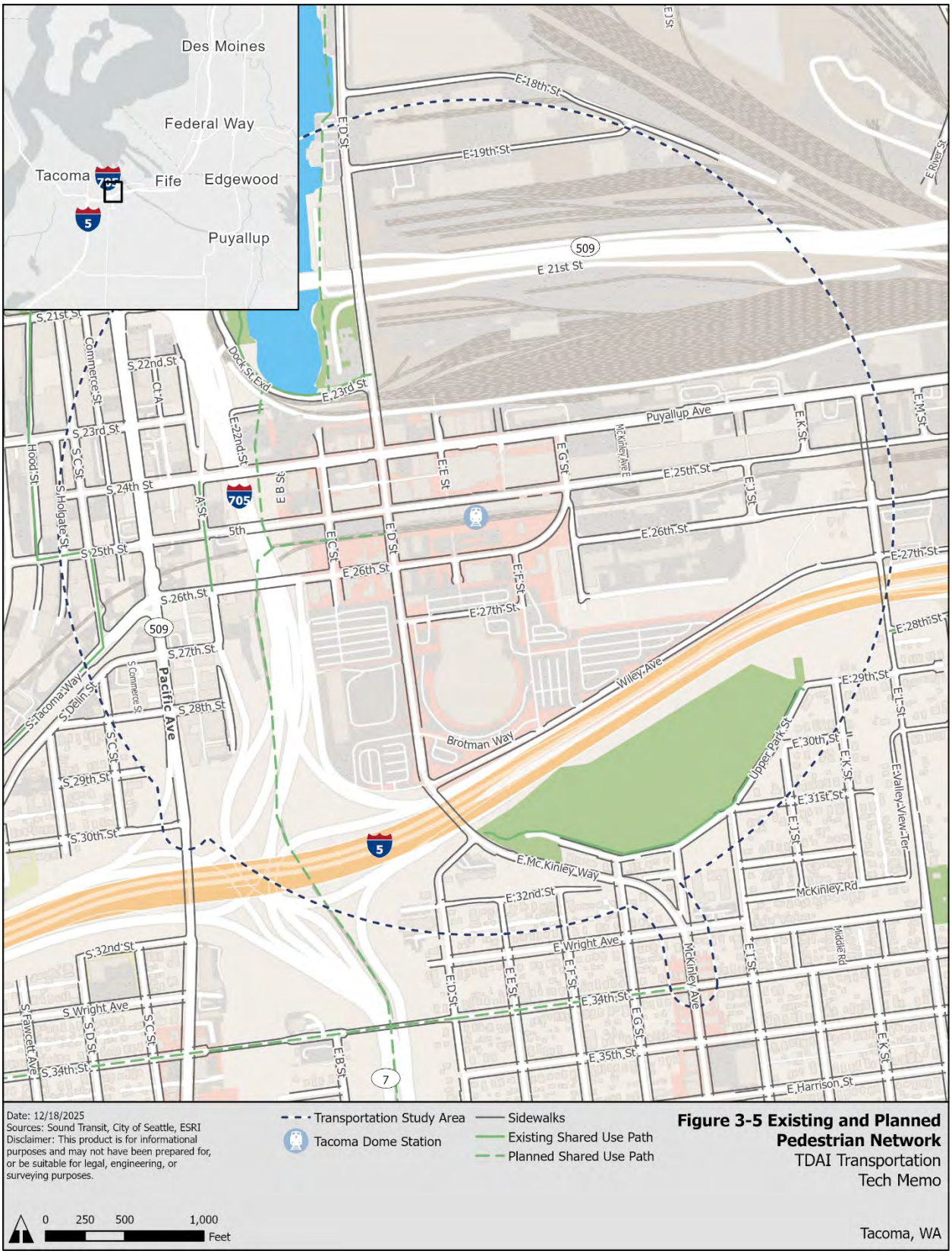


Figure 3-5 Existing and Planned Pedestrian Network

4 POTENTIAL IMPACTS AND MINIMIZATION MEASURES

4.1 No-Build Conditions

Conditions within the study area between now and 2032 are anticipated to change in terms of the roadway, bicycle, and pedestrian networks as well as transit service.

The City of Tacoma is planning to construct the following transportation improvements within and near the study area by 2032:

- **Pacific Avenue Vision Zero Improvements** — This project would improve bicycle and pedestrian safety and accessibility on Pacific Avenue, with safe crossing opportunities and enhanced connections to nearby bike routes.
- **Puyallup Avenue Corridor Improvements** — This project is being led by the City of Tacoma and currently undergoing its own design and environmental review process. The project would reconstruct Puyallup Avenue between South C Street and the western approach to the Fishing Wars Memorial Bridge and include improvements to connecting streets, including the A Street trail. The new street design includes complete street elements such as sidewalks/curb ramps, bulb-outs, crosswalks, signals, lighting, landscaping, bus stops, upgraded utilities, and a shared high-occupancy vehicle/transit lane. The Puyallup Ave Corridor Improvements would construct a two-way protected cycle track, shared-use path, and eastbound transit lane, which would reduce the number of general-purpose travel lanes on Puyallup Avenue from five to three.
- **S 25th Street Traffic Safety Enhancements** — This project would install bike lanes along a 1.3-mile section of S 25th Street between the Scott Pierson Trail and the Prairie Line Trail. Crossing improvements include marked crosswalks, curb ramps, pedestrian signal interventions, and ADA access improvements.
- **E 25th and East C Street Crossing Improvements** — Crossing improvements and ADA curb ramp improvements to be completed with the incoming development at the northwest corner of E 25th Street and East C Street.
- **E 26th and East D Street Crossing Improvements** — Crossing improvements and ADA curb ramp improvements to be completed with the incoming development at E 26th Street and East D Street, including the west side of the intersection.

4.2 Summary of Long-Term Impacts of TDAI

Table 4.1 identifies which transportation modes may be affected by specific changes associated with each of the potential improvements that are part of TDAI. Table 4.1 only identifies the potential for long-term effects, since all improvements are anticipated to have short-term construction impacts. For the purposes of this table, “effects” means potential changes that may be caused by the improvement. Then, the following sections provide additional evaluation whether each improvement is likely to result in adverse impacts. In summary, this analysis identified the potential for minimal long-term adverse impacts associated with TDAI, but no significant adverse impacts are anticipated.

Table 4-1 Description of Proposed Improvements and Potential Long-Term Effects

Components of Improvements (Based on Approximately 10% Design)	Description of Improvements	Potential Long-Term Effects			
		Nonmotorized	Transit Service and Operations	Roadway, Traffic, and Parking	Freight Access
TD 03: Dome District Railroad Crossing Improvements					
C Street Railroad Crossing Safety Improvements	Install new automatic rail crossing warning signals at the C Street railroad crossing, with vehicle and pedestrian gate arms at all four corners, cane-detectable gate skirts, pedestrian emergency gates, and new audible warning devices per MUTCD standards. Install flangeway gap filler along the Sounder tracks, and replace the existing median with a concrete curb.	No	No	No	No
D Street Railroad Crossing Safety Improvements	Install new automatic rail crossing warning signals at the D Street railroad crossing, with vehicle and pedestrian gate arms at all four corners, cane-detectable gate skirts, pedestrian emergency gates, and new audible warning devices per MUTCD standards. Install flangeway gap filler along the Sounder tracks, and replace the existing median with a concrete curb.	No	No	No	No
TD 07: E 25th Street Pedestrian Improvements					
S 25th Street/Pacific Crosswalk Reconstruction	Resurface and mark all four crossings at the intersection of E 25th Street and Pacific Avenue and install stop bar markings at all four crossings.	No	No	No	No
E 25th Street and East D Street Crossing Improvements	Resurface and mark the west, north, and east crossings; mark the south crossing of the intersection of East D Street and E 25th Street; and mark stop bars at all crossings.	No	No	No	No
E 25th and East G Street Crossing Improvements	Resurface and mark all four crossings at the intersection of E 25th Street and East G Street and install stop bar markings at all four crossings.	No	No	No	No
E 25th Street and E McKinley Avenue Crossing Improvements	Mark the crossing of the western leg of the intersection of E 25th Street and E McKinley Avenue and install “no parking” pavement markings on the north end of the crossing.	No	No	**Yes**	No
E 25th Street ADA Parking Stall	Install ADA stall pavement markings and signage and a detectable warning strip at the curb ramp accessing the parking stall.	No	No	No	No

Table 4-1 Description of Proposed Improvements and Potential Long-Term Effects (continued)

Components of Improvements (Based on Approximately 10% Design)	Description of Improvements	Potential Long-Term Effects			
		Nonmotorized	Transit Service and Operations	Roadway, Traffic, and Parking	Freight Access
TD 08: E 26th Street Pedestrian Improvements					
E 26th Street and A Street Channelization and Crossing Improvements	Install right-turn-only pavement markings for eastbound traffic on E 26th Street; install a curb extension on the southeast corner using striping and tuff curb and mark crosswalks and stop bars on the east and west crossings of the intersection.	No	No	**Yes**	No
E 26th Street and East C Street Channelization and Crossing Improvements	Install right-turn-only pavement markings for eastbound traffic on E 26th Street from the I-5 off-ramp to East C Street; install curb bulbs on all four corners of the intersection; install a pedestrian island and markings on the east crossing of the intersection; sign prohibited crossings on the west crossing of the intersection; and install ADA-compliant curb ramps to serve north, east, and south crossings.	**Yes**	No	**Yes**	No
E 26th Street Sidewalk Widening Between East D Street and East E Street	Consolidate driveway and parking access on the north side of the street and widen the sidewalk on the north side of E 26th Street east of the intersection with East D Street.	No	No	No	No
E 26th Street Driveway and Curb Replacements	Replace sidewalk and driveway entrances that currently have rolled curbs with ADA-compliant sidewalks and driveway entrances along the south side of E 26th Street between East E Street and East F Street and between East C Street and East D Street.	No	No	No	No
E 26th Street and East F Street Crossing and Driveway Improvements	Reconfigure driveway access for the business on the southeast corner of the intersection to widen sidewalks and replace the existing rolled-curb driveway with an ADA-compliant sidewalk and driveway apron. Reconstruct the intersection to install bulb-outs, ADA-compliant curb ramps, and marked crossings of East F Street on the south side of the intersection and E 26th Street on the east side of the intersection.	No	No	No	No
TD 09: East D Street/E McKinley Way Bicycle and Pedestrian Improvements					
East D Street Cycle Track From E 21st Street to Puyallup Ave	Remove one southbound lane, and install a separated, two-way cycle track on East D Street from the future Waterway Park near E 21st Street to Puyallup Avenue with a 5-foot buffer and modular curb to separate the cycle track from traffic.	No	No	**Yes**	**Yes**
East D Street Bike Lane Improvements Between Puyallup Ave and the Tacoma Dome Midblock Crossing.	Install sidewalk-level bike lanes on the east side of the street, expand bike lanes on the west side, and provide separation from traffic with modular curb.	No	No	No	No

Table 4-1 Description of Proposed Improvements and Potential Long-Term Effects (continued)

Components of Improvements (Based on Approximately 10% Design)	Description of Improvements	Potential Long-Term Effects			
		Nonmotorized	Transit Service and Operations	Roadway, Traffic, and Parking	Freight Access
East D Street Bike Lane Improvements Between Tacoma Dome and E 34th Street	Widen and protect roadway-level bike lanes between Tacoma Dome and E 34th Street. Widen and buffer bike lanes on the west side of the street, and protect bike lanes on the east and west sides of the street with a modular curb through Brotman Way. Install buffer and modular curb protection for bike lanes on both sides of the street across the I-5 overcrossing and south on E McKinley Way to East G Street. Widen and install modular curb protection for bike lanes through E Wright Avenue. Install new protected bike lanes between E Wright Avenue and E 34th Street with a buffer on the west side of the street.	No	No	No	No
East D Street In-Lane Bus Stop	Install in-lane bus stops for Route 42 bus service south of East D Street on E McKinley Way. Install raised bikeways behind the bus stops and shelters.	No	No	**Yes**	No
Install Pedestrian Facilities on E McKinley Way From East D Street to East G Street	Install new sidewalk on the west side of E McKinley Way, beginning north of East D Street and transitioning to a roadway-level dedicated pedestrian path to avoid the steep slopes west of the roadway and connect to sidewalks near the intersection of E McKinley Way and East G Street.	No	No	No	No
Replace Sidewalks for ADA Access and State of Good Repair	Replace sidewalks at multiple locations on East D Street: on the west side from south of E 27th Street to the southern midblock crossing for the Tacoma Dome and on both sides of the street from Brotman Way to East C Street.	No	No	No	No
East D Street and E 27th Street Crossing Improvements	Mark crosswalks on the south and east crosswalks of the intersection, and install ADA-compliant curb ramps for the south and east crosswalks.	No	No	No	No
Tacoma Dome Midblock Crossing Improvements	Resurface and mark the southern midblock crossing to the Tacoma Dome near E 27th Street. Install traffic-calming roadway markings and mark the larger midblock crossing to the Tacoma Dome north of Brotman Way.	Nes	No	No	No
East D Street/ E McKinley Way Driveway and Curb Replacements	Replace sidewalks and driveway entrances that currently have rolled curbs with ADA-compliant sidewalks and driveway entrances near E 27th Street and on E McKinley Way from East D Street to East G Street.	No	No	No	No
ADA Accessible Alleyway Improvements	Install ADA-compliant crossings of the alleyway between E 26th Street and E 27th Street on East D Street, and install a driveway per City of Tacoma standards.	No	No	No	No

Table 4-1 Description of Proposed Improvements and Potential Long-Term Effects (continued)

Components of Improvements (Based on Approximately 10% Design)	Description of Improvements	Potential Long-Term Effects			
		Nonmotorized	Transit Service and Operations	Roadway, Traffic, and Parking	Freight Access
TD 11: Pacific Avenue Pedestrian Safety and Accessibility Improvements					
Pacific Avenue Sidewalk Improvements	Construct new sidewalks on the west side of Pacific Avenue, with a planting area to separate the sidewalk from traffic between S 28th Street and S 30th Street.	No	No	No	No
I-5 Access Ramp Crossing Improvements	Install a marked, signalized crossing of the I-5 access ramp on Pacific Avenue with ADA-compliant curb ramps to connect the new sidewalks to the intersection with S 30th Street.	No	No	**Yes**	**Yes**
Pacific Avenue and S 30th Street Crossing Improvements	Signalize the intersection of Pacific Avenue at S 30th Street; mark the northern crosswalk on Pacific Avenue; install a pedestrian island; mark the north crosswalk and new stop bar. Install new ADA-compliant curb ramps to serve the north crosswalk. Install signage to prohibit pedestrian crossings of Pacific Avenue on the south side of the intersection.	No	No	**Yes**	**Yes**
TD 12: E 25th Street Midblock Crossing Improvement					
E 25th Street Midblock Crossing	Reconstruct the existing midblock crossing on E 25th Street between the T Line station and the Sounder station with a new crosswalk that crosses E 25th Street directly rather than at an angle. Install new pedestrian, transit, and traffic signals that will allow the pedestrian signal to rest in "walk."	No	No	No	No
TD 13: Station Area ADA Accessibility Spot Improvements					
E McKinley Avenue Sidewalks and Driveway Replacement	Construct new sidewalks on the east side of E McKinley Avenue between E 25th Street and Puyallup Avenue. Replace existing driveways and alley access on the east side of E McKinley Way with ADA-compliant driveway entrances per City of Tacoma standards.	No	No	No	No
East E Street Driveway Replacement	Replace the existing driveway to the Best Western on the east side of East E Street with ADA-compliant sidewalks and driveway access per City of Tacoma standards.	No	No	No	No
East F Street Sidewalk Improvements and Driveway Replacement	Construct new sidewalks on the east side of East F Street between E 26th Street and E 27th Street. Replace existing driveways and sidewalks on both sides of East F Street with ADA-compliant driveway entrances per City of Tacoma standards.	No	No	No	No
E 27th Street Crosswalk Improvements	Construct ADA-compliant midblock crossings along E 27th Street between the Tacoma Dome and the parking lot on the north side of the street. Construct ADA-compliant crossings across E 27th Street with new curb ramps and crosswalk markings at three midblock locations between East D Street and East F Street. Install a raised crosswalk on the north side of E 27th Street near the western access point to the parking lot.	No	No	**Yes**	No

Table 4-1 Description of Proposed Improvements and Potential Long-Term Effects (continued)

Components of Improvements (Based on Approximately 10% Design)	Description of Improvements	Potential Long-Term Effects			
		Nonmotorized	Transit Service and Operations	Roadway, Traffic, and Parking	Freight Access
TD 14: Station Wayfinding Improvements					
Tacoma Dome Station Signage Improvements	Remove existing wayfinding signage on E 25th Street at Tacoma Dome Station, and install larger format, cane-detectable signage at decision points and along — but not in the middle — of key pedestrian routes.	No	No	No	No
Tacoma Dome Station Tactile Wayfinding	Install tactile wayfinding tiles along E 25th Street to key crossings and station entrances and along the accessible pedestrian route to the bus stops on Puyallup Avenue.	No	No	No	No
A2: Parking Alternative Site 1					
Site A2 Parking	Construct a surface parking lot with an estimated 161 stalls.	No	No	**Yes**	No
New Sidewalks on East G Street	Construct sidewalks on the east side of East G Street between E 26th Street and E 25th Street. Replace the existing driveway on the east side of East G Street with ADA-compliant sidewalks and driveway access per City of Tacoma standards.	No	No	No	No
E 26th Street Sidewalks	Construct sidewalks on the north side of E 26th Street between East G Street and East J Street. Replace the existing driveways on the north side of E 26th Street with ADA-compliant sidewalks and driveway access per City of Tacoma standards.	No	No	No	No
East J Street Sidewalks	Construct sidewalks on the west side of East J Street from E 26th Street to the existing sidewalks under the Sounder tracks.	No	No	No	No
A3: Parking Alternative Site 2					
Site A3 Parking	Construct a surface parking lot with an estimated 144 stalls.	No	No	**Yes**	No
New Sidewalks on East G Street	Construct sidewalks on the east side of East G Street between E 26th Street and E 25th Street. Replace the existing driveway on the east side of East G Street with ADA-compliant sidewalks and driveway access per City of Tacoma standards.	No	No	No	No
E 26th Street Sidewalks	Construct sidewalks on the north side of E 26th Street between East G Street and East J Street. Replace the existing driveways on the north side of E 26th Street with ADA-compliant sidewalks and driveway access per City of Tacoma standards.	No	No	No	No
East J Street Sidewalks	Construct sidewalks on the west side of East J Street from E 26th Street to the existing sidewalks under the Sounder tracks.	No	No	No	No

ADA = Americans with Disabilities Act; I-5 = Interstate 5; MUTCD = Manual on Uniform Traffic Control Devices

Sources: Sound Transit 2025c; USDOT 2023

4.3 Analysis of Long-Term and Construction Impacts by Potential Improvement

This section analyzes the potential long-term and construction impacts associated with each potential improvement that is being evaluated as part of TDAI. Although described more specifically for each improvement below, all of the improvements would have common construction impacts, such as:

- Temporary street, lane, intersection, or parking closures.
- Temporary sidewalk or crossing closures.
- Detour routes for pedestrians and cyclists.
- Transit service disruptions on existing transit routes.
- Disruptions to freight traffic on designated freight routes and freight rail routes and to local deliveries on other streets.

4.3.1 TD 03 Dome District Railroad Crossing Improvements

Long-Term Impacts

TD 03 would replace existing crossing barriers that block one travel lane on either side of the Sounder tracks with a four-quadrant gate system at the East C Street and East D Street rail crossings that would block all traffic when gates are down. Separate pedestrian gate arms with emergency escape gates would replace combined vehicle and pedestrian gate arms.

Rail crossing improvements do not include changes to the roadway configuration of East C Street and East D Street and would have no long-term impacts to vehicular traffic. While the section of Sound Transit's Lakewood Subdivision tracks with at-grade crossings at East C Street and East D Street is not used for rail cargo, freight rail operators do use the track to move locomotives, typically at night. TD 03 would not restrict the use of the Lakewood Subdivision tracks for moving locomotives or other train movement, since the planned gates associated with TD 03 would restrict pedestrian traffic, not train traffic.

In fact, TD 03 is anticipated to improve long-term conditions for all modes. The new gate configuration would reduce the potential for vehicle crossings against the railroad crossing barriers. Pedestrian gate arms would discourage pedestrians from crossing the tracks when trains are approaching and leaving Tacoma Dome Station and emergency access points would allow pedestrians on the Sounder tracks when gate arms close to exit safely. This could reduce dwell times and delay for trains stopping at Tacoma Dome Station from track obstructions and pedestrian crossings. TD 03 would have no long-term adverse impacts on transit service and operations.

Construction Impacts

Portions of the rail crossings at East C Street and East D Street may be temporarily closed to vehicular traffic during construction. Vehicular traffic across the Sound Transit rail tracks would use other parallel routes with grade-separated vehicle crossings, such as Pacific Avenue, East G Street, and East L Street.

Freight trains carrying cargo are prohibited from using the rail tracks near the Tacoma Dome. However, rail crossing improvements as part of TD 03 could disrupt locomotive movements

through the study area during construction. Tacoma Rail uses this section of track to move locomotives twice a week, and construction would need to be coordinated with scheduled rail operations.

The construction of gate improvements may have temporary impacts on rail traffic at Tacoma Dome Station, potentially requiring track closures for flangeway filler installation and rail surface replacement. Construction would be closely coordinated with passenger rail operations on the Sound Transit mainline.

During construction of intersection improvements at East C Street and East D Street, there may be intermittent closures of pedestrian crossings and detours for pedestrian and bike traffic.

4.3.2 TD 07: E 25th Street Pedestrian Improvements

Long-Term Impacts

TD 07 includes crossing improvements at four intersections on E 25th Street as well as markings and signage for existing ADA parking near the T Line operations and maintenance facility. TD 07 is not anticipated to have any long-term impacts on vehicular traffic and access. However, the new marked crossing at the intersection with E McKinley Avenue would permanently remove up to two back-in angle parking stalls on E 25th Street east of Tacoma Dome Station. Removal of the parking stalls provides enough space for the new crossing to meet City of Tacoma standards, with parking spaces set farther back from the crosswalk.

TD 07 would improve crosswalk surface and markings on E 25th Street and enhance access for people of all abilities at intersections with Pacific Avenue, East D Street, East G Street, and E McKinley Way. These crossing improvements are not anticipated to have any long-term adverse impacts on pedestrian or bicycle access.

Pedestrian improvements along E 25th Street as part of TD 07 would have no long-term adverse impacts to freight access or transit service and operations.

Construction Impacts

Construction of intersection improvements on E 25th Street would have temporary impacts on vehicle traffic. Resurfacing and marking crosswalks at the intersections of S 25th Street/Pacific Avenue, E 25th Street/East C Street, E 25th Street/East G Street, and E 25th Street/E McKinley Avenue would require short-term traffic, lane, or intersection closures at locations where improvements are proposed. Potential closures would affect vehicle, freight, and transit access through these intersections and along E 25th Street.

Intersection improvements on E 25th Street would also have temporary impacts on T Line operations. These improvements could require temporary closures for crosswalk resurfacing and restriping. During construction, this could result in some disruptions in T Line service. Construction activities would be coordinated with T Line operations. Construction may also require temporary closures for pedestrian crossings, temporary closure of bike facilities on East D Street, and detours for pedestrian and bike traffic.

4.3.3 TD 08: E 26th Street Pedestrian Improvements

Long-Term Impacts

TD 08 would modify portions of the existing roadway on E 26th Street and near intersections at three cross streets. These roadway modifications would change traffic patterns and access on E 26th Street due to the proposed consolidation and reconfiguration of existing driveway and parking access as well as new restrictions on certain turning movements and other modifications to roadway channelization.

At the E 26th Street/A Street intersection, one of the two existing eastbound through lanes would be replaced with a right-turn-only lane to access A Street and the I-5 on-ramp to the south. The existing two-lane configuration extends approximately 150 feet east of the intersection, and the reconfiguration would reduce vehicle capacity along this short portion of E 26th Street. Improvements at the E 26th Street/East C Street intersection would also replace an eastbound through lane between the I-5 and I-705 off-ramp and East C Street with a right-turn-only lane. The second eastbound travel lane currently terminates immediately east of the intersection, and the reconfiguration would not change traffic patterns beyond the intersection. Both channelization changes on E 26th Street would reduce capacity for eastbound traffic but the impact to traffic accessing the Tacoma Dome area would be minimal.

Crossing improvements as well as sidewalk replacement and widening on E 26th Street would create a safer pedestrian environment and reduce barriers to ADA access on the corridor. The new marked crosswalk proposed at E 26th Street and East F Street would create a direct connection to Tacoma Dome Station from the north. Most of these improvements would not have an adverse impact to pedestrian or bicycle access on E 26th Street. However, as part of improvements to the intersection at E 26th Street/East C Street, the north-south crossing on the west side of the intersection would be permanently closed. Signage would direct pedestrians to the improved crosswalk on the east side of the intersection across C Street. This would potentially require an additional crossing for pedestrians but would reduce conflicts between pedestrians and vehicles accessing parking at the Tacoma Dome. This change would not adversely impact pedestrian access.

Pedestrian improvements along E 26th Street as part of TD 08 would have no long-term adverse impacts on freight access or transit service and operations.

Construction Impacts

Construction of intersection improvements on E 26th Street would have some temporary impacts on vehicle traffic in the study area. Short-term traffic and lane closures may be required as crosswalks are re-marked and interim pedestrian improvements are installed. Full or partial reconstruction of the intersections at E 26th Street/East C Street and E 26th Street/East F Street may require full partial intersection closures and traffic detours during construction. Driveway reconstruction on E 26th Street would also have temporary impacts on business access and parking areas.

No temporary closures of existing bicycle facilities are anticipated during construction, but potential roadway closures would also affect access for cyclists on E 26th Street. Construction of improvements on the E 26th Street corridor could have temporary impacts on crossings of E 26th Street and limited sections of sidewalks that could require pedestrian detours.

Construction of pedestrian improvements included in TD 08 are not anticipated to have temporary impacts on transit service and operations.

4.3.4 TD 09: East D Street/E McKinley Way Bicycle and Pedestrian Improvements

Long-Term Impacts

TD 09 would remove one of two existing southbound travel lanes on East D Street to accommodate the installation of a protected bike facility from the future Waterway Park near E 21st Street to Puyallup Avenue. This would change the configuration of the East D Street/E Dock Street and East D Street/Puyallup Avenue intersections. These changes as part of TD 09 would reduce southbound capacity on East D Street but not affect traffic operations. Both the East D Street/E Dock Street and East D Street/Puyallup Avenue intersections would both continue to perform above City of Tacoma standards, as shown in Table 4-2.

Table 4-2 2032 Traffic Operations

Intersection	Control Type	Agency (Standard)	2032 PM Peak			2032 PM Peak With TDAI		
			LOS	Delay (sec/veh)	V/C ratio	LOS	Delay (sec/veh)	v/c ratio
East D Street and Dock Street	Signal	Tacoma — Arterial (LOS E) 0.99 v/c ratio	B	10.1	0.25	B	10.1	0.25
East D Street and Puyallup Avenue	Signal	Tacoma — Arterial (LOS E) 0.99 v/c ratio	C	30.6	0.55	C	26.0	0.51

LOS = level of service; sec = second; TDAI = Tacoma Dome Access Improvements; v/c = volume-to-capacity; veh = vehicle
Sources: Parametrix 2025, based on IDAX 2025b.

As TD 09 continues south on East D Street from Puyallup Avenue, the protected bike facility would require reconfiguring the roadway, including modifications to the existing median, near the Tacoma Dome. This would change the configuration of the street but would retain the travel and turn lanes on East D Street and would not affect vehicle capacity on the roadway. These roadway reconfigurations would have minimal impacts on vehicular traffic and would not change vehicle travel patterns or turning movements. No long-term change to how vehicles access adjacent properties or alleys is anticipated.

TD 09 would also replace existing bus stops at East D Street and E McKinley Way with in-lane bus stops and bike facilities between the bus stops and sidewalk. This bus stop reconfiguration may require general purpose traffic to queue behind the bus during loading and unloading. Current bus service on this route (Route 42) operates at 30-minute frequencies; therefore, any additional vehicle delay would have a minimal impact on vehicle traffic.

TD 09 would reconfigure a T-2 freight corridor on East D Street between E 21st Street and Puyallup Avenue and reduce southbound capacity on an access point to the Port of Tacoma. However, these long-term changes would not affect traffic operations and the potential adverse impacts on freight access would be minimal. Other improvements on East D Street and E McKinley Way south of Puyallup Avenue include minor changes to roadway configuration that would have no long-term adverse impacts on freight access.

Bus stop replacements and roadway reconstruction would have no long-term adverse impact on transit service along East D Street. The width of existing travel lanes would not change substantially and would accommodate bus operations along the corridor. In-lane bus stops also would eliminate the need for buses to merge back into traffic when leaving the stop, which could improve speed and reliability for the Route 42 service.

New protected bike facilities would provide a safer and more comfortable bike route to connect the Dome District with the McKinley neighborhood south of I-5 and would improve bike access to the Tacoma Dome and Tacoma Dome Station. These improvements would reduce potential for conflicts between cyclists and vehicles along the length of the corridor. The bus stop replacements would include sections of raised bike facilities at sidewalk level between the bus stop and the sidewalk. This design would reduce potential for bicycle conflicts with buses compared to the existing bike lanes, which cross through the bus stops at this location.

Reconstructed pedestrian facilities for state of good repair and ADA compliance as part of TD 09 would make the East D Street/E McKinley Way corridor more accessible for people of all abilities. Changes to sidewalk and landscape areas to accommodate protected bike facilities would have no long-term adverse impacts to pedestrian access.

Construction Impacts

Construction of TD 09 could require intermittent closures in one or both directions of travel on East D Street/E McKinley Way or could require temporary closure or changes to access to adjacent properties. Drivers would need to use other nearby routes, such as East L Street or E Portland Avenue, for north-south travel. These closures would affect freight traffic on East D Street, particularly north of Puyallup Avenue, where the street is a T-2 freight corridor that connects to the Port of Tacoma.

Temporary construction closures on East D Street and E McKinley Way would also affect transit service and may include stop closures or detours from the existing Route 42 bus route. Potential closures on sections of East D Street would also close the existing painted bicycle lanes between E 21st Avenue and E Wright Street as they are replaced with new, mostly protected facilities. Temporary bike detour routes could include nearby north-south connections like A Street or C Street near Tacoma Dome Station or East L Street to cross I-5. Bike detours would add additional travel time for people accessing Tacoma Dome Station and the Tacoma Dome by bike. These closures on East D Street and E McKinley Way may also require temporary pedestrian detours and could affect pedestrian access across I-5 and near the Tacoma Dome during construction.

4.3.5 TD 11: Pacific Avenue Pedestrian Safety and Accessibility Improvements

TD 11 would include construction of new sidewalks on the west side of Pacific Avenue, a signalized pedestrian crossing of the I-5 access ramp, and crossing improvements at the intersection of Pacific Avenue and S 30th Street.

Crossing improvements as part of TD 11 would have the potential for minimal adverse impacts on vehicle and freight traffic accessing I-5 or traveling on Pacific Avenue. With a new signalized pedestrian crossing on the I-5 access ramp, vehicles accessing I-5 from Pacific Avenue would need to wait for pedestrians to cross the ramp. The new signal at S 30th Street would require vehicles traveling north and south on Pacific Avenue to stop for pedestrians and for vehicles turning onto and off of S 30th Street. These signals could add travel time for vehicles accessing I-5 and traveling on Pacific Avenue. Signal timing at these crossings is yet to be determined.

The pedestrian improvements in this section of Pacific Avenue would fill gaps in the pedestrian network and improve connections across I-5 on Pacific Avenue and to nearby neighborhoods. These improvements would have no long-term adverse impacts on bicycle or pedestrian access.

Additional coordination between the City of Tacoma and WSDOT for intersection improvements near I-5 access ramps would occur as the City advances design of improvements on E 26th Street.

Potential Construction Impacts

Construction of crossing improvements and new sidewalks would have temporary impacts on vehicle traffic. Limited lane closures on Pacific Avenue may be required during construction, and shoulder closures, narrowed lanes near work zones, or short-term closures may be required for construction on the I-5 access ramp. These temporary closures and changes near work zones could affect freight travel and access along the corridor.

Limited closures on Pacific Avenue may disrupt transit service on the Route 1 bus and Stream Community Line during construction. Existing stops on the Route 1 bus at Pacific Avenue and S 30th Street could experience short-term closures or require a short detour with temporary stops during construction at the Pacific Avenue/S 30th Street intersection.

Temporary intersection closures to construct a signalized pedestrian crossing at S 30th Street would affect bike traffic connecting to or traveling north-south on Pacific Avenue. Cyclists would not be able to access closed sections of the roadway during construction, and construction near the I-5 overcrossing may require bicycle detours. Construction of new sidewalks would not require closures of existing pedestrian facilities. However, crossing improvements at the intersection of S 30th Street and Pacific Avenue may require temporary closures of the marked crosswalk and sections of existing sidewalk on Pacific Avenue during construction.

4.3.6 TD 12 E 25th Street Midblock Crossing Improvement

Long-Term Impacts

TD 12 would replace the midblock crossing on E 25th Street between the Sounder ticketing area on the south side of E 25th Street and the T Line and Pierce Transit buses, both located on the north side of E 25th Street. The replacement would provide a straighter and more direct crossing with a new signal to replace the existing beacon.

Midblock crossing improvements would not change the configuration of the travel lanes on E 25th Street and would not affect vehicle traffic and access. There would be no long-term adverse impacts on vehicle access, parking, or freight access for local deliveries on E 25th Street from TD 12.

The midblock crossing replacement would improve access between the Sounder ticketing area and the T Line stop and would not change walking transfer times between the T Line and Sounder. There would be no adverse long-term impacts on T Line service and operations on E 25th Street from the midblock crossing and signal improvements.

The reconfiguration of the existing pedestrian crossing would shorten the crossing distance for pedestrians and make the crossing easier to navigate for people of all abilities. Changes to the crossing and nearby sidewalk and landscaped areas would have no adverse long-term impacts on pedestrian or bike access.

Construction Impacts

Midblock crossing improvements as part of TD 12 may require temporary closures to vehicle traffic during construction. This would affect vehicle traffic on E 25th Street and access for local deliveries.

Replacement of the midblock crossing would also have temporary impacts on transit service on E 25th Street during construction. The crossing area could be closed for short periods during construction, which may result in service disruptions or reduced service hours on the T Line.

Construction at the midblock crossing of E 25th Street may require temporary street closures on E 25th Street and pedestrian detours for transit transfers at Tacoma Dome Station. No temporary closures of existing bicycle facilities are anticipated during construction, but short-term construction closures may require detours for cyclists traveling on E 25th Street between East G Street and East D Street.

4.3.7 TD 13: Station Area ADA Accessibility Spot Improvements

Long-Term Impacts

TD 13 would include new and replaced sidewalks and driveways at multiple locations in the study area to improve ADA access and crossings on E 27th Street. This would include new or replaced sidewalks on E McKinley Avenue, East E Street, and East F Street. Five driveway entrances would be replaced on other streets to construct ADA-compliant sidewalks near the Tacoma Dome and Tacoma Dome Station.

New marked crosswalks on E 27th Street near the Tacoma Dome would require vehicle traffic to stop for pedestrians exiting Tacoma Dome onto E 27th Street. These crosswalks would only affect vehicle traffic near the Tacoma Dome during event times. TD 13 would have no long-term adverse impacts on vehicle traffic because it would only modify sidewalks and crossings, with no substantial changes to roadway configuration. Driveway replacements at other locations would have no long-term adverse impacts on vehicle or freight access.

The sidewalk ADA improvements that are part of TD 13 would make sidewalk facilities more accessible for users of all abilities. Crossing improvements on E 27th Street would improve pedestrian access to the Tacoma Dome. TD 13 would have no long-term adverse impacts on pedestrian or bicycle access.

Pedestrian improvements as part of TD 13 would have no long-term adverse impact on freight access or transit service and operations.

Construction Impacts

Constructing new driveways and alley access and replacing existing driveway entrances as part of TD 13 would have temporary impacts on vehicle access on E McKinley Way and near the Tacoma Dome, such as temporary detours and closures. Construction activities would not affect freight routes but would limit access for local deliveries and parking areas near the Tacoma Dome and Tacoma Dome station.

Construction of the midblock crossings along E 27th Street may require intermittent closures of sections of the street. This may require temporary pedestrian detours or alternate crossing locations to access parking areas near Tacoma Dome. No temporary closures of existing bicycle facilities are anticipated during construction, but partial closures on E 27th Street during construction may require detours for cyclists.

Construction of pedestrian improvements included in TD 13 are not anticipated to have temporary impacts on transit service and operations.

4.3.8 TD 14: Station Wayfinding Improvements

Long-Term Impacts

TD 14 would install new wayfinding systems and replace existing signage at the Tacoma Dome Station. New signage and tactile wayfinding in pedestrian areas on E 25th Street would make transfers between the Sounder S Line, T Line, and Pierce Transit buses easier to navigate particularly for people with visual impairments. However, these wayfinding improvements would have no long-term adverse impacts on roadways or vehicular traffic, freight and goods movement, or transit, and would be anticipated to improve pedestrian or bicycle access.

Construction Impacts

TD 14 includes wayfinding improvements that are outside of the roadway, but some on-street parking stalls may be closed periodically during construction to install tactile pavers and signage.

During construction, the installation of wayfinding signage and tactile pavers have temporary impacts to pedestrian access to transit facilities. Installation of new tactile pavers could affect transit riders making transfers or accessing the station. Installation of new tactile pavers may require temporary detours for pedestrians on E 25th Street and for transit transfers across E 25th Street.

Construction of wayfinding improvements included in TD 14 is not anticipated to have temporary impacts on vehicle traffic, freight access, transit service and operations, or bicycle access and parking.

4.3.9 TD Parking (Sites A2 and A3)

TD Parking (Sites A2 and A3) would construct two new surface parking lots on E 26th Street, between East G Street and East J Street, providing a combined 300 parking stalls, and associated sidewalk improvements that would serve the Tacoma Dome Station area.

Together, the two new surface parking lots would generate an estimated 100 vehicle trips during the PM Peak Hour (4 p.m. to 5 p.m.), and more overall trips throughout the day. This estimate is based on parking demand and utilization estimated for park-and-ride facilities from the Institute of Transportation Engineering Parking Generation Manual (ITE, 2021). These trips were distributed on the roadway network based on existing travel patterns at nearby intersections. Additional vehicle trips from these parking facilities would change travel patterns and add to traffic volumes throughout the day in the Tacoma Dome area. However, these changes would not affect traffic operations at nearby intersections and would have a minimal adverse impact on vehicle or freight traffic. Both nearby intersections would continue to operate above City of Tacoma standards, as shown in Table 4-3.

Table 4-3 2032 Traffic Operations

Intersection	Control Type	Agency (Standard)	2032 PM Peak			2032 PM Peak with TDAI		
			LOS	Delay (sec/veh)	V/C ratio	LOS	Delay (sec/veh)	V/C ratio
East G Street and E 26th Street	OWSC	Tacoma – Arterial (LOS E) 0.99 v/c ratio	B	10.9	0.03	B	11.3	0.12
East L Street and E 26th Street	TWSC	Tacoma – Arterial (LOS E) 0.99 v/c ratio	A	9.5	0.04	A	9.7	0.04

LOS = level of service; OWSC = one-way stop control; sec = second; TDAI = Tacoma Dome Access Improvements; TWSC = two-way stop control; v/c = volume-to-capacity; veh = vehicle
Sources: Parametrix, 2025, based on IDAX 2025b

Surface parking on these sites would be built together with new sidewalks on East G Street, E 26th Street, and East J Street to provide pedestrian access from Tacoma Dome Station. These new ADA-compliant sidewalks would fill sidewalk gaps and expand access for people of all abilities, so no long-term adverse impacts on pedestrian or bicycle access are anticipated.

New surface parking as part of TD Parking would have no long-term adverse impacts on freight access or transit service and operations.

Potential Construction Impacts

Parking and pedestrian improvements as part of TD Parking would be primarily outside of the roadway. However, temporary lane closures on E 26th Street, East G Street, and East J Street may be required during construction. These closures may affect local vehicle traffic on E 26th Street during construction.

Lane closures may also affect bicycle access on E 26th Street and East G Street during construction. Construction of new sidewalk and reconstruction of sidewalk's condition would require temporary closures of existing facilities and nearby sections of sidewalk and could include pedestrian detours.

Construction is not anticipated to have temporary impacts on freight access or transit service and operations.

4.4 Avoidance, Minimization, and Mitigation

TDAI would not have significant adverse impacts on transportation and access in the study area, and no mitigation measures would be required for long-term or construction impacts. Although no mitigation would be required, minimization measures could further reduce potential impacts on vehicle and freight traffic in the study area.

For example, for potential long-term impacts:

- Potential long-term impacts on vehicle and freight traffic from new signalized crossings as part of TD 11 could be minimized with signal optimization and coordination with other signals along Pacific Avenue.
- Travel Demand Management strategies near the Tacoma Dome and Tacoma Dome Station could shift mode share away from vehicle trips to nonmotorized facilities and transit, which would offset potential new vehicle trips from parking as part of TD Parking.

The City of Tacoma would be responsible for detailed engineering and construction of improvements TD 03, TD 07, TD 08, TD 09, TD 11, TD 12, and TD 13, and Sound Transit would be responsible for detailed design and construction of improvements TD 14 and TD Parking. Construction activities within the study area would be conducted in accordance with a construction mitigation and monitoring plan to minimize risks to human health and the environment. Sound Transit would develop a community outreach plan and lead community outreach for the projects.

For potential construction impacts, potential minimization measures could include:

- Implementation of a Traffic Management Plan during construction of each improvement.
- Clearly sign and provide reasonable detour routes when streets are closed for roadway construction.
- Communicate public information through tools such as posted signs, websites, and email to provide information regarding street closures, hours of construction, business access, and parking impacts.
- Post advance notice signs prior to construction in areas where construction activities would affect access to surrounding businesses.
- Provide regular updates to schools, emergency service providers, local agencies, solid waste utilities, and postal services, and assist public school officials in providing advance and ongoing notice to students and parents concerning construction activity near schools.
- Schedule traffic lane closures during off-peak hours to minimize delays during periods of higher traffic volumes as much as possible.

Changes to access ramps, ramp terminals, and associated intersections as part of TD 11 and TD 08 would require additional coordination between the City of Tacoma and WSDOT as the City advances the design of improvements near the I-705 and I-5 access ramps. City-led construction activities would meet WSDOT construction conditions and work zone policy guidance included in the Design Manual (M22-01), Traffic Manual (M51-02), and Work Traffic Control Guidelines for Maintenance Operations (M54-44). Construction of these improvements would be conducted.

Transit service modifications would be coordinated with Pierce Transit, Sound Transit, and private transportation services, such as Greyhound and FlixBus, to minimize temporary impacts and disruptions to bus facilities and T Line service during construction. This could include developing modified bus service plans to accommodate stop closures during station construction. During construction, buses would either continue service on the street or be rerouted to nearby roadways, where appropriate, to maintain transit service. Information on any changes to T Line operations could be provided, including information on alternate bus routes if service is disrupted during construction.

The City of Tacoma and/or Sound Transit could minimize potential impacts from temporary sidewalk and bicycle facility closures by providing detours within or around construction areas and notifying the public as appropriate.

5 CONCLUSION

Overall, TDAI would not have significant adverse long-term impacts on transportation and access in the study area and no mitigation measures would be required for long-term impacts. Construction impacts are temporary and would also not result in significant adverse impacts.

6 REFERENCES

Amtrak. 2024. Amtrak Cascades Daily Train Schedule, effective June 10, 2024. https://amtrakcascades.com/wp-content/uploads/2025/01/amtrak-cascades-schedule-6-10-24.pdf

Amtrak. 2025. Amtrak FY24 Ridership. https://media.amtrak.com/wp-content/uploads/2023/11/FY24-Year-End-Ridership-Fact-Sheet.pdf.

City of Tacoma. 2022. *Vision Zero Action Plan*. https://cms.tacoma.gov/PublicWorks/Engineering/VisionZero/FINAL%20Tacoma%20Vision%20Zero%20Action%20Plan%20September%202022.pdf.

City of Tacoma. 2025. *Draft Transportation and Mobility Plan*. https://tacoma.gov/government/departments/public-works/transportation/transportation-mobility-plan/.

IDAX. 2025a. Vehicle Classification Counts for the TDLE Project. Collected May 2025. Tacoma, WA.

IDAX. 2025b. Turning Movement Counts for the TDLE Project. Collected May 2025. Tacoma, WA.

ITE (Institute of Transportation Engineers). 2021. *Parking Generation Manual*, 5th Edition.

Pierce Transit. 2024. Local Bus Performance and Ridership Report. https://piercetransit.org/wp-content/uploads/public-documents/2024-local-bus-performance-and-ridership-report.pdf.

Pierce Transit. 2025a. Destination 2045 Long Range Plan – Draft 2. https://piercetransit.org/wp-content/uploads/2025/06/Pierce-Transit-Destination-2045-LRP-2nd-Draft.pdf.

Pierce Transit. 2025b. Routes and Schedules. https://piercetransit.org/pierce-transit-routes/.

Sound Transit. 2008. Sound Transit 2: The Regional Transit System Plan for Central Puget Sound (ST2). Seattle, WA. https://www.soundtransit.org/sites/default/files/documents/st2-plan-2008.pdf. Adopted November 4, 2008.

Sound Transit. 2016. Sound Transit 3: The Regional Transit System Plan for Central Puget Sound (ST3). Seattle, Washington. https://www.soundtransit.org/sites/default/files/project-documents/st3-system-plan-2016.pdf. Adopted June 23, 2016.

Sound Transit. 2025a. Routes and Schedules. https://www.soundtransit.org/ride-with-us/routes-schedules. Accessed August 2025

Sound Transit. 2025b. System Performance Tracker. https://www.soundtransit.org/ride-with-us/system-performance-tracker.

Sound Transit. 2025c. Tacoma Dome Access Improvements Conceptual Design Drawings.

USDOT (United States Department of Transportation). 2023. Manual on Uniform Traffic Control Devices, 11th Edition. https://mutcd.fhwa.dot.gov/pdfs/11th_Edition/mutcd11thedition.pdf.

WSDOT (Washington State Department of Transportation). 2023. Freight and Goods Transportation System (FGTS) Classification Data. Olympia, WA. https://wsdot.wa.gov/construction-planning/freight/freight-data.

WSDOT. 2024a. Amtrak Cascades: 2024 Performance Data Report. https://wsdot.wa.gov/sites/default/files/2025-04/2024-Amtrak-Cascades-Annual-Performance-Report.pdf

WSDOT. 2024b. Amtrak Cascades Preliminary Service Development Plan. https://wsdot.wa.gov/sites/default/files/2024-06/Amtrak-Cascades-2024-Preliminary-Service-Development-Plan.pdf.