January 2026

Tacoma Dome Access Improvements Project

SEPA Environmental Checklist

SOUNDTRANSIT

SEPA[1] Environmental Checklist

Purpose of checklist

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization, or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. **You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown.** You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to **all parts of your proposal**, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for lead agencies

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B, plus the Supplemental Sheet for Nonproject Actions (Part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in "Part B: Environmental Elements" that do not contribute meaningfully to the analysis of the proposal.

[1] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/Checklist-guidance

A.Background

Find help answering background questions[2]

1. **Name of proposed project, if applicable:**

   Tacoma Dome Access Improvements (TDAI) Project

2. **Name of applicant:**

   Central Puget Sound Regional Transit Authority (Sound Transit)

3. **Address and phone number of applicant and contact person:**

   Elma Borbe, Senior Environmental Planner
   206-398-5445
   elma.borbe@soundtransit.org
   401 S Jackson Street
   Seattle, WA 98104

4. **Date checklist prepared:**

   January 5, 2026.

5. **Agency requesting checklist:**

   Sound Transit

6. **Proposed timing of schedule (including phasing, if applicable):**

   The Sound Transit Board of Directors would select the project to be built after completion of the environmental review process. The project to be built would include a number of improvements that are to be implemented in phases. The improvements that are included are anticipated to be completed by 2032.

7. **Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.**

   Yes. The Sound Transit 3 (ST3) Plan (Sound Transit 2016) includes the Tacoma Dome Link Extension (TDLE) project which will extend the existing light rail system from south Federal Way to a new station near Tacoma Dome. The new TDLE Tacoma Dome station will benefit from the access improvements made by the current project.

8. **List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.**

   Sound Transit issued a Draft Environmental Impact Statement (Draft EIS) for TDLE in December 2024. The Final EIS is anticipated to be issued in February 2027.

   The City of Tacoma is implementing the Puyallup Avenue Corridor Improvements, which is 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

[2] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-A-Background

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.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

There are no known applications for approvals of other proposals directly affecting the properties that would be affected by the TDAI project, although some permits are pending for work adjacent to the right-of-way where TDAI is proposed. For example, an application has been filed to complete the construction of a new 8-story mixed use multi-family apartment building at 415 E 25th Street, adjacent to E 25th St and E D St, where a TDAI improvements are proposed. Another application was filed for redevelopment of an existing parking lot at 725 E 25th St, which is also adjacent to the right-of way where TDAI improvements are proposed. These improvements include pedestrian walk zones, stairs, and ramps to conform to ADA requirements, new striping, and modification to loading areas. Coordination with adjacent property owners, including owners where permit applications are pending, would occur throughout the planning and construction of TDAI projects.

10. List any government approvals or permits that will be needed for your proposal, if known.

- Ecology NPDES Construction Stormwater General Permit
- City of Tacoma approvals, including a Work Order Permit (which includes approval for demolition, grading, construction, trees, stormwater, etc. in the right-of-way) and a Site Development Permit (for parking sites), as well as any other needed approvals related to electrical equipment installation, right-of-way use or occupancy, or utilities.
- Washington Department of Transportation (WSDOT) approval for work in county or WSDOT right-of-way.

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)

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 multi-modal 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 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 TDAI 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 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. The 10 potential improvements that are part of TDAI are identified by name and number and described further in Table 1 and illustrated on Figure 1, below. See Attachment A, Conceptual Engineering Drawings.

Table 1. Proposed 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 Street 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/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.

Table 1. Proposed Tacoma Dome Access Improvements (continued)

Improvement Name	Improvement Description
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: East 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 to provide passengers information to 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 names 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.

0 250 500 1,000 Feet

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

Figure 1 TDAI Overview

Tacoma, WA

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

As shown in Figure 1, TDAI is located in the City of Tacoma, within approximately 0.5 mile of the existing Tacoma Dome Station and the proposed TDLE Preferred Tacoma Station location (referred to throughout this SEPA checklist as the "project area").

B.Environmental Elements

1. Earth

Find help answering earth questions[3]

a. General description of the site:

Circle or highlight one: Flat, rolling, hilly, steep slopes, mountainous, other:

The topography of the project area is a predominantly flat urban-industrial landscape with gradual elevation changes, reflecting a lowland area near major transportation routes. Extensive grading and urban development have substantially altered the natural landscape, resulting in a built environment dominated by large commercial and industrial structures, the Tacoma Dome, rail yards, and transportation corridors. The project area is predominantly flat, with elevations ranging from 6 feet above sea level at the northern end of the project area, to up to 230 feet above sea level at the southern end of the project area, and elevation varies between improvements.

b. What is the steepest slope on the site (approximate percent slope)?

The steepest slope within the project area is greater than 40%. Some small areas of steep slope are located within or adjacent to the proposed location of TD 09 near I-5 and TD 08 just east of I-705.

c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them, and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

The project area is situated in the Puget Lowlands, between the Cascade Range to the east and the Olympic Mountains to the west (DNR n.d.). Regional geology has been largely shaped by glaciation, which formed a substantial part of the landscape during the last ice-sheet advance (DNR n.d.). The U.S. Department of Agriculture Web Soil Survey indicates the project area is predominantly mapped as Urban land with 0 to 5 percent slopes (Map Unit

[3] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-earth

988) and Urban land with 5 to 20 percent slopes (Map Unit 989), both characterized by largely impervious or extensively disturbed surfaces. The Urban land–Alderwood complex, 12 to 35 percent slopes (Map Unit 3057), and the Alderwood–Everett complex, 0 to 12 percent slopes (Map Unit 3061) occupy a small portion of the project area. The soil type in the project area is not considered prime agricultural soils.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Landslide and erosion hazard areas occur primarily in locations with steep slopes. These areas are most commonly mapped along the Puget Sound shoreline, adjacent to stream corridors, and in smaller, isolated pockets across the city of Tacoma and are mapped in the One Tacoma: Comprehensive Plan, Chapter 04 Environment and Watershed Health. The project area construction activities would generally avoid work on steep slopes, with the exception of a few small portions of steep slope at the proposed location of TD 08 and TD 09. Most of TDAI is proposed to be located in an area designated as low liquefaction susceptibility, but the northeast portion of the project area is designated as highly susceptible to liquefaction (where TD Parking and portions of TD 07 are proposed, as well as the very northern portion of TD 09).

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

No substantial topographic modifications are anticipated for the TDAI project, although some grading and fill could occur on the potential surface parking sites if parking improvements are selected to be built. 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 (i.e., for the traffic signals associated with TD 11 and TD 12 and the railroad gate associated with TD 03). No excavation is anticipated to exceed depths reaching native soils (depth varies, beginning at approximately 6 feet) or the groundwater table. Fill sources would meet state Model Toxics Control Act standards for at least arsenic and lead.

f. Could erosion occur because of clearing, construction, or use? If so, generally describe.

Some erosion could occur during construction, particularly during excavation and removal of fill. Best management practices (BMPs) would be implemented to minimize stormwater runoff (see B.1.h). The areas of disturbance generally would be limited in size and number; therefore, substantial erosion is not anticipated during or after construction.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

If all of the individual improvements that are part of the TDAI project were built, approximately 96% of the project site would be impervious after construction, compared to approximately 93% impervious surface prior to construction (totaling approximately 6,500 square feet of new impervious surface). The increase is primarily related to the addition of new sidewalks. Only two improvements (TD 09 and TD 11) would increase impervious

surface, whereas the rest of the improvements would either stay the same or reduce the percent impervious surface:

- TD 03 would remain approximately 100% impervious
- TD 07 would remain approximately 100% impervious
- TD 08 would remain approximately 97% impervious surface, reduced by approximately 3% from existing
- TD 09 would be approximately 97% impervious, increased approximately 10% from existing
- TD 11 would be approximately 82% impervious after project construction, increased approximately 15% from existing
- TD 12 would be approximately 79% impervious after project construction, reduced by approximately 5% from existing
- TD 13 would remain approximately 90% impervious after project construction
- TD Parking would remain approximately 100% impervious after project construction

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any.

A temporary erosion and sediment control (TESC) plan to reduce or control erosion or other impacts to earth would be developed for the project and would include BMPs, consistent with Ecology's Stormwater Management Manual for Western Washington and Tacoma's Stormwater Management Manual. BMPs could include measures such as mulching the ground with straw or wood chips, covering stockpiled soil with plastic, or preserving and minimizing removal of natural vegetation, installing silt fencing around disturbed areas, or installing straw bale barriers or sediment traps.

2. Air

Find help answering air questions[4]

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Temporary odor emissions would be produced by the project as result of the proposed asphalt paving that would be done as part of roadway improvements. These odor emissions would be detectable at surrounding land uses. Asphalt paving produces a strong odor caused by the presence of aromatic hydrocarbons (i.e., volatile organic compounds (VOCs) in the asphalt. The VOCs evaporate easily, especially when asphalt is heated, which results in a strong odor. Once the new asphalt cools it stops releasing fumes and the odor dissipates, typically an hour after paving has been completed.

[4] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-Air

Construction activities and associated vehicles and equipment would produce a variety of air emissions. One of the main air emissions would be the generation of fugitive dust from construction activities. Land clearing, excavation, and grading would disturb the ground particularly during the construction of improvements A2: Parking Alternative Site 1 and A3: Parking Alternative Site 2. Disturbed soil can be picked up by wind and carried off-site, causing impacts to the environment and human health. Dust from construction can increase the levels of particulate matter in the form of $PM_{2.5}$ and PM_{10} in the atmosphere. Other air emissions that may result from construction vehicles and equipment exhaust include carbon monoxide (CO), carbon dioxide sulfur dioxide, nitrogen oxide, and particulate matter.

If the Board selects surface parking (TD Parking) to be built as part of TDAI, the project would generate an estimated 100 vehicle trips per PM peak hour (4-5 p.m.) and the increased emissions associated with those trips once operational. However, TDAI is also intended to improve multi-modal access, which could result in fewer overall vehicle miles traveled and an associated reduction in emissions across the region.

The City of Tacoma is designated as a maintenance air quality area for $PM_{2.5}$. Certain projects that are "regionally significant" must undergo a transportation conformity analysis if certain criteria are met and if they are not included in the Statewide Transportation Improvement Plan. Pedestrian and bicycle facilities are exempt from this analysis. The parking improvements (TD Parking, proposed at alternative sites A2 and A3) do not meet the definition of a regionally significant project because they would not normally be included in the modeling of the transportation network and therefore do not require a transportation conformity analysis.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

There are no off-site sources of emissions or odors that would affect the project.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Typical construction BMPs will be implemented to control dust and minimize other potential impacts to air; otherwise, no additional measures to reduce or control emissions or other impacts to air are proposed. The project would comply with the Puget Sound Clean Air Agency fugitive dust regulations, Regulation 1, Section 9.15. Construction BMPs could include limiting dust emissions during transport of fill material or topsoil by covering the load, by wetting down, or by ensuring adequate freeboard on trucks; maintain all construction machinery engines in good mechanical condition to minimize exhaust emissions; locate construction equipment and truck staging areas away from sensitive receptors and in consideration of potential effects on other resources; reducing idling time or equipment and vehicles; or using newer construction equipment or equip with ad-on emissions control.

3. Water

Find help answering water questions[5]

a. Surface:

Find help answering surface water questions[6]

1. **Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

There are no surface water bodies within or immediately adjacent to the TDAI except for a piped stream as noted below. The Thea Foss Waterway is located within 300 feet of TD 09 on East D Street. It has a marine shoreline buffer width of 50 feet from the ordinary high water mark according to the City of Tacoma Shoreline Code, Chapter 19.06.040.E. A piped section of Tacoma Eastern Gulch, which discharges to the Thea Foss Waterway, is mapped under project improvement TD 08 located on South 26th Street and A Street. Because this section of the stream is piped, it does not receive a buffer. A small Category IV depressional wetland (Wetland WTA-02) is located approximately 280 feet east of improvement TD Parking. A second small wetland (Wetland WTA-05) is within 200 feet of TD7 and TD Parking, under the Sounder tracks associated with the T-Link Operation and Maintenance Facility.

No other sources of surface water are present within or in the TDAI project area.

2. **Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

No work would be done in or over any surface waterbodies. However, TD08 overlaps with the piped section of the Tacoma Eastern Gulch.

3. **Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

No fill or dredge material will be placed in or removed from surface waters or wetlands for this project.

4. **Will the proposal require surface water withdrawals or diversions? Give a general description, purpose, and approximate quantities if known.**

The project would not require surface water withdrawals or diversions.

[5] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water

[6] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Surface-water

5. **Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

None of the project improvements lie within the 100-year floodplain, flood hazard areas, per Federal Emergency Management Agency Flood Insurance Rate Maps (FEMA 2025).

6. **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

No waste materials would be discharged to surface waters.

b. Ground:

Find help answering ground water questions[7]

1. **Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give a general description, purpose, and approximate quantities if known.**

Groundwater would not be withdrawn from a well for drinking or other purposes as part of the project. The project would be constructed above the Central Pierce County Aquifer. The project improvements are not expected to affect groundwater because even the deepest excavations (approximately 12 feet) would be above groundwater level.

2. **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (domestic sewage; industrial, containing the following chemicals…; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

No waste materials would be discharged into the ground from septic tanks or other sources.

c. Water Runoff (including stormwater):

1. **Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

Rainfall and the resulting stormwater are the potential sources of water runoff for the project. During construction BMPs would be in place to control stormwater.

The project area currently consists of impervious and pervious surfaces that rely on existing City of Tacoma municipal stormwater systems. The existing system treats and collects stormwater per the Tacoma Stormwater Management Manual. Water flow from the project improvements would use the existing municipal stormwater systems. New catch basins and storm drainage pipes would be installed to collect stormwater where new curbs are installed, thus preventing sheet flow off the roadway.

[7] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Groundwater

2. **Could waste materials enter ground or surface waters? If so, generally describe.**

It is unlikely that any waste materials associated with the project would enter ground or surface waters. All runoff would be collected and treated in accordance with City of Tacoma requirements for water quality. During construction, BMPs would be in place to prevent waste from entering ground or surface waters.

3. **Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.**

No, the project is not anticipated to alter or affect drainage patterns. The improvements would meet the requirements of the Ecology Stormwater Management Manual for Western Washington and the City of Tacoma's current Stormwater Management Manual.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

During operations, the project would control stormwater flow and provide treatment as required by the City of Tacoma. Therefore, there would not be impacts caused by runoff water from the project site. There are no existing surface waters on the project site; therefore, no surface waters would be impacted. As a result, no measures to reduce or control impacts to surface water are proposed. The project would not impact groundwater; therefore, no measures to reduce or control impacts to groundwater are proposed.

There is a potential that project construction activities could impact water from accidental spills (e.g., fueling operations during construction) and erosion and sedimentation. Measures to reduce these potential construction impacts are described above in Section B.1.h.

During construction, a Stormwater Pollution Prevention Plan (SWPPP) consistent with Ecology's NPDES Construction Stormwater General Permit, would be created and implemented to prevent and reduce sediment and other pollutants in stormwater runoff, as needed. Stormwater pollution prevention measures could include silt fences, stabilizing exposed soil, spill prevention and response plans, or vehicle cleaning, among other measures.

4. Plants

Find help answering plants questions

a. Check the types of vegetation found on the site:

☒ **deciduous tree: alder, maple, aspen, other**

☒ **evergreen tree: fir, cedar, pine, other**

☒ **shrubs**

☒ **grass**

☐ **pasture**

☐ **crop or grain**

☐ **orchards, vineyards, or other permanent crops.**

☐ **wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other**

☐ **water plants: water lily, eelgrass, milfoil, other**

☒ **other types of vegetation:** ornamental landscaping vegetation

b. What kind and amount of vegetation will be removed or altered?

The project is located in a heavily developed urban setting with patches of vegetation mostly located along roads and sidewalks. Vegetation that was observed in the project area includes native and non-native grasses, shrubs, street trees, as well as ornamental trees and shrubs planted as landscaping. Landscaping trees, shrubs, herbaceous plants, including grasses, and mature tree root zones would be impacted by some of the project improvements. Impacts range from vegetation or tree removal, to trimming, to work within the root zone that could potentially impact vegetation or trees.

- TD 09: the addition of bicycle lanes and sidewalk could impact approximately 8,000 square feet of herbaceous plants, shrubs and trees through the addition of new impervious surfaces or replaced and new landscaping or other pervious surfaces. Over 80 trees may be impacted by project actions, including some removal.
- TD 11: the pedestrian safety and accessibility improvements located on Pacific Ave could impact up to 6,500 square feet of vegetation including herbaceous plants, shrubs, and trees. More than 10 trees may be affected by the project actions.
- TD 13: the ADA accessibility improvements located on E 27th Street and E F Street would impact approximately 1,600 square feet of herbaceous plants, shrubs and trees. Over 30 trees may be affected by project actions.

The remaining improvements would either have no or negligible impact to vegetation or trees, or would result in an increase in vegetation (through new landscaping or tree planting). Specifically, TD 03, TD 07, TD 14, and TD Parking would each have no or a negligible impact to trees or vegetation; TD 08 and TD 12 would replace and add new vegetation or trees.

c. List threatened and endangered species known to be on or near the site.

The U.S. Fish and Wildlife Service Information for Planning and Consultation (USFWS IPaC 2025) does not identify any known threatened or endangered plant species listed under the Endangered Species Act. The Washington Natural Heritage Program (WNHP 2025) does not map any rare plants within the project area. WNHP (2025) reports that Torrey's peavine (*Lathyrus torreyi*) is more than 2 miles south of the improvements, and giant chain fern (*Woodwardia fimbriata*) is over 5 miles northwest of the improvements.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any.

Proposed landscaping would be determined during final design and would meet City of Tacoma's landscaping standards (TMC 13.06.090B) and the City of Tacoma's Urban Forest Manual. For improvements implemented by Sound Transit, Sound Transit would also use the Sound Transit's Standard Plant List (Sound Transit Requirements Manual – Set 802 – Landscaping) (Sound Transit 2024a).

Small street trees will be planted according to Tacoma's Urban Forest Manual at these improvements:

- TD 11 along Pacific Avenue
- TD 13 on East F Street
- TD 08 on E 26th Street
- TD 09 on East D Street

e. List all noxious weeds and invasive species known to be on or near the site.

A variety of noxious weeds and invasive species may be present on the project site due to its urbanized setting. During the site visit on July 30th, 2025, Sound Transit identified one noxious weed and several invasive species. Noxious weed classifications are according to the Pierce County Noxious weed list. The noxious weed observed during the site visit is spotted knapweed (*Centaurea stoebe*, Class B noxious weed). Other invasive weeds observed during the field visit include English Ivy (*Hedera helix*), Himalayan blackberry (*Rubus armeniacus*), and butterfly bush (*Buddleja davidii*).

5. Animals

Find help answering animal questions[8]

a. List any birds and other animals that have been observed on or near the site or are known to be on or near the site.

Urban dwelling animals that have adapted to humans may be present in the upland project area such as eastern cottontail, opossum, Douglas and eastern gray squirrel, coyote, common raccoon, deer, and other small animals such as rodents, as well as domesticated animals such as dogs and cats. WDFW PHS (2025) reports the presence of big brown bat, which may use the area around the improvements for foraging habitat and roosting in old buildings, under bridges or in other human-made infrastructure (email communication with WDFW, 2025).

Herpetofauna species that may occur in the project area, particularly near the stormwater pond that is within 100 feet of the Pacific Avenue Pedestrian Safety and Accessibility Improvements (near TD 11) or Wetland WTA-05, which is within 200 feet of TD07 and TD Parking, and in fragmented areas of suitable habitat include northwestern and western garter snake, long-toed and northwestern salamander, pacific tree frog, red-legged frog, western fence lizard, painted turtle, and red slide.

Coastal and inland birds may be found in the project area due to the project's proximity to the Puget Sound and vary seasonally. Because the project is on the Pacific flyway migratory route, a large number of migratory bird species may use the project area during migration. Observations of bird species were made during the field visit and by eBird users near the Thea Foss Waterway (ebird 2025). Songbirds observed or likely to occur in the project area includes sparrows, swallows, dark-eyed junco, back-capped chickadee, American crow, northern flicker, finches, American robin, bushtit, and black-capped chickadee. Raptor bird species may include bald eagles, red-tailed hawk, and osprey. Waterfowl bird species include Canada geese, common gull, mallard, bufflehead duck, common goldeneye, mergansers and wigeon. Coastal birds include great blue herons, terns, cormorants, and non-native birds such as rock pigeons and European starlings.

Many seasonal and nonseasonal fish are known to be in the Thea Foss Waterway including sockeye salmon, Chinook salmon, coho salmon, pink salmon, chum salmon, cutthroat trout, steelhead trout, and bull trout (WDFW 2025, NWIFC 2025)

b. List any threatened and endangered species known to be on or near the site.

There is very little habitat for animal species because the project area is highly urbanized, and existing habitat is fragmented or affected by industrial uses. Species that were identified by USFWS IPaC (2025) tool, NOAA (2025), and WDFW PHS (2025) that may use habitats near the project area, i.e. stormwater pond or Thea Foss Waterway, include the marbled murrelet (*Brachyramphus marmoratus*, bull trout (*Salvelinus confluentus),* steelhead trout (*Oncorhynchus mykiss),* Chinook salmon (*Oncorhynchus tshawytscha)*, and Northwestern pond turtle (*Actinemys marmorata)*. Critical habitat for bull trout and

[8] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-5-Animals

Chinook salmon (*Oncorhynchus tshawytscha)* are designated in the Thea Foss Waterway, which is located about 300 feet away from TD09.

No threatened or endangered species are known to be located within the area that would be disturbed during construction any of the improvements and none were reported or observed during field work conducted July 30, 2025. There has been one documented occurrence of Northwestern pond turtle in the Thea Foss Waterway, more than 0.5 mile north of TD 09, but the species is only known to be in Pierce County and occurs in the Lakewood area, over 6 miles away from the project area (email communication with WDFW, 2025).

c. Is the site part of a migration route? If so, explain.

The city of Tacoma is on Pacific Flyway migratory bird route. Waterbodies such as the Thea Foss Waterway and McKinley Park near TD 09, and the undeveloped parcel and detention pond near TD 11 located on Pacific Avenue, may provide habitat for migrating birds.

d. Proposed measures to preserve or enhance wildlife, if any.

Vegetation removal would be minimized to the maximum extent possible. Landscaping would be determined in the final design phases and would provide habitat for some birds and small mammals.

e. List any invasive animal species known to be on or near the site.

According to the Washington Invasive Species Council (2025), there are no known invasive animal species within the project area.

6. Energy and natural resources

Find help answering energy and natural resource questions[9]

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Most of the improvements would not use any energy once completed. Electricity will be used for new lighting and railroad and pedestrian gates installed as part of the project.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No, the project would not affect the use of solar energy by adjacent properties.

c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any.

No specific energy conservation features are included in the plans.

[9] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-6-Energy-natural-resou

7. Environmental health

Health Find help with answering environmental health questions[10]

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur because of this proposal? If so, describe.

There is potential for encountering contaminated soil during excavation activities, particularly due to historic backfill materials used when impervious surfaces were first installed. The Tacoma Smelter Plume extends across the project area. A review of predictive soil concentration model indicates anticipated arsenic concentrations below 20 parts per million, which is under the applicable state cleanup levels.

Additional information regarding the potential hazardous materials impacts related to TDAI is included in Attachment B, Hazardous Materials Technical Report.

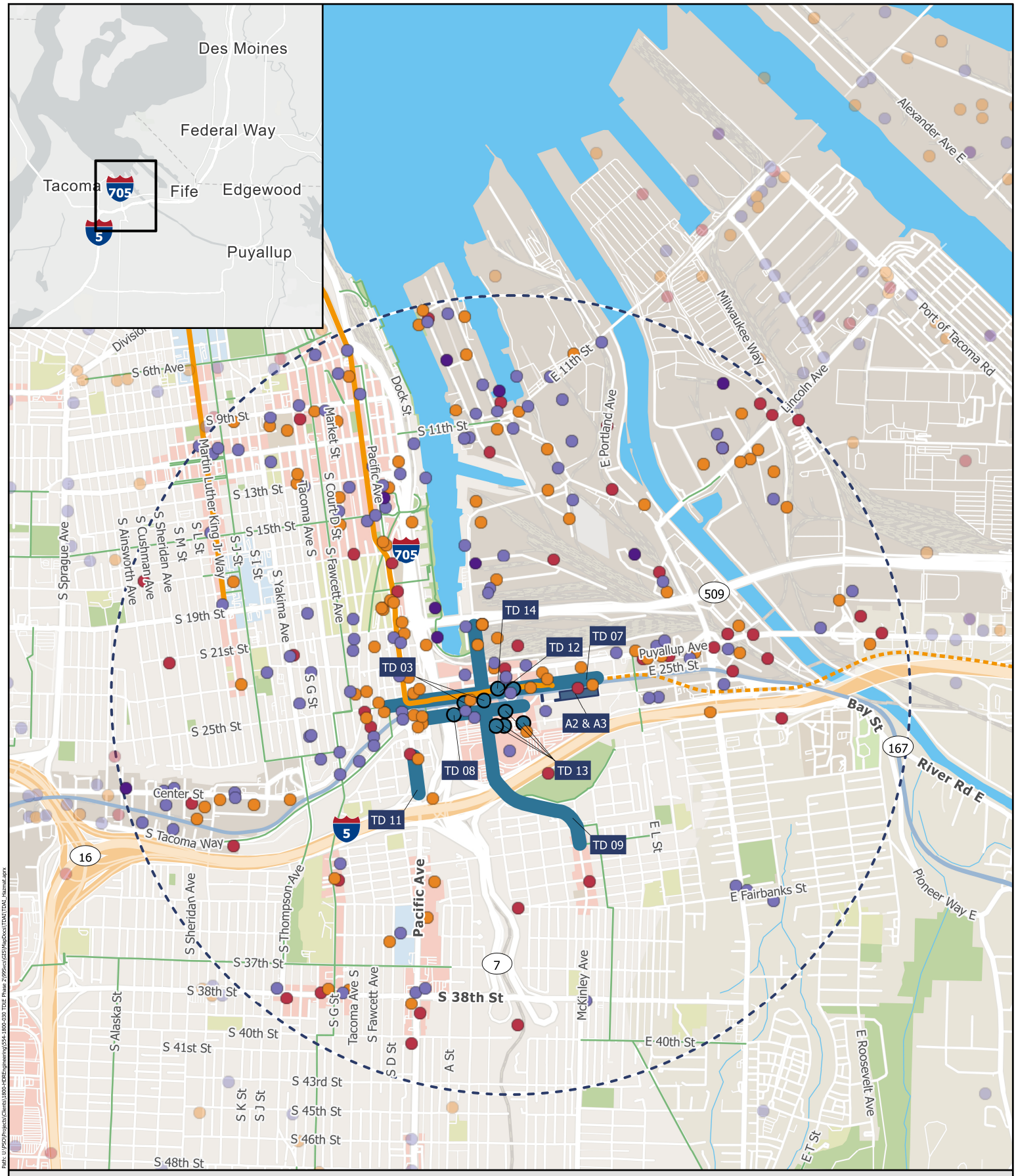
1. Describe any known or possible contamination at the site from present or past uses.

A review of the Washington State Department of Ecology (Ecology) database identified contaminated sites within a 2-mile radius around the existing Tacoma Dome Station (the hazardous materials study area) (Figure 2). With the exception of TD Parking, construction activities are anticipated to remain within the existing public right-of-way and are not expected to reach depths that would disturb native soils or intercept the groundwater table (maximum depth of excavation would be approximately 12 feet).

For the two parcels that may be acquired (TD Parking), both sites are documented to have area-wide carcinogenic polycyclic aromatic hydrocarbon (cPAH) contamination. Additionally, the buildings located on the parcels may have potentially hazardous building materials present (asbestos containing materials, lead-based paint, polychlorinated biphenyls (PCBs).

The project area falls within the Asarco Tacoma Smelter Plume that is part of the Commencement Bay Nearshore Tideflats National Priority List (NPL) site. The plume includes large portions of Pierce, King, Kitsap, and Thurston Counties related to windblown contamination of arsenic and lead deposited from operation of the Asarco Smelter in Ruston, Washington, for a period of nearly 100 years (Ecology 2025). The project area is mapped within an area of impact from arsenic of less than 20 parts per million.

[10] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-7-Environmental-health



Date: 12/23/2025
Sources: Sound Transit, City of Seattle, ESRI
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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

2. **Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.**

No underground hazardous liquid or gas transmission pipelines have been identified within the hazardous materials study area (Figure 3). Planned construction activities will be confined to the public right-of-way, with the exception of the two potential parking sites, and are not anticipated to reach depths that would disturb native soils.

Date: 12/23/2025
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
- 1.5 mi Buffer
- Tacoma Dome Station
- Sounder
- T Line
- Existing Bikeways
- TDLE Preferred Alternative
- LNG Plants
- Breakout Tanks
- Hazardous Liquid Pipelines

0 750 1,500 3,000 Feet

Figure 3 Existing Pipeline System

Tacoma, WA

3. **Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.**

During construction, it may be necessary to fuel or maintain vehicles or construction equipment on-site, resulting in the temporary use or storage of gas, oil, diesel, solvents, cleaning substances, etc. These activities would occur in staging areas, to the extent possible, and spill control measures would be in place. No toxic or hazardous chemicals are expected to be stored, used, or generated during operation of the project.

4. **Describe special emergency services that might be required.**

Not applicable. The project is not anticipated to involve conditions that would require special emergency services related to fire, explosion, or hazardous waste.

5. **Proposed measures to reduce or control environmental health hazards, if any.**

The specific project improvements that would be constructed, owned, and operated by Sound Transit would be subject to Sound Transit's safety and security certification process, which includes an evaluation of hazardous materials used during construction, testing and commissioning of facilities, and ongoing operations. Sound Transit has a policy to meet or exceed federal safety and security process requirements on all projects, which includes measures for controlling hazardous material usage during construction, as well as during operation and maintenance of the project.

Construction activities would be conducted in accordance with a Construction Mitigation and Monitoring Plan (CMMP) to minimize risks to human health and the environment. For parcels where building removal is required for the TD Parking improvements, a pre-demolition building materials inventory will be performed to identify and manage potentially hazardous materials, including asbestos-containing materials, lead-based paint, and PCBs.

The following measures would be implemented during construction to reduce or control environmental health hazards:

- Any contaminated soil or groundwater encountered during construction would be collected and disposed of in accordance with state and federal regulations.
- A Spill Prevention, Control Countermeasures and Containment Plan would be prepared and implemented for the storage, handling, use or disposal of hazardous materials.
- Specific areas would be designated for equipment repair, fuel storage, and refueling, and would include measures for containing spills.
- If a hazardous material spill were to occur, the contractor would immediately notify Sound Transit and the City of Tacoma and, if necessary, call the appropriate emergency response agency. The contractor would be required to have materials on-site, such as absorbent pads, to ensure the spill is contained immediately.
- All hazardous materials used in construction would have a required Material Safety Data Sheet filed on-site.

b. Noise

1. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?

Existing noise in the project area includes traffic on I-5 and 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 within the project area during March 2020 for the TDLE project, as shown on Table 2:

Table 2. Noise Measurements

Measurement Location Description	Noise Exposure (dBA) Ldn	Noise Exposure (dBA) 1 Hour Leq
1121 26th Street E, Tacoma	64	61
2611 East E Street, Tacoma	67	63

The “equivalent” sound level or “Leq” represents the changing sound level over a period of time, typically 1 hour or 24 hours in transit noise assessments. For assessing the noise impact of rail projects at residences, hotels, and other land uses with sleeping quarters, the day-night sound level (Ldn) is used. The Ldn is a 24-hour cumulative noise exposure metric that accounts for increased noise sensitivity at night. Typical noise level can range from Ldn of 50 to 55 dBA in a quiet suburban neighborhood that is not close to major roadways, to Ldn of greater than 75 dBA for areas near the end of airport runways and adjacent to a major highways.

Ldn 65 to 70, is typical of noise levels in a noisy residential area close to major freeways. Based on the results of the noise measurements, the ambient noise levels are expected to be similar in other locations within the project area. This existing noise would not affect TDAI.

Additional information regarding the types of noise in the project area is included in Attachment C, Noise and Vibration Technical emorandum.

2. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site)?

- The only improvement that has the potential to create noise on a long-term basis is new surface parking (TD Parking A2 and A3), but there are no sensitive receptors within the screening distance of 350 feet, which is the screening distance established for improvements with the potential for noise generation, including park facilities, in accordance with Sound Transit noise methodology.

Other improvements that are part of the TDAI project would either have no impact to noise or would reduce existing noise.

Only TD 03 and TD Parking would have an extended construction duration that could warrant additional assessment, but no sensitive receptors are located within 120 feet of any of the improvements so no further noise assessment is required.

3. **Proposed measures to reduce or control noise impacts, if any:**

Because no noise impacts during operations or construction were identified, no measures to reduce or control noise impacts are proposed.

8. Land and shoreline use

Find help answering land and shoreline use questions[11]

a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

TDAI would be constructed primarily within existing street right-of-way used for motorized and non-motorized travel, with the exception of the TD Parking sites.

The potential parking sites are currently used for commercial/industrial use that includes the storage of semi-trucks and trailers.

b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses because of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

No, the project site has not been used as working farm or forest lands.

1. **Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how?**

There is no working farm or forest land surrounding the project location, so the project would not affect, or be affected by surrounding working farm or forest land.

c. Describe any structures on the site.

TDAI would be constructed within existing street right-of-way where no structures are located, with the exception of the TD Parking improvements. There is one commercial/industrial building located at 801 E 26th St Tacoma, where TD Parking is proposed.

d. Will any structures be demolished? If so, what?

Yes, the structure located on the TD Parking sites would be demolished.

[11] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-8-Land-shoreline-use

e. What is the current zoning classification of the site?

TD 03, TD 08, TD 11, TD 12 and TD 14 would all be located in areas zoned for mixed use.

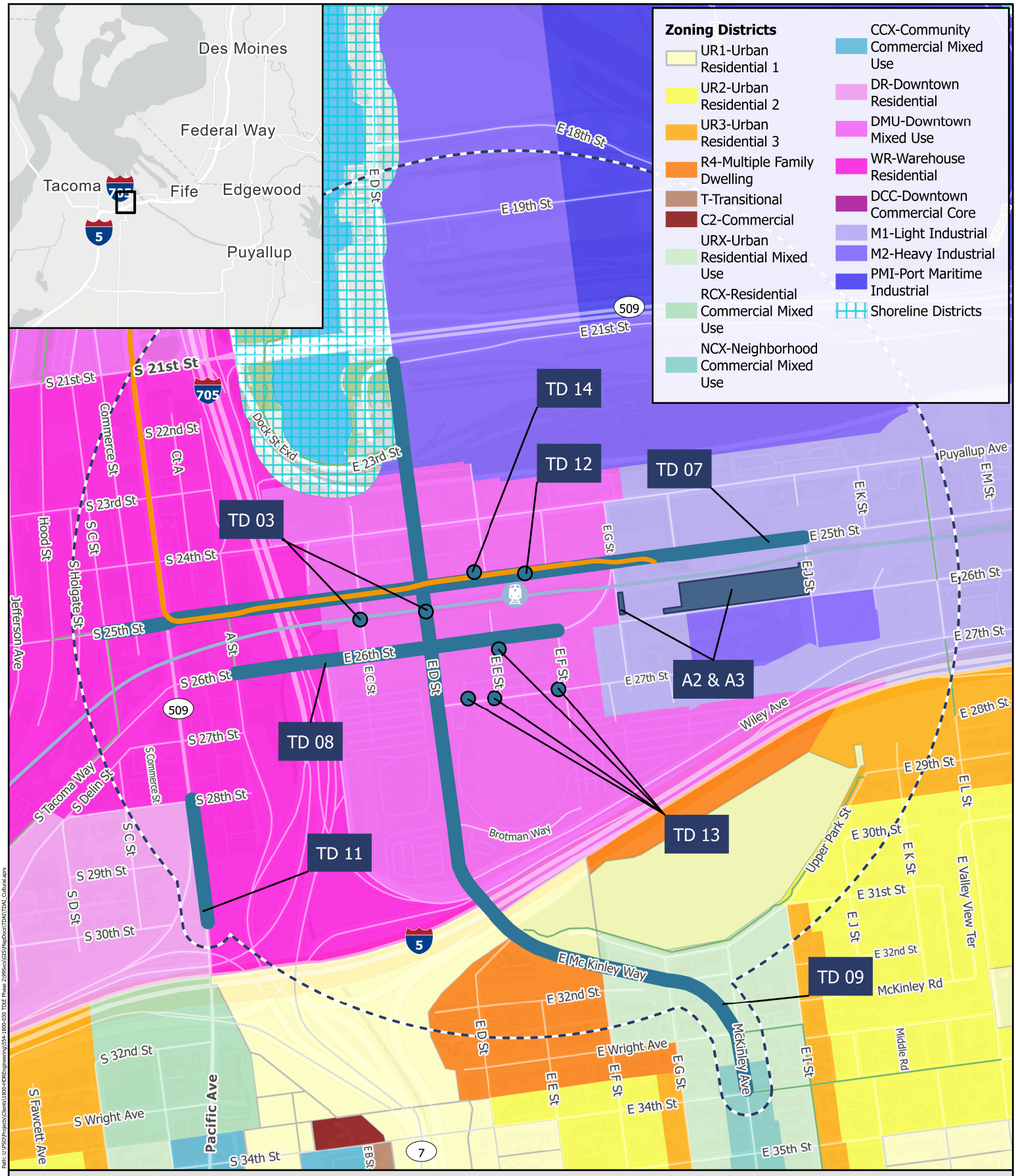
Portions of TD 07 west of East G Street would be located in an area generally zoned for mixed use; the portions of TD 07 east of East G Street are in an area generally zoned for manufacturing/industrial.

The northern terminus of TD 09 would be adjacent to property zoned for public use to the west and manufacturing/industrial to the east. The linear improvement would travel south through areas zoned for mixed use until I-5, south of which is zoned for single family and multi-family residential, before returning to an area zoned for mixed use.

The western part of TD 13 would be in mixed use, whereas the area to the northeast is zoned for manufacturing/industrial use.

TD Parking (A2 and A3) would be in an area zoned for manufacturing/industrial use.

Figure 4 shows the existing zoning in the project area.



Date: 12/23/2025
Sources: Sound Transit, City of Seattle, ESRI
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Existing Improvements
Potential Parking Sites
1/2 mi Buffer
Tacoma Dome Station
Sounder
T Line
Existing Bikeways

0 250 500 1,000 Feet

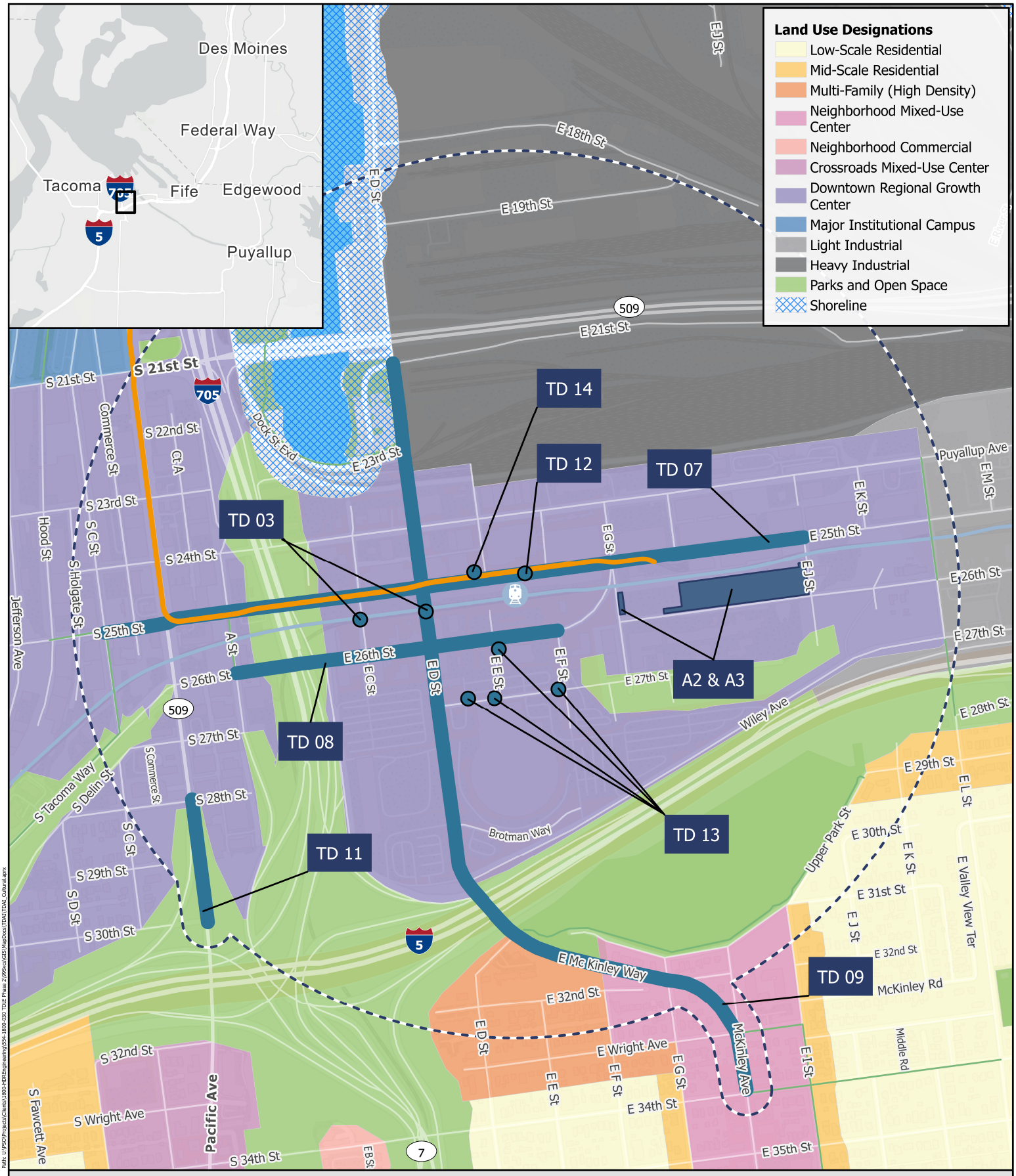
Figure 4 Existing Zoning

Tacoma, WA

f. What is the current comprehensive plan designation of the site?

The TD Parking sites are located within an area designated as Downtown Regional Growth Center, which is an area of concentrated urban development intended to accommodate a substantial portion of the city's future population and employment growth and to serve as a hub for transit.

The project is anticipated to support existing land uses and is generally consistent with the City of Tacoma's planning goals and policies. However, off street parking is not identified as a preferred land use in the project area. The future land use designations are illustrated on Figure 5.



Date: 12/23/2025
Sources: Sound Transit, City of Seattle, ESRI
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0 250 500 1,000 Feet

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

Figure 5 Land Use Designations

Tacoma, WA

g. If applicable, what is the current shoreline master program designation of the site?

A small portion of shoreline adjacent to the Thea Foss Waterway is within the project area and designated as Downtown Waterfront, but the project would be outside of the regulated shoreline master program environment.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Designated steep slopes are located throughout the project area. There is one wetland within the project area, but none are located where the project would be constructed.

i. Approximately how many people would reside or work in the completed project?

No one would reside or work within the completed project.

j. Approximately how many people would the completed project displace?

No residential displacements are anticipated as a result of the project. One commercial/industrial business displacement could occur at either of the two potential surface parking locations.

k. Proposed measures to avoid or reduce displacement impacts, if any.

No measures to avoid or reduce displacements are proposed. The project would comply with the Uniform Relocation Assistance and Real Property Acquisition Policies Act and for business displacements from the TD Parking improvements.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any.

The project would be consistent with the City of Tacoma's land use and development code and would support land use goals and policies of local jurisdictions. Sound Transit and the City of Tacoma would proceed through the City of Tacoma's land use approval processes for project design elements as needed, which would ensure project consistency with land use plans, goals, and policies. Other than temporary construction easements, the project is located within public ROW.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

No measures to reduce or control impacts to agricultural or forest land are needed.

9. Housing

Find help answering housing questions[12]

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

No housing units would be provided.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

No housing units would be eliminated.

c. Proposed measures to reduce or control housing impacts, if any:

No measures to reduce or control housing are proposed because the project will not impact housing.

10. Aesthetics

Find help answering aesthetics questions[13]

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Most of the access improvements would be at ground level with some new vertical elements for signage, signalization, and street lights. Most vertical elements would be less than a single story in height and typical of existing signage and signalization elements in the area. The tallest features would likely be less than 20 feet tall, mostly consisting of new poles with accessible pedestrian signals.

b. What views in the immediate vicinity would be altered or obstructed?

Some project improvements would be visible from known viewing points such as the viewing deck of the LeMay museum. However, none of the elements would obstruct views and would not be seen as altering the existing foreground views which are urban scenes with varied shapes and materials.

c. Proposed measures to reduce or control aesthetic impacts, if any:

No specific additional measures would be needed to reduce or mitigate visual impacts.

[12] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-9-Housing
[13] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-10-Aesthetics

11. Light and glare

Find help answering light and glare questions[14]

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Project improvements would introduce new and replaced lighting and signalization. New street lighting would include LED fixtures with potential for producing glare. Lighting would be on at all times of night. Crosswalk signals would have potential for producing glare such as from a flashing yellow light or as is produced from a rapid flashing beacon type of crosswalk signalization.

During construction there may be a need for night work, which would require night lighting to safely illuminate the work area. To the extent that light creates glare or otherwise adversely affects drivers or neighbors, it would be localized and for a short duration.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

All of the proposed lighting is designed to improve safety. New lighting or flashing signals would have potential to be seen from the LeMay museum viewing deck but would not be noticeable enough in the heavily lit urban setting to alter views.

c. What existing off-site sources of light or glare may affect your proposal?

No existing off-site sources of light or glare would affect the project.

d. Proposed measures to reduce or control light and glare impacts, if any:

No mitigation measures are required. Lights could be shielded or pointed downward and away from streets to avoid glare and will comply with all applicable design standards/regulations.

12. Recreation

Find help answering recreation questions

a. What designated and informal recreational opportunities are in the immediate vicinity?

Parks within the a half mile of the project include the following, as shown on Figure 6:

- Pugnetti Park – small park with benches and grassy areas
- 21st Street Park – located adjacent to the Thea Foss Waterway Public Esplanade near the southwest end of the waterway, the park includes tables, benches, grassy areas, and views of the water.
- Waterway Park – located on the east side of the Thea Foss Waterway with grassy areas, benches, water views and a kayak launch.
- McKinley Park – located south of I-5, a large park with walking paths, playground equipment, and natural areas.

[14] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-11-Light-glare

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

0 250 500 1,000 Feet

Figure 6 Parks

Tacoma, WA

Other recreational opportunities within a half mile of the project area include the Prairie Line Trail, which is a mile-long linear park along the former tracks of the retired Prairie Line that links the waterfront, downtown, University, and Brewery Districts. There are several public art installations along the Prairie Line Trail. The Thea Foss Waterway Public Esplanade is a pedestrian pathway that is also located within the project area, on the west side of the Thea Foss Waterway.

b. Would the proposed project displace any existing recreational uses? If so, describe.

No, TDAI would not displace any existing recreational uses. TD 09 would be located adjacent to McKinley Park to the south and Waterway Park to the North, but would not physically impact either resource. The remainder of the improvements are at least 1,000 feet from existing recreational uses.

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

No measures to reduce or control impacts on recreation are proposed because no impacts are anticipated.

13. Historic and cultural preservation

Find help answering historic and cultural preservation questions[15]

a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

Yes, one historic built resource that is listed in the National Register of Historic Places (NRHP) and one resource that is eligible for listing in the NRHP are located within the defined area of impacts (AI) for the project. Where all work would occur entirely within existing right-of-way and do not have the potential to affect adjacent tax parcels abutting the project (height more than 2 feet above pavement), the AI for that improvement consists of the area that would be disturbed for construction only and does not include adjacent abutting tax parcels. If an improvement has the potential to affect adjacent tax parcels abutting the improvement, then adjacent abutting tax parcels were included in the AI for that improvement. The AI and historic structures and sites are described further in Attachment D, Cultural Resources Assessment, WillametteCRA, 2025.

b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

One archaeological resource that is eligible for listing on the NRHP is located adjacent to the AI for the project and another site that is recommended as eligible for listing is also located adjacent to the AI. Two recorded cemeteries also exist within 0.25 mile of the recommended

[15] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-13-Historic-cultural-p

AI. These resources are described further in Attachment D, Cultural Resources Assessment, WillametteCRA, 2025.

c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

The potential impacts to cultural and historic resources were assessed through a records search, which included identifying and reviewing previous cultural resources studies using published and electronic sources and those provided by the Washington Department of Archaeology and Historic Preservation (DAHP) and the City of Tacoma, including the Historic and Archaeological Technical Report for TDLE (Punke et al. 2024). The DAHP predictive model for the likelihood of encountering archaeological sites was also used and indicates that the recommended AI is mostly very high risk with some areas of high risk for encountering precontact cultural resources. Geoarchaeological data gathered for other prior projects within the AI was also reviewed.

Copies of the Cultural Resources Assessment were distributed to the Puyallup Tribe of Indians, the Confederate Tribes and Bands of the Yakima Nation, the Nisqually Indian Tribe, the Muckleshoot Indian Tribe, and the Department of Archaeology and Historical Preservation (DAHP) for their review prior to issuance of a Determination of Nonsignificance for this project. See Appendix C to Attachment D, Cultural Resources Assessment. Sound Transit also requested formal NRHP and WHR eligibility determinations from DAHP for resources newly identified by this effort. These practices are not required under SEPA but are part of Sound Transit's best practices for cultural resources compliance.

d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

Monitoring during construction of TD 03, TD 07, TD 08, TD 11, TD 12, TD 13, and TD Parking may be appropriate, as directed by DAHP. An inadvertent discovery plan was prepared for the project.

14. Transportation

Find help with answering transportation questions[16]

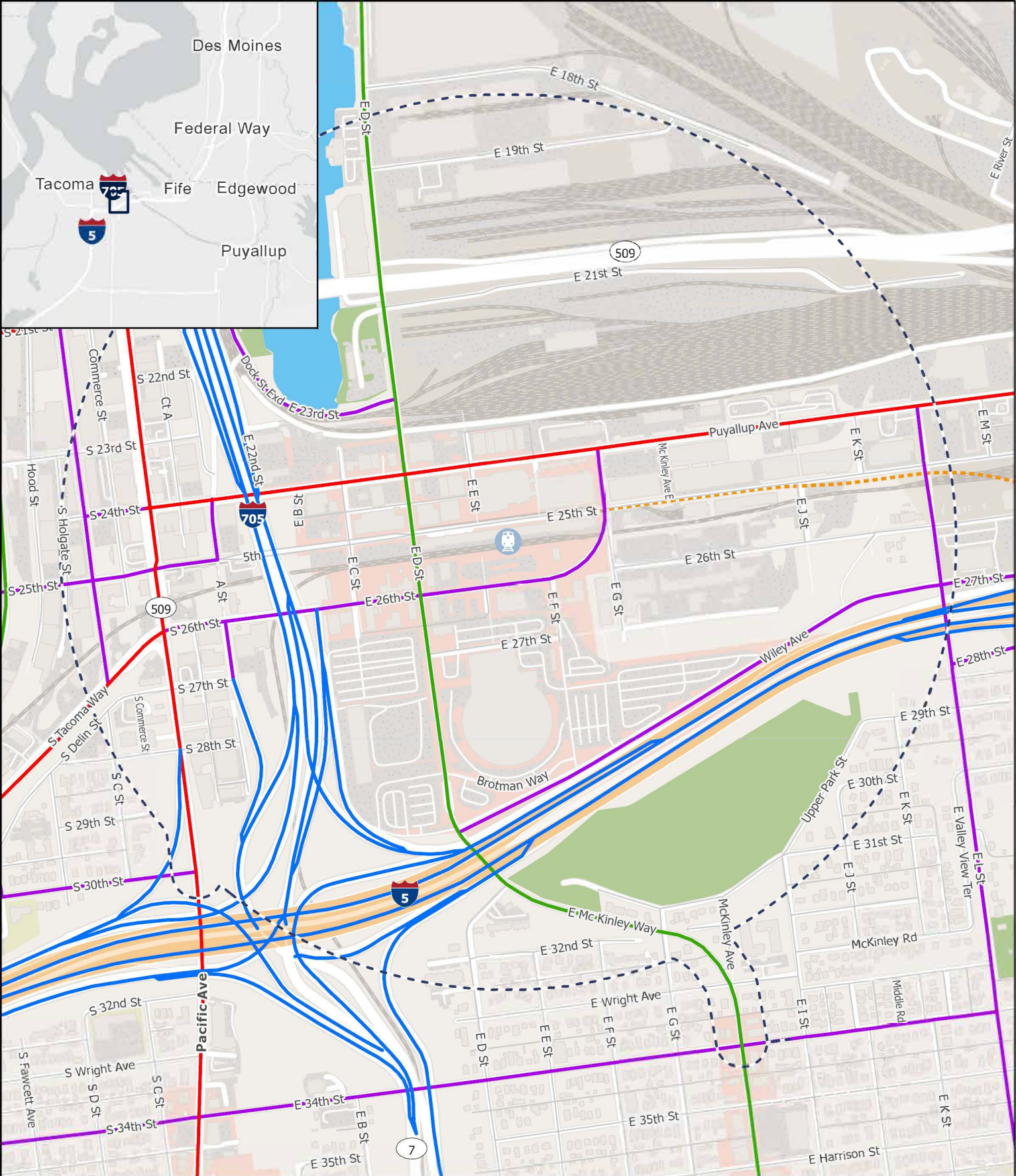
a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The transportation study area (0.5-mile radius around the Tacoma Dome Station plus portions of the roadway where improvements would be made) for the project includes local streets and arterials near I-705, I-5, and SR 509. It includes two principal arterials: Puyallup Avenue and S Pacific Avenue. East D Street is a minor arterial extending north-south through the station 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 transportation 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 providing access to the Tacoma Dome Station area. It is primarily a two-lane road on the east side of the transportation 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 transportation study area—E 25th Street, E 27th Street, E G Street, E 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.

The roadway network in the study area is illustrated on Figure 3.

[16] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation



Date: 12/17/2025
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.

Transportation Study Area
Tacoma Dome Station

Roadway Functional Classification
- Interstate
- Other Principal Arterial
- Minor Arterial
- Major Collector

0 250 500 1,000 Feet

Figure 3 Existing Roadway Network
TDAI Transportation Tech Memo

Tacoma, WA

b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The area is currently served by light rail, bus, commuter rail, and passenger rail. The project improvements would expand access to transit in the Tacoma Dome Station area, with a number of improvements at or directly adjacent to the Tacoma Dome Sounder and Amtrak stations, nearby stations on the T Line, and Tacoma Dome bus bays on Puyallup Avenue. Bus service in the project area is provided by both Sound Transit and Pierce Transit. Ten bus routes serve the Tacoma Dome Station within the project area, including Sound Transit Express Routes 574, 586, 590, 594, and 595, as well as Pierce Transit Routes 41, 42, 400, 500, 501, and the Stream Community Line.

Sound Transit operates two types of rail service within the project area: light rail and commuter rail. The existing light rail service, the T Line, serves 12 stations between Tacoma Dome Station, downtown, and the Hilltop neighborhood. The S Line commuter rail 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 and evening. Southbound trains run every 30 to 45 minutes in the morning and every 20 to 30 minutes in the afternoon and evening.

Amtrak also operates two routes from its station in Tacoma, including daily service to Vancouver, BC, Seattle, Portland, Salem and Eugene, as well as service farther south to Los Angeles.

c. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle, or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

The project improvements primarily consist of improvements to existing public streets and roadways, particularly bicycle and pedestrian improvements to public roadways. A description of project improvements is included in Table 1. Construction of surface parking (TD Parking) would also include replacement or construction of new sidewalks on East G Street, E 26th Street and East J Street.

d. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The project area includes rail transportation described in 14.b. Sound Transit operates T Line light rail service and Sounder S Line commuter rail service in the project area. The S Line stops at Tacoma Dome Station, and the T Line runs along E 25th Street from the Tacoma Dome station to Pacific Avenue where it turns north onto Pacific Avenue and continues to Downtown Tacoma and the Hilltop neighborhood. Amtrak also operates Intercity passenger rail on the Sound Transit owned rail line through the project area. The Amtrak Cascades service operates six daily round trips between Seattle and Portland through Tacoma Dome station, with some trains continuing to Vancouver, BC and Eugene, OR. The Amtrak Coast Starlight is a long-distance passenger train with one daily round trip between Seattle to Los Angeles.

The Sound Transit commuter rail tracks are not used for freight rail service except for light engine operations. Freight rail operates on the north side of Puyallup Avenue, where the BNSF Railway Tacoma Terminal and BNSF Tacoma Yard are located. From the Tacoma Yard, the BNSF rail line continues north along the Tacoma waterfront. Union Pacific also operates within the project area to serve their intermodal facility at the Port of Tacoma. The Port of Tacoma is one of the busiest container ports in the U.S. and is located north of the project area. Tacoma Rail operates rail service in and around the port in the Tidelands Division.

TDLE is also proposed to serve the area by 2035.

e. How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

TD Parking improvements could include up to 300 surface parking spaces combined. These parking spaces would generate new passenger vehicle trips, with peak volumes between 4:00pm and 5:00pm during the PM Peak commute hour. AM Peak volumes are anticipated to be similar. Based on the Institute of Transportation Engineers (ITE) Parking Generation Manual, 6th Edition, this would generate an estimated 100 trips leaving the parking area during the PM Peak. Throughout the day, the parking lots would generate an estimated 1,164 trips based on the ITE Trip Generation Manual, 11th Edition. Additional trips to access the parking area would not affect traffic operations at nearby intersections.

Additional information is included in Attachment E, Transportation Technical Report.

f. Will the proposal interfere with, affect, or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

The TD 09 and TD 11 improvements would affect freight access on East D Street, Pacific Avenue and the Pacific Avenue I-5 access ramp.

TD 09 improvements would reconfigure East D Street near the Port of Tacoma and would change traffic patterns by removing one southbound lane north of Puyallup Avenue. This reduction in capacity would not have adverse impacts to freight traffic based on Synchro analysis of the new intersection configurations at East D Street and Puyallup Avenue and East D Street and Dock Street. TD 09 includes extensive improvements on the East D Street/McKinley Way corridor that could require intermittent closures in one or both directions of travel of East D Street/E McKinley Way.

TD 11 includes new signalized pedestrian crossings on Pacific Avenue and at the I-5 access ramp that could increase delay for freight and vehicular traffic accessing Pacific Avenue and I-5, but would not have substantial effects to freight access. During construction, these improvements could require short-term street or lane closures for new intersection improvements.

For other project improvements, construction of pedestrian crossing improvements as part of TD 07, TD 08, TD 11, TD 12 and TD 13 could require temporary construction closures, but are not anticipated to affect freight access.

Additional information is included in Attachment E, Transportation Technical Report.

g. Proposed measures to reduce or control transportation impacts, if any:

No measures beyond the implementation of traffic management plans during construction would be required, since no long-term transportation impacts are anticipated.

15. Public services

Find help answering public service questions[17]

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe.

TDAI would not increase the need for any public services during operations. It is anticipated that the intent of the project to improve access to the station area would be beneficial to public services by providing connections.

Construction could impact emergency vehicle response times due to temporary lane closures, detours, or other changes to access. Coordination with service providers and construction detours would avoid or minimize those potential impacts.

b. Proposed measures to reduce or control direct impacts on public services, if any.

No impacts are anticipated during operations of the projects. Sound Transit and the City of Tacoma would coordinate with contractors, utility providers, and other public service providers to reduce or control impacts on public services during construction. Emergency access during lane/road closures or detours would be provided and communicated to emergency service providers. A traffic management plan would also be prepared to address emergency access.

16. Utilities

Find help answering utilities questions[18]

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:

Stormwater system.

b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

Construction would require the use of electricity, water, gasoline, and diesel fuel. Gas and diesel fuel would be supplied by local fuel providers.

The project would use electricity for new utility poles, lighting, traffic signals, pedestrian beacons, and railroad crossing and pedestrian gates, which would be provided by Puget Sound Energy.

[17] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-15-public-services
[18] https://ecology.wa.gov/regulations-permits/sepa/environmental-review/sepa-guidance/sepa-checklist-guidance/sepa-checklist-section-b-environmental-elements/environmental-elements-16-utilities

C.Signature

Find help about who should sign[19]

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

X /s/ Elma Borbe

Type name of signee: Elma Borbe

Position and agency/organization: Senior Environmental Planner, Sound Transit

Date submitted: January 9, 2026

[19] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-C-Signature

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Questions?
Insert team or contact name here
email@soundtransit.org or
206-000-0000

soundtransit.org/project-url

Sound Transit
401 S Jackson St
Seattle, WA 98104-2826
soundtransit.org

Information in alternative formats:
800-201-4900 / TTY: 711 or
accessibility@soundtransit.org

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